

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

2 Regular Meeting

3 held at 4796 U.S. 1 North

4 St. Augustine, Florida

5 on Monday, August 16, 2004

6 from 4:00 p.m. to 6:01 p.m.

7 \* \* \* \* \*

8 BOARD MEMBERS PRESENT:

- 9 SUZANNE GREEN, Chairman
- WAYNE "BUZZ" GEORGE, Secretary-Treasurer
- 10 JOSEPH CIRIELLO
- BOB COX

11 \* \* \* \* \*

12 BOARD MEMBERS ABSENT:

- 13 JOHN "JACK" GORMAN

14 \* \* \* \* \*

15 ALSO PRESENT:

- 16 DOUGLAS BURNETT, Esquire, Rogers, Towers, Bailey,
- 17 Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
- FL, 32084, Attorney for Airport Authority.

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

19 BRYAN COOPER, Assistant Airport Director.

20 \* \* \* \* \*

- 21
- 22 JANET M. BEASON, RPR, RMR, CRR
- St. Augustine Court Reporters
- 23 1510 N. Ponce de Leon Boulevard
- St. Augustine, FL 32084
- 24 (904) 825-0570

## AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

2

1	I N D E X	
2		PAGE
3	2. PLEDGE OF ALLEGIANCE	3
4	3. APPROVAL OF MEETING MINUTES	3
5	4. ACCEPTANCE OF FINANCIAL REPORTS	3
6	5. APPROVAL OF MEETING AGENDA	4
7	6. REPORTS:	
8	A. Mr. Bruce Maguire - County Commissioner	4
	B. Mr. Michael Slingsluff - Aero Sport, Inc.	7
9	C. Mr. John Leslie - Grumman St. Augustine	7
	D. Mr. John Roderick - S.A.P.A.	7
10	E. Mr. Bjorn Ottesen - F.A.C.T.	7, 22
	F. Mr. David Knight - ATCT Tower - Absent	7
11	G. Mr. Doug Burnett - Authority Attorney	8
12	7. ACTION ITEMS	
13	A. PROJECT UPDATES	8
	B. AIRPORT MASTER PLAN - PREFERRED ALTERNATIVE	22
14	SELECTION	
	C. EMINENT DOMAIN UPDATE & RESOLUTION	73
15	D. FBO LEASE	87
	E. MEMORANDUM OF UNDERSTANDING - AERO GROUP	99
16	8. AUTHORITY MEMBER REPORTS:	
17	A. Ms. Green, Chairman	105
18	B. Mr. Joseph Ciriello	107
	C. Mr. Wayne George, Secretary/Treasurer	107
19	D. Mr. Bob Cox	109
20	9. PUBLIC COMMENT	110
21	10. NEXT BOARD MEETING	113
22	11. ADJOURNMENT	115

24

25

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

3

1 PROCEEDINGS

2 CHAIRMAN GREEN: All right. Call the meeting  
3 of the Airport Authority board to order. Please  
4 stand for the pledge to the flag.

5 (Pledge of Allegiance.)

6 3. - APPROVAL OF MINUTES

7 CHAIRMAN GREEN: We have before us the  
8 minutes from our July 12 meeting. Are there any  
9 exceptions to those minutes?

10 MR. GEORGE: I'd like to make a quick comment  
11 that my absence of that meeting was not the reason  
12 the meeting was so short.

13 MR. WUELLNER: Says you.

14 MR. GEORGE: Says me, right.

15 MR. COX: Can we argue that point?

16 CHAIRMAN GREEN: He's going to make a comment  
17 on it later, he says, so, yeah, reserve it.

18 Any comments or exceptions further to the  
19 minutes of July 12?

20 (No further comments or exceptions.)

21 CHAIRMAN GREEN: Hearing no exceptions to the

22 minutes, they'll be accepted as reported.

23 4. - APPROVAL OF FINANCIAL REPORTS

24 CHAIRMAN GREEN: Next, we have our financial  
25 report from June. Mr. Treasurer, do you have any

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

4

1 comments with regards to the financial statement  
2 for June?

3 MR. GEORGE: No. It looks like it's all in  
4 order, and I move that we accept them.

5 CHAIRMAN GREEN: Any other comments or  
6 exceptions to the financial report ending June  
7 30th, 2004?

8 (No comments or exceptions.)

9 CHAIRMAN GREEN: Hearing no exceptions or  
10 comments, we'll accept the financial reports as  
11 presented.

12 Is that -- does that include the fiscal  
13 overview?

14 MR. GEORGE: Yes, uh-huh.

15 CHAIRMAN GREEN: Okay.

16 5. - APPROVAL OF MEETING AGENDA

17 CHAIRMAN GREEN: Our meeting agenda, everyone  
18 has before you. Any comments with regards to the  
19 meeting agenda?

20 (No comments.)

21 CHAIRMAN GREEN: Hearing no comments or  
22 changes to the meeting agenda, we'll accept the  
23 agenda as reported.

24 6.A. - COUNTY COMMISSIONER

25 CHAIRMAN GREEN: And now we have our reports.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

5

1 Mr. Maguire?

2 COMMISSIONER MAGUIRE: Yeah. Just a real  
3 quick request. When the -- when the final plan is  
4 put together for the airport expansion Master  
5 Plan, could you put yourself on the agenda to the  
6 BCC so y'all can make a presentation --

7 CHAIRMAN GREEN: Sure.

8 COMMISSIONER MAGUIRE: -- on doing that? I  
9 want the rest of the BCC to see what y'all put  
10 together.

11 CHAIRMAN GREEN: Do you know when, about,  
12 that is? When do they meet?

13 COMMISSIONER MAGUIRE: When do they meet?  
14 Starting last Wednesday, it's every other  
15 Wednesday.

16 CHAIRMAN GREEN: Every other Wednesday.

17 Okay.

18 COMMISSIONER MAGUIRE: Every other Wednesday.

19 CHAIRMAN GREEN: Any -- Board, is that okay?  
20 MR. WUELLNER: We -- we actually need to do  
21 that, anyway.  
22 CHAIRMAN GREEN: Okay.  
23 COMMISSIONER MAGUIRE: Thank you.  
24 CHAIRMAN GREEN: All right. Thanks, Bruce.  
25 MR. GEORGE: Is that a requirement?

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

6

1 MR. WUELLNER: Well, we're going to -- we're  
2 going to want to work with the County to amend the  
3 Comprehensive Plan --

4 CHAIRMAN GREEN: Right.

5 MR. WUELLNER: -- to show the new airport  
6 boundary and future boundary later on, so...

7 6.B. - AERO SPORT

8 CHAIRMAN GREEN: Aero Sport? Michael?

9 MR. SLINGLUFF: No report.

10 6.C. - NORTHROP GRUMMAN

11 CHAIRMAN GREEN: Northrop Grumman? John?

12 MR. LESLIE: No report. I snuck in on you.

13 6.D. - S.A.P.A.

14 CHAIRMAN GREEN: Pilots?

15 MR. RODERICK: No report, Madam Chair.

16 6.E. - FLORIDA AVIATION CAREER TRAINING

17 CHAIRMAN GREEN: Florida Aviation, Bjorn?

18 (Absent.)

19 CHAIRMAN GREEN: Anybody from Florida  
20 Aviation?

21 6.F. - ATCT - (Absent)

22 CHAIRMAN GREEN: Hearing none, David?  
23 Traffic control tower?

24 MR. WUELLNER: Actually, I've got his  
25 report --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

7

1 CHAIRMAN GREEN: Okay.

2 MR. WUELLNER: -- as a part of mine. He's  
3 not here this month.

4 CHAIRMAN GREEN: Okay. We'll just wait for  
5 you, then, on updates. And Mr. Burnett?

6 6.G. - AIRPORT AUTHORITY ATTORNEY

7 MR. BURNETT: Very briefly. As far as the  
8 construction litigation and -- related to Phase I,  
9 that's still progressing. If you have any  
10 specific questions or you'd like more information,  
11 please see me after the meeting. I'll be happy to  
12 explain it in more detail, what's going on  
13 currently.

14 We've been working with Staff this past month  
15 to finalize or -- or get this draft prepared for

16 you, which is on the agenda for the FBO lease.

17 Additionally, I don't want to steal

18 Mr. Wuellner's thunder, but the CO has been issued

19 for Phase I. And we were -- helped -- worked with

20 your staff related to that issue.

21 And we've been analyzing some quiet title

22 issues related to properties that we have willing

23 sellers, but have some title problems related to

24 their deeds and their ownership of the property,

25 and we've been working to clear -- to try and

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

8

1 clear those up. So, that's all I have to report.

2 CHAIRMAN GREEN: I have a question on the

3 clearing the title. Is that a cost to the airport

4 or a cost to the seller?

5 MR. BURNETT: Potentially a cost to -- I

6 guess it's open for negotiation.

7 CHAIRMAN GREEN: Okay.

8 MR. BURNETT: One of the properties which

9 you'll hear about this evening is within the

10 properties which you want to obtain presently

11 in -- in the quick fashion, that is within the

12 zone of properties that is subject to your eminent

13 domain action that foreseeably you'll be going

14 forward with.



15 CHAIRMAN GREEN: I guess my question was not  
16 those that pertain to the -- anything that deals  
17 with eminent domain, but in negotiation -- that's  
18 a negotiating point, whether who pays for the --

19 MR. BURNETT: Sure.

20 CHAIRMAN GREEN: -- title defects? Okay.

21 Action items, Mr. Wuellner?

22 MR. WUELLNER: Okay.

23 MR. GEORGE: You mean project updates?

24 7.A. - PROJECT UPDATES

25 MR. WUELLNER: First item I have is David's

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

9

1 traffic count report. See we're up another almost  
2 4,000 operations for the month of -- for the month  
3 of July, bringing the total net over last year's  
4 numbers at just under 20,000 operations for the  
5 year. So, we're up almost 20,000 takeoffs and  
6 landings this year over last year. And staying  
7 pretty healthy out there, flying-wise. So...

8 MR. GEORGE: Which one of the lines is the  
9 projection that we're using with the Master Plan?

10 MR. COX: Doesn't look like there is one.

11 MR. WUELLNER: There is no answer for that.

12 MR. GEORGE: Okay.

13 MR. WUELLNER: But thank you. Thank you for  
14 pointing that out. Never miss one, do you?

15 MR. GEORGE: Try not to.

16 MR. WUELLNER: Okay. That -- that's, in a  
17 nutshell, what -- what his report was to tell you,  
18 that you had another 4,000 gain on...

19 Outstanding projects this month, the terminal  
20 project -- let me put the glasses on or we may  
21 have any project come up here. Terminal project,  
22 airport maintenance facility, Taxiway Bravo, and  
23 the hardstand, land acquisition Araquay Park,  
24 terminal parking lot. I added that one this year,  
25 figuring -- not this year. This month. That'll

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

10

1 probably take a year, but...

2 Terminal parking lot, update on the home  
3 demolitions, old Phase II hangar structure,  
4 marketing and public relations, airport leasing  
5 activities, as well as the Airport Master Plan.

6 And in order of occurrence...

7 (Mr. Wuellner showing slide.)

8 MR. GEORGE: You never miss an opportunity,  
9 do you? Congratulations.

10 MR. WUELLNER: Thank you. Enough being said  
11 on that...

12 The airport maintenance facility's  
13 progressing here nicely. And completion's  
14 anticipated for fourth quarter this year. Still  
15 it's actually looking like it will be two to three  
16 weeks ahead of schedule or ahead of the original  
17 contract time. Moving along quite nicely at this  
18 point.

19 Taxiway Bravo, all of the paving is complete  
20 at this point. Will hopefully wrap up striping  
21 this week on one small section out there. Still  
22 awaiting arrival of some signs. However, that's  
23 not going to hold up opening it all up. We should  
24 be able to open it up in the next day or so.

25 I had tomorrow, because originally they were

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

11

1 painting tomorrow, the last little piece, but that  
2 looks like it's possibly deferred a day or two  
3 because of the last week's weather has put the  
4 schedule a little behind for the painting-type  
5 folks. As such, we should be fully operational  
6 and that in the next few days, and we'll get the  
7 balance of the signs installed as they begin to  
8 trickle in here.

9 Araquay Park land acquisition. Those that

10 were in the eminent domain area or potential  
11 eminent domain area, those offers have been sent  
12 by the attorney's office to the -- if they have  
13 not received it, it would be in the next day or  
14 so. They went out late last week. And I  
15 understand we had some mail delivery issues over  
16 the weekend. In fact, they didn't deliver  
17 anywhere, I understand, on Saturday. So, if you  
18 were due to get one on Saturday, it may have shown  
19 up today, or worst case, hopefully on Monday,  
20 but...

21 MR. GEORGE: So, we have received the formal  
22 appraisals of the property.

23 MR. WUELLNER: Correct. They are in the  
24 attorneys' hands enough for them to go ahead and  
25 offer. And those offers, as you set up last

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

12

1 month, at 40 percent over appraised value, have  
2 been communicated to the -- well, are in the  
3 process, if they haven't received them already.  
4 And there's -- the condemnation resolution is on  
5 the agenda for further consideration and -- and  
6 action as you see fit a little bit later on the  
7 agenda.

8 Terminal parking lot, this is an add-on. I

9 just wanted to let you know that the old  
10 electrical vault had been demolished, that work  
11 being done by the Airport Authority staff.  
12 Engineering documents are being finalized enough  
13 to allow construction activity to begin in that --  
14 in that area.

15 They're also quoting at this point -- Passero  
16 is quoting on our behalf the products of PolyCon  
17 and -- and Grip-Flex at this point, and they'll  
18 present us with a bit of a technical evaluation,  
19 as well as some cost information that we received  
20 from them, and then we'll figure out exactly what  
21 product and -- and how we want to proceed, that  
22 all -- all subject to you guys reviewing that  
23 portion of it again. But, hopefully we'll have  
24 that stuff for you by the September meeting.

25 Home demolition update. Second batch of

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

13

1 vacant homes, that bidding is ongoing right now.  
2 There are eleven homes out currently being --  
3 soliciting anybody that wants to bid on one and  
4 relocate it out of the Araquay Park neighborhood.  
5 That -- that effort's ongoing now and we'll wrap  
6 up here in a -- couple of weeks?

7 MS. HOLLINGSWORTH: September 15th.

8 MR. WUELLNER: September 15th? At which

9 point if no bids are received, we'll move on to

10 consideration for demolition. Mr. George made a

11 point that perhaps -- I don't know that they'd be

12 interested, but Habitat for Humanity might want to

13 relocate and/or just salvage pieces or parts out

14 of there, whatever they might be interested in,

15 and we'll certainly extend that offer here for

16 them, too.

17 Demolition is ongoing for the previously

18 advertised homes. I think two of them are

19 underway, if not completed already, and the

20 balance will be done over the next three to four

21 weeks.

22 Archaeology study's ongoing for that

23 property, all property east of Araquay Park.

24 They've done their sampling on that and will be

25 finalizing the report within the next ten days,

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

14

1 and then that gets sent off to the State of

2 Florida's off -- I forget what the office is, but

3 it's -- they'll -- they'll evaluate the report and

4 make a recommendation back to the County. The

5 County will accept those results and issue

6 demolition permits for the balance of homes that  
7 we have currently in for permitting on that.

8 That will also free up that whole  
9 neighborhood -- that section of the neighborhood,  
10 I should say, from an ongoing building permit  
11 issue, where you have to submit the results of  
12 that study. So, we'll do one study that covers  
13 all of that property instead of on a piece by  
14 piece by piece. And that's at the request of the  
15 State.

16 The same for the historical, what do they --  
17 historical archives evaluation that they do.  
18 They've been doing that, too, for homes we own in  
19 Araquay Park. So that we don't run into that  
20 roadblock, the State of -- the State of Florida  
21 has asked that we do them all at one time. Those  
22 that are over 50 years old, that we currently own,  
23 are being evaluated now.

24 And per our discussion at previous meetings,  
25 we did want to make sure you knew that the

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

15

1 additional advertising that was discussed has been  
2 accomplished throughout that.

3 Hangar structure rehab, we're approximately

4 70 percent with that. I think the only thing left  
5 to do are the doors out there at this point.

6 Marketing and public relations, the only item  
7 we had was to just make you aware that two more  
8 homes that were otherwise scheduled for demolition  
9 were donated for a training exercise by the -- to  
10 the St. Johns County Fire Rescue District, where  
11 they did second-floor collapse training in one and  
12 also did smoke training again in one of the other  
13 homes. And there were two that were on the list  
14 to be demolished, I think one of which they've  
15 moved ahead on at this point now. They've  
16 completed those exercises and, as usual, have  
17 thanked us greatly for the opportunity to be able  
18 to do some realtime training in real homes.

19 Airport leasing activities, the second floor  
20 terminal office space is on the agenda at a  
21 different point and -- as well as the Aero Sport  
22 lease is also an agenda item a little bit later.

23 I did want to make you aware of design/build  
24 solicitation. When we were trying to get the  
25 second-floor terminal buildout off dead center, we

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

16

1 discovered that we did not have a current  
2 design/build contract or basis to go out and do



3 design/build for second floor, as well as some  
4 other projects that are coming up in the near  
5 future.

6 We have advertised for another design/build  
7 solicitation. We talked to Florida DOT. They  
8 gave us a concurrence to be able to basically hire  
9 a firm or select a firm, professional  
10 qualifications based, not cost based, to allow us  
11 to use them for projects in the DOT work program  
12 over the next five years.

13 So, you'll be able to select a firm, be able  
14 to directly award to that firm if you desire to do  
15 it that method. They'll be on board to do that  
16 and you won't have to go through any elaborate  
17 process to do that. So, you'll have another  
18 option on the table in addition to going  
19 traditional design and then bidding method. So,  
20 you'll -- you'll have other opportunities  
21 available to you that aren't limited to a couple  
22 of specific projects, which is how we did it last  
23 time.

24 As I said, they'll let us do that for five  
25 years. And those solicitations are due to us by

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

1 September the 3rd. Staff's planning on evaluating  
2 those for you, and rank those preliminarily, and  
3 we'll give you that information at the next  
4 meeting, and you can concur in that ranking or you  
5 can select your own ranking at that point.

6 We'll give you the proposals when we get them  
7 shortly after the 3rd, so you'll have a couple of  
8 weeks with them, in fact, upwards of three weeks.  
9 So, if you want to look through those in detail  
10 and come to your own conclusions, you're certainly  
11 welcome to do that, or you can rely on us to have  
12 done some of the homework for you. It's up to  
13 you.

14 And the Authority would -- I just would make  
15 a clarification here; you have the ability to  
16 award for up to five years within this. There's  
17 no guarantee that within that, that you have to  
18 award to the design/build firm for any of that  
19 work, but it allows you the option to be able to  
20 do that. And you would award those contracts  
21 individually as you go forward. You just go  
22 through the selection one time.

23 And I wanted to bring you up to speed on the  
24 results of Hurricane Charley around here relative  
25 to the airport. And I wanted to compliment both

1 the tower, as well as the Aero Sport staff and  
2 even the Airport Authority maintenance staff, in  
3 particular, for the outstanding effort they did in  
4 preparing for that. These guys did a fantastic  
5 job. By just kind of a quirk around here, we  
6 ended up with two good-size corporate hangars  
7 available. They were able to stash just about  
8 everything that was on the ground into hangar  
9 space, getting it out of the direct weather.

10 And as we -- just to let you know, we closed  
11 the airport at 6 o'clock on Friday and anticipated  
12 reopening at 8 a.m. on Saturday. We were able to  
13 open that just slightly before that. And we had  
14 literally no discernible damage or problems  
15 reported or observed relative to the airport  
16 complex. So, thanks to all of the efforts that  
17 everybody put in on the airport, basically we had  
18 no problems at all and came through it unscathed.

19 Airport Master Plan update. Phil is here and  
20 Gloria is here to discuss hopefully adopting some  
21 version of a preferred alternative, which will  
22 allow them to complete the technical analysis  
23 moving forward and prepare the other portions of  
24 the Master Plan. And they're going to discuss  
25 that in detail with you here, and as a regular

1 agenda item in just a second, so...

2 I did need to do one thing, though.

3 Mr. Ciriello was correct in pointing out an  
4 anomaly in the minutes last month --

5 MR. GEORGE: That's good.

6 MR. WUELLNER: -- wherein I incorrectly  
7 answered that we did not take the rolled-back  
8 rate -- or that we did take the rolled-back rate  
9 last year, and in fact we did not take the  
10 rolled-back rate last year. You held the ad  
11 valorem millage. And I did want to make that --  
12 that correction for the record, though. So, he  
13 was entirely correct. We -- the last year was not  
14 a case where we took the rolled-back rate.

15 And with that, I will let Phil and Gloria  
16 walk you through the --

17 CHAIRMAN GREEN: And we have a couple of --

18 MR. WUELLNER: -- alternatives.

19 CHAIRMAN GREEN: -- board comments real  
20 quick --

21 MR. WUELLNER: Sure.

22 CHAIRMAN GREEN: -- on the project updates.

23 MR. WUELLNER: Sure.

24 CHAIRMAN GREEN: Mr. Ciriello?

25 MR. CIRIELLO: Yeah. I just want a

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

20

1 clarification. Back on that Taxiway B, you say  
2 "awaiting airfield signs." Correct me if I'm  
3 wrong. Didn't a number of years back -- and I  
4 think the number \$60,000 sticks in my head -- that  
5 the Authority bought a machine or material or --  
6 to make its own signs for certain things?

7 MR. WUELLNER: It was about --

8 MR. CIRIELLO: What's the difference between  
9 that and the signs that we're waiting on, or are  
10 we making our own?

11 MR. WUELLNER: The -- the types of signs we  
12 make are more like parking and roadway-type signs.  
13 The type of signs we're talking about the airfield  
14 are -- have to be FAA approved-type signs that  
15 have to come from an approved manufacturer. So,  
16 they're not the type of signs that we ever made.  
17 I mean, it was about a \$5,000 investment back  
18 then, not a -- not a \$50,000.

19 MR. CIRIELLO: I don't know where I got that  
20 \$60,000. That's what I thought.

21 MR. WUELLNER: It was basically a software  
22 purchase.

23 MR. CIRIELLO: Okay.

24 CHAIRMAN GREEN: I just had a question on the  
25 marketing. Can we identify maybe some other

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

21

1 groups or maybe of other board members? We've had  
2 some requests for -- Mr. Wuellner did a really  
3 nice slide presentation to a group in Duval County  
4 who accepted it tremendously, and then there was  
5 another presentation down in St. Augustine, and  
6 the people came up afterwards and said, "Please,  
7 we'd love to hear what's going on. This is the  
8 kind of information we need."

9 I'm just wondering if the board maybe had  
10 some input to Ed -- doesn't have to be right  
11 now -- but somewhere when you come by or talk to  
12 other organizations in St. Johns County, that you  
13 could think of, Chamber of Commerce people or  
14 Rotary Clubs or what have you, that we can  
15 disseminate. It's a very nice slide presentation  
16 with updates as to what we're doing and how we  
17 operate and what have you. But I think that's a  
18 good marketing tool. It's not very long. I mean,  
19 it's about a 10-minute, 15-minute presentation.

20 So, if you have any ideas, can we just give  
21 you a call, Ed?

22 MR. WUELLNER: Happy to do it.  
23 CHAIRMAN GREEN: Okay. More board comments?  
24 Master Plan? Excuse me just one second. Bjorn,  
25 did you have any?

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

22

1 MR. OTTESEN: Report? No. No report.  
2 CHAIRMAN GREEN: Okay. Thank you. Sorry.  
3 7.B. - AIRPORT MASTER PLAN - PREFERRED ALTERNATIVE  
4 SELECTION  
5 MR. JUFKO: That's quite all right. Get our  
6 computer up here. Hear me now? All right.  
7 Great.  
8 Well, I've been looking forward to this day;  
9 we all have. We want to go through what the  
10 latest and greatest is from our alternatives  
11 analysis and the findings both from our analysis  
12 and comments from this group here, the Authority,  
13 as well as the last meeting session of the  
14 Technical Advisory Committee.  
15 And also, since the last time we've met and  
16 briefed you, we've -- be able to squeeze in a  
17 public meeting. And both -- both those last two  
18 meetings happened on August 2nd. And we had a  
19 great turnout here at the public meeting, had an  
20 open house style forum. Many people went to

21 different stations, asked questions of particular  
22 importance to them. And did our best to answer  
23 questions.

24 What we have here today is our  
25 recommendations as a -- as it refers to the

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

23

1 airfield, our general aviation facilities, and the  
2 overall development plan. What we're looking from  
3 you today, hopefully, or in the near future, is to  
4 adopt our recommendation. And basically, I'll go  
5 through that right now. Gloria.

6 Briefly, you have a package in -- in front of  
7 you. These are the latest and greatest  
8 Alternatives A through E, five alternatives on the  
9 airfield side. There's slight tweaking, if you  
10 will, of the airfield alternatives based on  
11 comments received from the Authority and from the  
12 Technical Advisory Committee. And as we get into  
13 some of the general aviation alternatives, as well  
14 we had some comments from the public meeting that  
15 we've also taken into consideration.

16 The bottom line here is all five of these  
17 alternatives do not meet the need -- any one of  
18 the five alternatives meet the need of the airport



19 in the future by itself. What we're looking --  
20 what we ended up looking at is a combination of  
21 some of these alternatives to get what we feel is  
22 the best course of development for the next 20  
23 years in the Master Plan.

24 This was just basically -- Alternative A,  
25 real quick, was to extend the runway to the south,

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

24

1 to -- to maximize our existing facilities. There  
2 was some work also on runway 6/24. There were  
3 some issues that came early on in our process.

4 You know, we started out with three  
5 alternatives. We ended up with five, just to give  
6 you an idea. And that -- we had no problem doing  
7 that. We wanted to make sure that we address some  
8 of the concerns that came out of this process.

9 And one of the things that came out of that is,  
10 heck, no, we don't want to see a relocation of  
11 U.S. 1 or the railroad. So, we move on to the  
12 next alternative.

13 No relocation of the railroad or the road.  
14 Maximizing the facility. However, one key  
15 drawback, or weakness, if you want to associate it  
16 with this process -- this particular alternative,  
17 is the fact that it doesn't meet our future

18 capacity needs that we have anticipated over the  
19 20-year planning period.

20 And as Mr. Wuellner had referred to in his  
21 report, the numbers continue to increase, aren't  
22 they, Mr. George? So, we want to be able to make  
23 sure -- forecasting is an inexact science, but we  
24 know that through our alternatives and our concept  
25 development, we're not going to leave you stranded

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

25

1 here.

2 There's some good things about this  
3 alternative. And we're going to be borrowing some  
4 of these strengths out of this alternative to come  
5 up with our development concept.

6 And the next one? Charlie. This is  
7 basically the recommendation from the previous  
8 Master Plan. We were asked to take a look at  
9 this, and once again review it for its strengths  
10 and its weaknesses. And we came up with some  
11 issues, namely the relocation of U.S. 1 and the  
12 railroad are huge issues for this group. And  
13 that's one of the things that drives the  
14 phenomenal cost of this alternative as well.

15 Next one. Delta. During some point of this

16 process it was asked, well, how could we look at  
17 addressing some of the capacity considerations?

18 Well, as I've said all along, the capacity is  
19 best met if we're able to come up with some sort  
20 of parallel runway configuration. This one just  
21 happens to look at worst-case scenario. We wanted  
22 to show you what would happen if we really went  
23 out there to the west. Of course, we're not going  
24 to end up doing this. There's -- there's a lot of  
25 environmental considerations out there far -- far

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

26

1 out to the west, and as well as relocation of  
2 U.S. 1 and the railroad. There are a number of  
3 considerations here.

4 Also, we wanted to show you just how you  
5 might connect the two sides of the airport if --  
6 if you so desired. And just look at the distance  
7 you have to go from the north end of the airfield,  
8 across to the west because of some of our design  
9 criteria in trying to get some of the larger  
10 aircraft across. It's quite a -- an undertaking.

11 The next one?

12 Alternative E came out directly from our last  
13 meeting with the Authority, and it -- basically,  
14 we came to a decision that we would at least take

15 a look and show something to the west. And we  
16 have been promoting to show some sort of  
17 development to the west to protect and preserve  
18 this area for the future, not that we would  
19 necessarily meet it within the 20-year period, but  
20 if we wanted to be prudent in our planning, we  
21 would want to be able to look at options for the  
22 west side of U.S. 1, which we did. This is  
23 particular -- particularly one look at it.

24 Now, we showed up on the 2nd at our TAC  
25 meeting, and we got an interesting group of

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

27

1 surprises.

2 Now, there are great strengths to all of  
3 these, but there are a number of weaknesses as  
4 well. And one of the things that had come up  
5 during our -- that process was that this  
6 particular one had runways going and directing  
7 traffic right over some of the existing  
8 facilities, namely the Northrop Grumman complex.

9 Now, when we came out of the last Authority  
10 meeting, it was, "Show us what you can fit between  
11 the two roads, between U.S. 1 and between the  
12 state road improvements out there on the west."

13        So, we did. And this is what you can fit.  
14        However, there are some issues in terms of  
15        patterns that, you know, might exist as a result  
16        of this. So now, we went back to the drawing  
17        board to look at some sort of hybrid, taking the  
18        strengths of some of all five of these  
19        alternatives, and tried to come up with a  
20        preferred concept.

21        Our next slide results in what we're  
22        recommending to this group for their  
23        consideration. Notice how we have a near parallel  
24        configuration between 5 -- runway 5/23, getting  
25        that minimum 6,000 that we were looking for. It's

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

28

1        6,200 feet there. And it'll still give us that  
2        added capacity improvement that we're looking for.

3        It allows us to protect and preserve the area  
4        to the west of the airport for future development,  
5        and in ten years when the next Master Plan update  
6        is done and ten years after that as we move closer  
7        and closer to reaching some of these demand  
8        triggers, be able to take a look again at this  
9        concept and -- and revisit it and look at specific  
10        facility improvements, look at perhaps tweaking it  
11        and -- and providing changes. But we wanted to

12 provide something that was realistic, one that met  
13 some of the considerations we had in terms of  
14 capacity, in terms of wind coverage, in allowing  
15 the airport some options for the future to grow  
16 and not just looking at the next 5, 10, 15, 20  
17 years.

18 And if you'll notice, there's room for a  
19 runway. There's a connection south of the runway,  
20 taking the state road to the other side of U.S. 1  
21 there, with potential connections to an area that  
22 we've designated for multimodal terminal facility  
23 area. Notice that location is fairly large,  
24 because as you go through and plan more detail in  
25 the future, you're -- you're going to want to do

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

29

1 it somewhere in that area, have access to the rail  
2 and to the road. But this also gives us some  
3 access from the west where you don't have to have  
4 an at-grade crossing across U.S. 1 to get to that  
5 facility.

6 And also, as in most of those alternatives  
7 that we've shown, we're showing improvements to  
8 the existing runway in order to maximize it in the  
9 next 20-year planning period.

10 Notice we also mention that 2/20 would become  
11 a taxiway as needed. And if not needed, we would  
12 continue to use that as a runway as we do today  
13 until the point we started development and  
14 significant development across the street.

15 And that pretty much is the recommended  
16 airfield concept. Now, I can continue through or  
17 we can discuss this one at a time. It's kind of  
18 up to you.

19 CHAIRMAN GREEN: Does the board want to wait  
20 for all of the alternatives or --

21 MR. JUFKO: That's fine. Then we'll go on to  
22 the next. Look at the general aviation  
23 alternatives. We divided this into the north and  
24 south areas of the airfield. And on the north  
25 area, as you recall, this hasn't changed a heck of

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

30

1 a lot from what we initially proposed to you  
2 folks.

3 There's Alternative A and Alternative B. One  
4 maximizes the improvements in a -- in a relatively  
5 small area of the airport. The other one kind  
6 of -- kind of keeps it limited to more or less the  
7 existing footprint that we have out there in terms  
8 of boundary, for the most part. There is some

9 acquisition there.

10 What our recommendation is, as we move  
11 forward in the planning process, because we know a  
12 number of things can change during design and  
13 environmental study and so on, is that you go  
14 forward and maximize use of this area. It will  
15 give you a lot of flexibility in the future  
16 because we know that hangar development is -- is  
17 primarily driven by the market. And if you limit  
18 yourself up front to something along the lines of  
19 Alternative A, you aren't going to have that  
20 flexibility, whereas if you go with Alternative B,  
21 if you so desire not to develop to that degree,  
22 you still have that option.

23 So, we're looking at -- as a recommendation  
24 to the Authority to maximize development in that  
25 area. And, of course, there are a number of

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

31

1 considerations as -- as we have to step forward in  
2 terms of phasing this type of development, the  
3 actual cost of it.

4 But, in terms of environmental, if you're  
5 going to go forward and -- and look at  
6 environmental concerns with one alternative, it's



7 pretty much the same types of hoops that we have  
8 to go through in both.

9 And the next slide? We have three  
10 alternatives, which we indeed have gone back and  
11 tweaked as a result of the workshop with the  
12 Authority, numerous comments that have come up in  
13 our last Technical Advisory Committee on the 2nd,  
14 as well as pretty much a resounding comment from  
15 the public during our meeting -- and I'll get to  
16 that -- in terms of noise, proximity to  
17 facilities, and what we propose to do about that,  
18 and what our recommendations are.

19 The south general aviation area, Alternative  
20 A, basically gives us -- well, let me back up  
21 one -- one second here. All three alternatives  
22 have certain strengths. Some have better airside  
23 access strengths. Some have better landside  
24 access strengths. Some are kind of developed in a  
25 more open fashion, give us that parklike

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

32

1 atmosphere. We've heard that this meeting several  
2 times.

3 So, no one -- as like the airside  
4 alternatives, the airfield alternatives, no one of  
5 these alternatives is going to really cut it for

6 us. So, we needed to look and find the strengths  
7 of all three.

8 Alternative A essentially is the direction  
9 we're going here. It provides the airside access  
10 that we're really looking for. In -- in our  
11 business, most of the facilities that we have down  
12 here are for design group II aircraft, as the size  
13 of aircraft that we see here currently, and that  
14 we expect in the future at the airport -- that's  
15 general aviation aircraft, that is.

16 Now, there are some aircraft a little larger  
17 that fall into the next design group category, and  
18 we would like the opportunity at least to be able  
19 to accommodate them at times in the future. And  
20 we know when we have special events here, this  
21 place gets full.

22 And to have access to new apron facilities,  
23 which is a current requirement, a need that we've  
24 identified, we would want to be able to maintain  
25 this group III taxi lane access through the

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

33

1 northeast portion of this area.

2 And the rest of the facilities fall out here.

3 There's -- there's a location in this particular

4 alternative where we place the community center.

5 Notice that there's land to the south here.

6 That is in direct response to the comments that  
7 came out of the public meeting to reserve those  
8 lands for land use compatibility as a buffer  
9 from -- from the noise associated with the  
10 aircraft activity.

11 And also, the other alternatives will have  
12 the same thing in common, this reserve for public  
13 use, some sort of park or public use areas there  
14 off to the east.

15 The next slide? And Alternative B now gives  
16 us that open atmosphere, compared to A, which  
17 maximized the area. You've got the most hangar  
18 development. What we like about this particular  
19 alternative is that it allows us to not only  
20 develop and -- and plan for, you know, X number of  
21 T-hangars, 134 as it says up here, and 41 box  
22 hangars and 9 corporate hangars. That's all fine  
23 and dandy. However, if we decided, the Airport  
24 Authority decided in the future that you would  
25 like to kind of slow down the density -- reduce

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

34

1 the density of hangar development in this area,  
2 you can go every other row if you so desired.

3 Let's say that there are trees out there that  
4 we wanted to protect. You could forego developing  
5 a row of T-hangars to protect different stands of  
6 trees and -- and give it that atmosphere you're  
7 looking for. And then when you really need it, if  
8 you really need it down the road, you still have  
9 the opportunity to develop the area in accordance  
10 with the plan.

11 What this does is it also gives us that area  
12 reserved for land use compatibility. And notice  
13 we moved the community center this time over into  
14 the area reserved for public use. There is a --  
15 in this particular alternative, we did show an  
16 area for the group III taxi lane.

17 The one thing I'd like to point out, though,  
18 is it's really tight there. Probably not the very  
19 best way to go about designing it. And, of  
20 course, during design process, you know, if -- we  
21 could take a much closer look. But we found that  
22 the access shown in A provides a lot easier, more  
23 straight-through access to the apron area, which  
24 is essentially the same in both alternatives.

25 And the next one? One more, Gloria. Thank

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

1 you.

2 MS. LOUNGEWAY: Sorry.

3 MR. JUFKO: Alternative C actually is just a

4 totally different look at this, coming from the

5 west side. It's got good access. A little

6 different way of going about the development.

7 However, there are -- there are some issues in how

8 we actually get to the FBO and what -- how it's --

9 how visible it is from the runway. And just

10 overall layout of this is a little different.

11 And actually, we had some good comments about

12 this particular alternative as well. The problem

13 that we see right now is it doesn't allow us to

14 immediately go into development without taking out

15 some existing hangars immediately in order to go

16 forward with it; whereas the other alternative,

17 and as you'll see in -- in the proposed concept,

18 we've talked all along about phasing the

19 development of this area to help us through the

20 financing of the facilities, any of the issues

21 related to acquisition of property and so on.

22 So, although this is a great concept, it

23 measures right up there with the rest of them,

24 there are some drawbacks.

25 And then we go to the next slide. There's

1 just kind of a comparison of the three. But this  
2 is basically what we're going for and recommending  
3 to the Authority this evening. It's a -- it's  
4 basically your Alternative A. I like to point out  
5 that that portion on the left, or the west, can be  
6 configured and developed much like it is shown in  
7 Bravo, but as we do in -- in the Master Plan, we  
8 do want to show you the max -- maximum or the best  
9 way to use this area, and that's -- that's how  
10 it's shown right now.

11 If you choose to develop this in kind of a  
12 scaled-back fashion in terms of the T-hangars, you  
13 can -- you can do that as you're going through  
14 that process. This allows you to do that.

15 There is the area reserved for land use  
16 compatibility, the area reserved for public use.  
17 We're recommending that the community center be  
18 placed in that area as well. It's got excellent  
19 accessibility. I think that's North Ave.; is that  
20 correct?

21 MR. WUELLNER: No, it's Boulevard.

22 MR. JUFKO: Boulevard? Excuse me. And also,  
23 it's right there at the -- at the approach to  
24 the -- to the south end of the runway. Great  
25 visibility.

1       And there's other hangar development up in an  
2 existing hangar area there for those hangars that  
3 are, you know, reaching the end of their useful  
4 service life, and we have some recommended  
5 improvements there as well.

6       And this siting for the FBO is also what we  
7 consider optimum location for a new FBO and its  
8 associated facilities. So, this is the  
9 recommended improvement of the south GA area that  
10 we present for your consideration this evening.

11       Here's kind of a -- in a nutshell, the entire  
12 development plan, looking at reserving the west  
13 area across the street of -- across U.S. 1 for  
14 future aviation development, with access to -- to  
15 State Road 312. There's an area that we would  
16 recommend as a potential site for a future  
17 multimodal terminal facility. There's the type of  
18 development, industrial development in the area  
19 where noted. And we've incorporated our  
20 recommendations for the north and the south  
21 general aviation areas. And taxiway improvements  
22 and so on.

23       That's where we're at today. And what we're  
24 asking you to do is consider our recommendations.

25 From this point forward, if you approve us to move

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

38

1 forward with these recommended development plan,  
2 we will go forth with the changes to the airport  
3 layout plan, addressing the capital improvement  
4 program and financial plan associated with the  
5 study, phasing of projects, estimated project  
6 costs, squeeze another TAC meeting in there at  
7 that point. Pretty much we're on the downside of  
8 this project. Unless you like to see me here more  
9 often to explain myself. Be happy to answer any  
10 questions.

11 CHAIRMAN GREEN: I'm going to open up to  
12 public comment. Any questions or comments from  
13 the public?

14 (No public comments or questions.)

15 CHAIRMAN GREEN: Okay. Board comment? Bob?

16 MR. COX: Don't sit down. Can you bring that  
17 iteration back up with -- just very quickly, the  
18 recommended development plan right there?

19 MR. JUFKO: Yes, sir.

20 MR. COX: I don't -- I don't see on here  
21 where you -- is U.S. 1 moved in this iteration?

22 MR. JUFKO: No, sir.

23 MR. COX: How do you propose to get the



24 airplanes back and forth across both sides of the  
25 field there?

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

39

1 MR. JUFKO: Initially, when we went forth  
2 with -- in discussion of coming up with the  
3 alternative here, it was request -- well, first,  
4 we had a discussion: Is it possible to operate  
5 the airport without the connection? And  
6 technically, it is.

7 Now, remember that the purpose of putting  
8 something across the street here is to reserve for  
9 future development that makes sense, okay? It is  
10 possible to connect here, but remember, we're not  
11 designing the west side of the airport for you at  
12 this time. We're trying to give you what's  
13 reasonable based on the forecast activity and what  
14 the needs that we identified earlier on in the  
15 study, and be able to come up with a footprint of  
16 runway facilities and support facilities that  
17 would at least reserve that space so you wouldn't  
18 have to keep going through this every ten years.

19 So, yes, you can connect. It's a -- it's a  
20 design effort. And we did show in some of our  
21 earlier alternatives how you could go about

22 connecting, but once again, we are dealing with a  
23 little different category of runways and sizes and  
24 so on.

25 MR. COX: Okay. I guess your logic is, is

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

40

1 just reserving the space, and then in the future  
2 we're going to be able to do with what we've --

3 MR. COOPER: Absolutely.

4 MR. COX: -- whatever works out.

5 MR. JUFKO: That's correct.

6 MR. COX: To get that --

7 MR. JUFKO: Because as you get closer to that  
8 period ten years down the road and we start  
9 realizing some of these demand triggers, you're  
10 going to want to take a closer look, anyway.  
11 Guarantee you.

12 CHAIRMAN GREEN: Joe?

13 MR. CIRIELLO: Could you put up Alternative  
14 C? Bob told you not to sit down. I'm going to  
15 keep you here half the night.

16 MR. WUELLNER: This one or the other  
17 Alternative C?

18 MR. JUFKO: You're talking about airfield  
19 alternative?

20 MR. CIRIELLO: Yeah, this one here.

21 MR. JUFKO: That's the Master Plan,  
22 recommendation from the previous Master Plan.  
23 MR. CIRIELLO: Yeah, C.  
24 CHAIRMAN GREEN: That's the old Master Plan.  
25 MR. JUFKO: That's correct.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

41

1 MR. CIRIELLO: Okay. Now, before I start, I  
2 want you people from LPA to know that any of my  
3 negativity is not directed at you as a group or  
4 people; you're just doing a job you're trained to  
5 do.

6 MR. JUFKO: Understood.

7 MR. CIRIELLO: Overall with this Master Plan,  
8 I'm a little unhappy with it, not because of you  
9 people. For one thing, I don't want to extend  
10 that runway out here into the environmental land.  
11 I don't want to extend 6/24 into it.

12 I don't like the idea of get -- doing away  
13 with those -- that retention pond on the other  
14 side of the North 40 to build a bunch of corporate  
15 hangars, when we have a bunch of acreage right  
16 next to the North 40, that in the few years we're  
17 going to get from Grumman, because it's ours  
18 anyhow, that we could build those corporate

19 hangars and everything in there.

20 But I just have some questions, not as  
21 criticism, but all this area in here that we'll  
22 need to do this, how many -- how much acreage is  
23 in there? Approximately.

24 MS. LOUNGEWAY: It was about 1,100, but  
25 the --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

42

1 MR. GEORGE: One thousand, seventy-eight  
2 acres.

3 MS. LOUNGEWAY: But according to what the  
4 prior consultant suggested, it was about 1,100.

5 MR. GEORGE: It says it there.

6 MR. CIRIELLO: Okay. Well, rather than go  
7 and extend this runway here and this one here  
8 (indicating), I would be more inclined to go with  
9 putting this extra runway over here (indicating).

10 But my -- my question about this land is, is all  
11 this land buildable, or is any of it swampland  
12 with trees and everything in it we might have  
13 permitting troubles with?

14 Who owns it? Can we get it? And if we can,  
15 should we start getting it now? Because some  
16 developer -- you know the way this county's  
17 developing, in a few years, some developer might

18 come in there and buy that up and then shoot us  
19 right out of the saddle.  
20 Now, my other thought about this runway --  
21 and I think I talked to you guys last week --  
22 rather than extend this runway anymore -- and the  
23 main reason would be for Grumman, and I'm not  
24 against Grumman; I worked there for six years.  
25 But I don't want to get into this environmental

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

43

1 stuff. I can't see building a runway over here  
2 shorter than this one (indicating). So, I would  
3 rather see this runway over here (indicating) out  
4 to 9- or 10,000 feet, which would help Grumman --  
5 why?

6 MR. GEORGE: How are they going to get the  
7 airplane over to their work facility?

8 MR. CIRIELLO: All right. I discussed this  
9 with Ed, okay? I don't know if it's a good idea  
10 or not. But I've seen it at other airports.  
11 Grumman's not going to bring in 20 or 30 airplanes  
12 a day.

13 MR. GEORGE: Right.

14 MR. CIRIELLO: And they're not going to be  
15 747s or anything. They're going to be Tomcats and

16 that. Why could -- we'd have a road for ground  
17 traffic connecting this airport to the main  
18 airport.

19 At 1:00 or 2 o'clock in the evening, when  
20 there's hardly any traffic out here, and if  
21 Grumman brought in a Tomcat or a Hawkeye or  
22 something that was going to do -- why couldn't  
23 they just bring a truck or a tug or something and  
24 build a towbar, come over here and take a few  
25 minutes that would -- well, you know, they would

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

44

1 have no traffic problems between here and U.S. 1.  
2 It would only take a couple of minutes across U.S.  
3 1 to get on our main airport. There'd be no  
4 problem with them getting the airplanes from here  
5 over to there, as far as that goes.

6 But they would have that 9- or 10,000-foot  
7 runway. We wouldn't have to ruin the ecology over  
8 here on this one (indicating). And they could  
9 very easily do that.

10 MR. GEORGE: We might ruin the ecology over  
11 here. Putting a --

12 MR. CIRIELLO: I already asked that.

13 MR. GEORGE: I know.

14 MR. CIRIELLO: Isn't this land --

15 MR. GEORGE: I heard -- I heard that it was  
16 that, yeah.

17 MR. CIRIELLO: Besides, who owns it? And can  
18 we get it? And is some developer going to come in  
19 and shoot us out of the saddle and get it before  
20 we do? So, if we're going to initiate this plan  
21 to alleviate traffic down the road 20 years from  
22 now, why can't we start immediately on acquiring  
23 the land and planning on building this runway so  
24 that we don't get shot out of the saddle?

25 But I have no problems with doing this. As

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

45

1 long as we build this runway bigger than this  
2 one -- well, I'm on public record in saying  
3 initially this airport doesn't even need to grow.  
4 I don't see why we're taking Araquay Park. I  
5 don't see why we're doing anything. If we get  
6 saturated to where we can't build anything else on  
7 the airport, that's tough, that's it. You don't  
8 go anywhere else.

9 Well, of course, I made the suggestion to go  
10 down south to 206 and build a second airport. But  
11 this is quicker and easier. It would be like a  
12 second airport. But it would still be part of

13 this one. And to answer Mr. Cox's idea -- well,  
14 you even mentioned one thing; if a guy wants to go  
15 from here to there bad enough, fly over.

16 But if you put this runway here, it would  
17 only make sense to put in some hangars, a  
18 self-fuel facility, a maintenance facility, maybe  
19 an FBO, and make this a concentrated general  
20 aviation facility. And then down the road, if you  
21 can get in commercial aviation, since they have to  
22 be separated and security and everything is  
23 altogether different, it would be easier to do,  
24 keeping the commercial over here and the general  
25 aviation over here (indicating).

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

46

1 But if we don't make this runway bigger than  
2 this one, I can't see doing it. And if we're  
3 going to be thinking doing it, we shouldn't wait  
4 till 10 or 15 years to do it because the ground  
5 might not be available. We need to think about it  
6 immediately. Those are my thoughts on that.

7 CHAIRMAN GREEN: Ed, I have a comment. Just  
8 I remember Mr. Marsh -- is it Mike Marsh?

9 MR. WUELLNER: Mark, uh-huh.

10 CHAIRMAN GREEN: Mark? Who was pretty  
11 involved in that industrial area, and I know he



12 gave us a presentation a couple of years ago.  
13 That area, meaning the west side up top, some is  
14 designated as lands that we have to set aside for  
15 development in other places. We don't own all of  
16 it, like Joe said. But we own some of it, and if  
17 we are to develop over there -- there are some  
18 homes over there, although not as many as we've  
19 had over at Araquay -- aren't we in the same type  
20 of condemnation, eminent domain situation?

21 MR. WUELLNER: Well -- well, the property  
22 Mr. Marsh was referring to is the old industrial  
23 park plat, which is -- forget we have this nice  
24 little ditty. But that's this area here  
25 (indicating).

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

47

1 CHAIRMAN GREEN: Okay.

2 MR. WUELLNER: That's currently zoned  
3 industrial and has -- I think one home somehow  
4 managed to get approved back in there, but it's  
5 the only home. It's basically unimproved roads.  
6 It's -- and the Authority owns 70 to 80 percent of  
7 the property back there.

8 About a 12-acre chunk of that property was  
9 dedicated by the Authority as a conservation

10 easement. That property is in this area here  
11 (indicating), and will likely, as a way of working  
12 with the Water Management District -- I mean,  
13 we -- we internally kind of envision this section  
14 here (indicating) ultimately becoming conservation  
15 area as it underlies a direct approach to the  
16 runway, anyway.

17 The property down in this area (indicating)  
18 is two subdivisions that were platted. One is  
19 north -- St. Augustine North, I believe it's  
20 referred to. The other is Oak Grove.  
21 St. Augustine North is confined to right along  
22 here (indicating) along the run -- or along the  
23 edge of the railroad track along Avenue A.

24 The balance of the property up here is in  
25 what's called the Oak Grove subdivision for the

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

48

1 most part, and that's -- it's owned -- it involves  
2 Avenue B, C, D, and Big Oak. And there's Decoy  
3 Alley and some other names back in there that that  
4 neighborhood involves. And we own a very small  
5 percentage of that, probably less than 5 percent  
6 in total.

7 It has not been -- in the -- in the Oak  
8 Grove, we own less than 5 percent. We own 70 or

9 80 percent of the St. Augustine North subdivision,  
10 the part that's closest to the airport, and that  
11 was primarily acquired for noise and protection of  
12 approaches.

13 Now, you've got a couple of issues with this  
14 (indicating). Primarily is the approach brings it  
15 over among the more populated areas of the -- of  
16 the city. When -- when you get out just a mile or  
17 two, you're starting to get into the St. Augustine  
18 North area. It is fairly well-developed. It is  
19 certainly well-established. And --

20 MR. GEORGE: Mr. Maguire wouldn't mind us  
21 going over the courthouse, either, would you?

22 MR. WUELLNER: I'm sure.

23 COMMISSIONER MAGUIRE: Not at all.

24 MR. WUELLNER: Our long -- our long-standing  
25 objection to this layout was -- was primarily

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

49

1 that. The -- the regulatory entity you've got to  
2 seek approval would then be under final approach.  
3 So, I don't see a lot of mileage from the County  
4 in -- in proposing that.

5 It -- it -- the other, probably more basic  
6 difficulty, is that it perpetuates among the least

7 desirable wind directions and in fact duplicates a  
8 94, 95 percent -- I don't remember the number, and  
9 Gloria probably has it off the top of her head --  
10 percentage of wind coverage.

11 So, it's a lower percentage of wind coverage  
12 in that orientation, then would be achieved by  
13 bringing it over to something closer to a 6/24 or  
14 5/23 kind of configuration, bring it more to an  
15 east/west, northeast/southwest kind of  
16 configuration.

17 So that it is workable. I mean, it  
18 certainly, I think deals with the capacity issues,  
19 but it brings a number of issues that are I think  
20 more problematic than capacity, and that would be  
21 the environmental consideration, particularly to  
22 the south.

23 MR. CIRIELLO: Yeah, but I can't understand  
24 when you're talking about the pattern going  
25 directly over the City, this airport on this side

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

50

1 is, my idea is mainly for small stuff. And you  
2 don't go out one mile finals or crossovers or  
3 anything on that on your patterns. But gee whiz,  
4 this main runway out here right now, you're  
5 wanting to extend it and everything. With the

6 Ponce being built here with all of these  
7 millionaires coming in, you don't think there's  
8 going to be complaints from them?

9 MR. WUELLNER: Well, I -- I think you've got  
10 to look at what the land -- the land does in that  
11 area. The land is this area (indicating), and is  
12 pulling away a little bit.

13 Up here, this approach is entirely over marsh  
14 and water out to a distance of about three miles  
15 (indicating).

16 MR. COX: He's primarily talking about  
17 instrument approaches, Joe. Isn't that what  
18 you're talking about?

19 MR. WUELLNER: Yeah, primarily. And -- and  
20 even your pattern approaches. This -- this area  
21 here, from -- from the Ponce as well as south  
22 (indicating), puts a lot of overflight traffic  
23 in -- in those subdivisions.

24 Down around, I don't know what that  
25 development's called, but just north -- in the

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

51

1 area of the old Harley-Davidson shop. I don't  
2 remember what that neighborhood's called, but  
3 that -- that area is fairly densely developed, in

4 addition to coming up -- coming up the other side  
5 of -- yeah, Lewis Speedway, when you cross over  
6 U.S. 1 there, parallel.

7 You've just got -- you've got certainly more  
8 residential considerations in this configuration,  
9 using this runway orientation (indicating). This  
10 is all residential that we at this point don't  
11 intend to acquire (indicating). I mean, it's not  
12 property that's on the -- on the drawing boards  
13 for any other reason. And you would -- you would  
14 be looking at significant impacts in this area  
15 (indicating). And that - that's -- that's  
16 pretty -- I mean, when you look at the aerial,  
17 that's pretty densely developed at this point.

18 All I'm saying is, while it would work, I  
19 think your -- your significant issue in further  
20 analysis will be the environmental impacts. I  
21 don't mean "environmental" from wetland  
22 perspective, but "environmental" from terms of  
23 noise impact.

24 CHAIRMAN GREEN: Versus the recommended,  
25 which has a less --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

52

1 MR. WUELLNER: It's been purposely oriented  
2 to where long final approaches right now are in

3 relatively undeveloped properties.

4 MR. JUFKO: There's another consideration  
5 here. In this particular alternative, the  
6 reason -- well, the road being -- and the rail  
7 being moved out as far to the west as it is here,  
8 it was done so, so that you could get this  
9 separation that you have here (indicating).

10 If you don't -- if you tried to do this  
11 without relocating the road and the rail, you  
12 wouldn't be able to get these as close as they're  
13 shown.

14 MR. CIRIELLO: Well, I didn't realize you had  
15 that relocation of the road --

16 MR. WUELLNER: Yeah.

17 MR. CIRIELLO: -- and the railroad. Because  
18 in anything that I would think of, that would  
19 never work. That road and the railroad is never  
20 got -- going to be moved.

21 I didn't -- when I was talking about putting  
22 that runway over there -- even if you had to tilt  
23 it a little bit, you know, it doesn't have to be  
24 exactly parallel with 13 and 31, but anything we  
25 do on this side has to be done without moving that

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

1 road or the railroad.

2 MR. JUFKO: Pretty much.

3 MR. CIRIELLO: But if we can't get put a  
4 bigger runway in than what we have over here,  
5 there's no sense even thinking about even going  
6 over there; we might as well ruin the ecology,  
7 which I wouldn't vote for anyhow, and make that  
8 runway bigger. But I'm not so sure it really  
9 needs to be made bigger, to tell you the truth.

10 MR. JUFKO: Some of the strengths that you  
11 saw in this alternative, Mr. Ciriello, actually  
12 are supportive of the -- our recommended  
13 alternative, when we talk about use for general  
14 aviation in -- in accordance with the prevailing  
15 winds. The possibility of keeping it separate  
16 from the other part of the airport, that's --  
17 that's still a possibility, with the option to  
18 connect it at some point in the future.

19 So, we -- we've tried to take in -- into  
20 consideration as many of these concerns. No one  
21 alternative is perfect, as we well know. But we  
22 definitely wanted to step in the right direction.

23 CHAIRMAN GREEN: Mr. George?

24 MR. GEORGE: Yes. Can I go back to south  
25 general aviation developments, the recommended --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004



1 your preferred?

2 I like this for several reasons. One, it  
3 gives us the ability to expand as the need arises  
4 to west of Casa Cola, you know, at -- at a later  
5 date when that need does arise there. And I -- I  
6 like the compatibility of it, as far as the FBO  
7 being close to the front. I also like the  
8 community center idea being out there where the  
9 traffic can land and everything.

10 You'll notice in here, you've got five  
11 corporate hangars. I just want to make a point of  
12 that.

13 Now, if we go over to the north Alternative  
14 B, yeah, your north GA area, Alternative B. Okay.  
15 You are recommending B. I don't agree with B. I  
16 think it ought to be A. And I think it ought to  
17 be A for the following reasons: I've got five  
18 more box hangars that I'm putting in down at the  
19 end. This is going to be very expensive land to  
20 acquire, and we already know that there's a creek  
21 back there and it's going to be heavy cost of  
22 getting the permits and everything to go into  
23 there.

24 I think with having 12 of Alternative A,  
25 gives us 12 corporate hangars, plus the 5 more,

1 that's 17. And we probably need to be pushing in  
2 at some point to start doing something on the west  
3 side of the street. So, I can support Alternative  
4 A better than B.

5 And if you go with the total recommended  
6 development plan, your last one -- I'm sorry to  
7 keep bouncing around.

8 CHAIRMAN GREEN: That's okay.

9 MR. GEORGE: Your 6,200-foot runway on my  
10 printout says 5,900 feet. I am concerned that you  
11 are putting us in a situation where we presently  
12 have with 13/31; you are limiting us on how much  
13 we can grow that runway. And if we start looking  
14 at commercial activity coming in, the multimodal  
15 and terminal area being on that side, this is  
16 going to be our primary runway for that activity.

17 For that reason, I would like to see that  
18 runway either brought further south or twisted to  
19 a different, you know, angle that would be  
20 compatible. But we can do that ten years from  
21 now.

22 But to get ready for that, you've got to  
23 change that road coming in from 312 to make it  
24 straight across here. Instead of having this bend

25 to go out (indicating), it needs to come down to

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

56

1 here to give us that flexibility of twisting that  
2 runway.

3 MS. LOUNGEWAY: The reason why it's there, is  
4 if you come down further, it's in a curve on 312,  
5 and it's probably not good to have the -- the  
6 intersection right in the curve.

7 MR. WUELLNER: Right -- right here  
8 (indicating). This starts a curve in 312?

9 MS. LOUNGEWAY: I mean, it would be --

10 MR. WUELLNER: It can be done.

11 MS. LOUNGEWAY: -- better for line-of-sight  
12 reasons to have it on the straighter part of 312.

13 The other option we can do is to reserve more  
14 area to the north.

15 MR. WUELLNER: This way (indicating)?

16 MS. LOUNGEWAY: Yeah. Think we could --  
17 that -- that would be an option, to expand the  
18 airport district area to the north so that you  
19 could -- you could get a longer length.

20 CHAIRMAN GREEN: Tilt it more north?

21 MR. WUELLNER: I think you need to, anyway.  
22 You need to include what we own --

23 CHAIRMAN GREEN: Yeah.

24 MR. WUELLNER: -- as a minimum. I mean,  
25 just -- just from a drawing perspective.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

57

1 MR. CIRIELLO: Could I ask the commissioner a  
2 question? Bruce, is he here?

3 CHAIRMAN GREEN: Yes.

4 MR. CIRIELLO: That 312 they're showing is  
5 going right past that racetrack. Do you guys have  
6 plans on buying that racetrack?

7 MR. WUELLNER: They don't need to.

8 MR. CIRIELLO: Or -- I know it was up for  
9 sale a few years ago.

10 MR. WUELLNER: They don't need to. It's  
11 outside of the racetrack.

12 MR. CIRIELLO: It is?

13 MR. WUELLNER: Yeah.

14 MR. CIRIELLO: It would be nice --

15 MR. WUELLNER: It's actually --

16 MR. CIRIELLO: -- if they could acquire it  
17 and get it out of the way.

18 MR. WUELLNER: Actually --

19 MR. CIRIELLO: -- so we could go there.

20 MR. WUELLNER: Actually, the property it sits  
21 on is ours, the road sits on.

22 MR. CIRIELLO: Is ours?

23 MR. WUELLNER: Not the racetrack. The piece  
24 the road sits on.

25 MR. COX: What's the best wind overlay

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

58

1 direction-wise?

2 MR. WUELLNER: It was -- that property was  
3 acquired before -- shortly before I got here, and  
4 it was in concert with the 312 layout. It was  
5 purchased as a way of preserving the -- the  
6 corridor for 312 at the time.

7 MR. CIRIELLO: I just think that racetrack is  
8 a little bit of a hindrance for us on putting a  
9 runway in over here, whether to -- like up and  
10 down this way (indicating) or up and down this way  
11 (indicating).

12 MR. WUELLNER: I understand it's for sale.

13 MR. CIRIELLO: We -- you need to get rid of  
14 that racetrack, but the guy wants too much money  
15 for it, but...

16 MR. COX: We could turn it into an RV  
17 radio-controlled air park.

18 MR. CIRIELLO: We have an airport out here we  
19 can use for that.

20 MR. GEORGE: Okay, guys.

21 CHAIRMAN GREEN: And according to your --  
22 Bob's comments, and that's the concern I have. I  
23 mean, it's feasible to, if we had to, link the two  
24 together at some point to transport airplanes.

25 MR. WUELLNER: It is feasible. There's no

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

59

1 ideal way --

2 MR. GEORGE: The 21st year.

3 MR. WUELLNER: -- to link these two sides.

4 21st year to --

5 MR. GEORGE: The 21st year, right.

6 MR. WUELLNER: And -- and for the very

7 reasons -- I'm going to turn this right around on

8 him. But for the very reasons that he can't

9 support it are the very reasons, in my opinion, it

10 makes most sense to go with your Alternative B.

11 You're -- you are already impacting the

12 property that would have to be acquired. You're

13 already having to do environmental permitting in

14 that area to be able to do either A or B, the

15 extent of which is just simply a mitigation effort

16 across over to this side (indicating), which you

17 already own property for.

18 MR. GEORGE: Which we already own the

19 property?

20 MR. WUELLNER: If you don't elect Bravo's,  
21 the B option there, you have constrained yourself  
22 to where you will not be able to develop further,  
23 and unless that's the goal. You can select B and  
24 choose only to develop to A.

25 MR. GEORGE: Okay. All right. I see what

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

60

1 you're --

2 MR. WUELLNER: Allowing for infrastructure  
3 extension back there.

4 MR. GEORGE: You're saying the cost of A or  
5 B, as far as permitting, timewise and everything,  
6 is the same.

7 MR. WUELLNER: Essentially. I mean, you've  
8 got obviously a little more property impacted, but  
9 it's property that is impacted in the identical  
10 way.

11 MR. GEORGE: Okay.

12 MR. WUELLNER: So, in terms of mitigation,  
13 the effort to mitigate is -- is nearly identical.

14 MR. GEORGE: Okay.

15 MR. WUELLNER: That's why we leaned back.  
16 Because you guys had kind of leaned to A  
17 originally. By the time the TAC was through with

18 it, the Technical Advisory Committee was through  
19 with it, we were back to B for the reasons of not  
20 shortchanging the development.

21 You could simply choose not to develop that  
22 far back, if you chose to.

23 CHAIRMAN GREEN: This gives us more options  
24 at the minimum cost.

25 MR. WUELLNER: But the option's on the table.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

61

1 MR. GEORGE: Yeah. Okay. All right.

2 MR. JUFKO: Mr. George?

3 MR. GEORGE: But back to the road that we're  
4 talking about -- that I'm talking about, extending  
5 it over, I've got a better map here than this goes  
6 down, and I don't see this curve you're talking  
7 about, Gloria.

8 MR. COX: It's down in here somewhere  
9 (indicating).

10 MR. GEORGE: Well, I'm just talking about  
11 going straight across.

12 MR. COX: She's saying it curves right here  
13 (indicating), where you're talking about it curves  
14 right there (indicating), and they don't want to  
15 have an intersection where it's curved, I guess.



16 Is that driver safety consideration?

17 MR. WUELLNER: During the curve. Yeah. It's  
18 line of sight, and 312 is about -- 312 in that  
19 area, and correct me if I'm wrong, Bruce, because  
20 you're probably more up to speed than --

21 MR. GEORGE: This is not a 90-degree turn,  
22 guys.

23 CHAIRMAN GREEN: She didn't 90; she said it  
24 curved.

25 MR. WUELLNER: No, it's not a 90-degree

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

62

1 curve, but the road -- the -- here I go again. I  
2 just moved -- 312 here (indicating) is designed as  
3 a limited access that I believe is going to have a  
4 65-mile-an-hour design speed through it.

5 MR. GEORGE: Okay.

6 MR. WUELLNER: So, it has line-of-sight  
7 requirements in its design in order to accomplish  
8 any entry or exit onto the road. That gets  
9 infinitely more difficult during curved sections  
10 of roads.

11 MR. GEORGE: Okay. So, what you're saying is  
12 the way it was placed here is because of the --

13 MR. WUELLNER: It's the courtesy of 312  
14 design versus --

15 MR. GEORGE: -- Department of  
16 Transportation's requirement for a curve there and  
17 having an intersection.

18 MR. WUELLNER: Yes. It has to do with the  
19 312 section, not the road off of it. That's not  
20 to say it couldn't be accomplished. It's just --

21 MR. GEORGE: I think you're cutting our noses  
22 off to spite somebody's face here. To come across  
23 here, now I've got the ability to twist this  
24 and --

25 MR. WUELLNER: I mean, being totally --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

63

1 MR. GEORGE: -- and being limited at 5,900.

2 MS. LOUNGEWAY: As you lift it more to like a  
3 2/20 orientation, you're getting away from the  
4 preferred wind direction for your smaller  
5 aircraft, which no matter if you get commercial  
6 air service or not, the predominant operations are  
7 still going to be by your single -- your small  
8 single, small twin-engine guys, which are most  
9 susceptible to the winds.

10 And so, in laying this out, we really tried  
11 to get it so you could get a nearly parallel with  
12 6/24, and have the predominating wind, which is

13 somewhere between a 4 and a 5 orientation.  
14 And so, that -- I mean, you're kind of  
15 balancing a couple things. I mean, if -- between  
16 the runway length being able to increase your  
17 capacity, and knowing that most of your operations  
18 are almost always going to be your -- your smaller  
19 GA guys, which are more susceptible to the wind.

20 MR. GEORGE: What I'm saying is, for  
21 flexibility, if I can continue this out and pick  
22 up this area here (indicating), that gives me the  
23 ability to slide all of that down and increase  
24 this from 6,200 --

25 MS. LOUNGEWAY: But not really. Not really,

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

64

1 because the RPZ, which is an area that the FAA  
2 requires, the runway protection zone, which is  
3 kind of the triangular portion at the end --

4 MR. GEORGE: Yeah.

5 MS. LOUNGEWAY: -- they like that or -- and  
6 almost require that to be free of areas of  
7 congregations of people. So, we have to avoid the  
8 Northrop Grumman facilities where there are  
9 congregations of people working. So really, your  
10 RPZ would then have to be west of U.S. 1.

11 MR. WUELLNER: And when --

12 MR. GEORGE: Okay.

13 MS. LOUNGEWAY: So, you cut it short.

14 MR. WUELLNER: When you do that, you bring

15 it -- to bring it entirely west to avoid the RPZ

16 conflict, you've significantly shortened the

17 runway by 800 to a thousand feet.

18 MR. GEORGE: Okay. Question: What does it

19 cost us to leave that extension to 312 as shown,

20 as opposed to moving it?

21 MR. WUELLNER: Nothing. I mean --

22 MR. GEORGE: Then I suggest you move it. It

23 just gives us the flexibility in the future.

24 MR. WUELLNER: Sure. What -- I think that

25 where you've got to weigh in is -- is there's a

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

65

1 short-term need -- I don't -- I don't have a

2 problem with moving it conceptually at all. But

3 by -- you need to -- we need to begin the effort,

4 and I mean almost immediately, because the 312

5 corridor is currently in its PD&E study. It is in

6 latter stages of that.

7 And if the Authority wishes to provide -- to

8 find an entrance or create this road access on

9 there, and it is currently not in there, the only

10 entrances are at U.S. 1 and at 16, currently.

11 MR. GEORGE: Right.

12 MR. WUELLNER: So, you need to -- we need to  
13 weigh in with a location that you will at this  
14 point forever be locked into.

15 MR. GEORGE: Which is exactly what we're  
16 doing here. If we pass this as proposed --

17 MR. WUELLNER: This will get communicated --

18 MR. GEORGE: -- it will lock it in.

19 MR. WUELLNER: -- to them and that's where  
20 it's going to be. That's right.

21 MR. GEORGE: If we move it, though, to make  
22 it a straight line, we're also locked in there.

23 MR. WUELLNER: Yeah.

24 MR. CIRIELLO: Did you guys give a reason why  
25 this -- like Mr. George is saying that -- that

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

66

1 little bend is in there. Is there any reason why  
2 it couldn't be made straight from here to here  
3 (indicating)? Why is that little bend in there?

4 MS. LOUNGEWAY: I think it avoids a  
5 severely --

6 MR. JUFKO: -- sort of impacts.

7 MS. LOUNGEWAY: -- a really environmentally  
8 sensitive area. But...

9 MR. JUFKO: That's the alignment that they're  
10 considering --

11 MS. LOUNGEWAY: Right.

12 MR. JUFKO: -- that we were given to start  
13 with.

14 MR. WUELLNER: This is not a function of the  
15 Master Plan. The layout of 312 is what the State  
16 has done and the County has done.

17 MR. CIRIELLO: Oh, I know. But I'm just  
18 saying why -- it's easier to build a road straight  
19 than it is to put a curve in it. Why didn't they  
20 just measure it straight without that little curve  
21 in there, I don't understand that.

22 MR. WUELLNER: I'm guessing there's some  
23 environmental impact reason.

24 COMMISSIONER MAGUIRE: Mr. George, I have  
25 a --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

67

1 MR. CIRIELLO: Mr -- do you know?

2 COMMISSIONER MAGUIRE: Yeah. The actual  
3 footprint for the road hasn't been decided yet.  
4 And what they're really doing is looking at the  
5 corridor. They're doing an environmental  
6 assessment right now to look at a corridor. And

7 traditionally it's about 2- to 400, maybe even in  
8 some cases 500 feet wide. And when they do the  
9 environmental assessment, then they will pick the  
10 best place to put the road within that corridor.

11 So, what you're seeing now is really just an  
12 approximation of where it's going to go. We don't  
13 know exactly where it's going to go yet, and we  
14 won't know probably for another two or three years  
15 exactly where it's going to go.

16 CHAIRMAN GREEN: So, if we did our Master  
17 Plan and suggested that the road go straight,  
18 that's giving a message to DOT or whoever's  
19 putting it together, listen, we need an access  
20 right here so --

21 COMMISSIONER MAGUIRE: Exactly.

22 CHAIRMAN GREEN: -- in your best judgment,  
23 don't give us a curve there.

24 COMMISSIONER MAGUIRE: Exactly.

25 MR. WUELLNER: Or, you could have a straight

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

68

1 section here.

2 CHAIRMAN GREEN: So we can do that.

3 COMMISSIONER MAGUIRE: And you need to start  
4 working on it right away.

5 CHAIRMAN GREEN: Right.

6 MR. JUFKO: Because if it's not doable,  
7 you're going to hear about it anyway.

8 CHAIRMAN GREEN: Sure.

9 MR. JUFKO: Absolutely. Mr. George, I'd like  
10 to make a point. On the runway length, and I know  
11 you have a little slightly earlier version before  
12 you, which is the reason there's a difference.  
13 But the goal that we were seeking here was to find  
14 out what the longest runway we could get between  
15 the two roadways would be. And we were -- had a  
16 goal for like 6,000 feet. We exceeded that goal.

17 Also, that length would -- would be capable  
18 of handling just about any of the aircraft that we  
19 were envisioning in the future fleet mix, even if  
20 you were to secure some sort of commercial  
21 service. So, this is sort of the maximum you're  
22 looking, at least in this current orientation.  
23 And it would handle the fleet that we're  
24 envisioning in the future. I just wanted to  
25 let -- make that point.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

69

1 MR. GEORGE: And my counterpoint is 15 years  
2 from now, either the wind changes or a change in  
3 the fleet, we then have the flexibility or we can



4 still do it the way you propose.

5 MR. WUELLNER: Yeah.

6 MR. JUFKO: Yes.

7 MR. WUELLNER: That's down the road. You're

8 right. I think the important thing is to -- is to

9 deal with your 312 connection --

10 MR. GEORGE: Exactly. Right.

11 MR. WUELLNER: -- so as not to shut the door.

12 MR. JUFKO: We are definitely in the ballpark

13 here in -- in terms of length, in terms of

14 orientation, looking at key considerations that

15 you have to worry about. We're definitely in

16 striking range here.

17 MR. GEORGE: Okay.

18 CHAIRMAN GREEN: Entertain any motions -- oh,

19 Bruce?

20 COMMISSIONER MAGUIRE: Just -- just a general

21 question. Only because of homeland security

22 issues and stuff like that, is there anything on

23 the horizon for distances for final approach,

24 having these crossing of the highways? Because

25 are you going to box yourself in with something

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

70

1 like this with 312?

2 MR. WUELLNER: I'm not aware of anything on

3 the horizon. That all comes under Part 77  
4 currently, and I don't see anything -- I'm not  
5 hearing anything that's even worrying about that  
6 stuff. Are you, Bob? I mean, you're coming from  
7 a different angle, but --

8 MR. COX: I haven't heard anything, either.

9 MR. WUELLNER: I'm not aware of any  
10 discussion in amending Part 77, either.

11 CHAIRMAN GREEN: Entertain board motions.

12 MR. COX: Are you looking for board action on  
13 it?

14 MR. WUELLNER: Ideally. It knocks these guys  
15 loose and gets on to the next phase.

16 CHAIRMAN GREEN: Mr. George?

17 MR. GEORGE: I would like to recommend that  
18 we accept Staff's recommended development plan,  
19 figure 614 with the modification of extending the  
20 extension to 612 -- I mean, 312 as a straight  
21 line.

22 CHAIRMAN GREEN: Any second?

23 MR. WUELLNER: The -- the -- the only other  
24 modification I would suggest is to amend the  
25 property line in particular on the north side to

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

1 include property the Authority already owns --

2 MR. GEORGE: Good point.

3 MR. WUELLNER: -- and would logically  
4 connect. I don't know how else to describe that,  
5 but I think that --

6 CHAIRMAN GREEN: Would you like to restate  
7 your motion?

8 MR. GEORGE: Yes. I recommend that we accept  
9 the recommended development plan from our  
10 consultant as presented in 614, with two  
11 exceptions: Extend the property line to the north  
12 to include the property that we already are in the  
13 process of acquiring or have acquired; and two,  
14 take the proposed extension to 312 and make that a  
15 straight line over to 312.

16 CHAIRMAN GREEN: Any seconds?

17 MR. COX: Second.

18 CHAIRMAN GREEN: Any further discussion?  
19 Joe?

20 MR. CIRIELLO: What -- what we're saying  
21 here, if we vote for this, that everything that's  
22 in here is okay, like extending the runway out  
23 into the water for 13 and 31, and 6 and 24, and  
24 disturbing the environment over on the north side.  
25 If we say yes to this motion, are we saying that

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

1 everything they've got in here so far is okay with  
2 us? Is that what we're saying?

3 MR. WUELLNER: No, not entirely. What --  
4 what you are saying is that this is what they will  
5 do more detailed planning analysis, including  
6 environmental impacts, capital development,  
7 financial feasibility, development of plan  
8 drawings to detail that level -- that work, that  
9 alternative. That's what you're saying now.

10 It's not a commitment to build; it's nothing  
11 else. Those all get approved as individual  
12 projects, no matter what's in there. You can  
13 still object to the runway extension --

14 MR. CIRIELLO: Okay.

15 MR. WUELLNER: -- at the point where you get  
16 ready to move it as a project.

17 MR. CIRIELLO: Okay.

18 CHAIRMAN GREEN: It's our footprint to go  
19 forward.

20 MR. WUELLNER: It's -- it's kind of --  
21 exactly. That's saying, this is how we see it  
22 ultimately developing. It doesn't mean we build  
23 every piece of this.

24 MR. CIRIELLO: Okay. All right.

25 MR. WUELLNER: It's not marching orders for

1 me to go build it all; let's put it that way.

2 MR. CIRIELLO: Okay.

3 CHAIRMAN GREEN: Any further discussion?

4 (No further discussion.)

5 CHAIRMAN GREEN: All in favor of the motion,  
6 say aye.

7 MR. CIRIELLO: Aye.

8 CHAIRMAN GREEN: Aye.

9 MR. GEORGE: Aye.

10 MR. COX: Aye.

11 CHAIRMAN GREEN: All opposed?

12 (No opposition.)

13 CHAIRMAN GREEN: Hearing none opposed, the  
14 motion carries.

15 7.C. - EMINENT DOMAIN UPDATE & RESOLUTION

16 CHAIRMAN GREEN: Okay. Next item is C,  
17 Eminent Domain Update & Resolution.

18 MR. WUELLNER: All right. Next item is the  
19 update and resolution. I do need to -- I think I  
20 already mentioned in project updates that we --  
21 that we have sent -- the attorneys have sent the  
22 first letter relative to an offer on the  
23 properties based on the long-form appraisals  
24 conducted by Veasey.

25 I have one little thing we need to kind of

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

74

1 discuss and make sure the Authority's aware of.

2 There's a -- there's a small, which I believe to

3 have been probably a scrivener's error in the --

4 in the drawing of the -- of the airport layout

5 plan some time ago. But along -- and if you'll

6 bear with me just a second. Let me pull up that.

7 I selected one here.

8 All right. Orienting yourself, the dark

9 line's the plat line. The airport layout plan,

10 just for reference purposes, and we just need --

11 we want you to be aware of this because it is --

12 it is not -- the future airport layout boundary,

13 as done in 1995, shows the property line proposed,

14 future property line to be Casa Cola to Indian

15 Bend and down and intersects at a point somewhere

16 in here and comes across (indicating).

17 The description in the text of the Master

18 Plan specifically says -- despite how this is

19 drawn, it specifically says "the entirety of

20 Araquay Park subdivision to be acquired."

21 There's a specific textual reference within

22 the Master Plan document itself. We believe that

23 the drawing, when it was -- when the airport

24 layout plan was done for some reason thought  
25 Indian Bend was the Araquay plat line, when indeed

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

75

1 it follows the creek line along here (indicating).

2 And we want to make -- just make you aware of  
3 the discrepancy there, because it's likely at some  
4 point to be, you know, a discussion item moving  
5 forward, and we just want to make sure you know  
6 that -- that the -- that the textual version  
7 supports the entirety of Araquay Park, not just to  
8 Indian Bend Road.

9 And with that, I'm going to let Mark Arnold  
10 with Rogers Towers review the resolution and  
11 answer specific questions to that. We did omit,  
12 and I think he provided you, if he wasn't going to  
13 touch on it, a Exhibit A-2.

14 CHAIRMAN GREEN: 2?

15 MR. WUELLNER: It's a property de -- he's got  
16 them here. He didn't actually give them out to  
17 you. A-2, it's provided there's an Exhibit A-1  
18 through 13 in the resolution. Not all of those  
19 are included in -- in your packet. There were  
20 several omitted because of the numbering scheme  
21 that Mr. Arnold used included the original five

22 way back in the numbering, and as a result, some  
23 of those had been acquired. So, they were not  
24 shown as exhibits.

25 Now, we had one that we have under contract

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

76

1 with the owner. However, it's got a title defect.  
2 And the cleanest way to clean the title defect is  
3 to go ahead and do the eminent domain action on  
4 it, even though they're aware of it and aren't  
5 contesting it. But by going through that motion,  
6 it cleans any defects on the -- on the property  
7 itself, if I'm saying that correctly.

8 As a result, A-2, which originally was not in  
9 your exhibits, would be included and it's really  
10 there just to clear the title defects. It's not  
11 an owner has a problem with the sale issue.

12 MR. ARNOLD: Okay. To answer Ms. Green's  
13 question earlier today, which would be least  
14 costly, maybe the quiet title, if you work -- if  
15 you win and filed it. However, from a time  
16 standpoint, a quiet title action may take a lot  
17 longer than including it in a condemnation action.  
18 It's a friendly condemnation.

19 What you do is you publish -- if you're  
20 unsure about the ownership, the Court can appoint



21 a guardian ad litem as far representation of any  
22 unknown owners. It would allow the Authority to  
23 go ahead and acquire title to the property through  
24 a quick-take. You have title. You need to go  
25 forward with your project. You can do so.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

77

1 CHAIRMAN GREEN: So, it's an ownership title  
2 defect, not a survey problem or anything.

3 MR. ARNOLD: No, it's an ownership. It goes  
4 back into the '20s. And I've had this occur  
5 before on similar condemnation cases, and it  
6 really -- quite frankly, I always look at a  
7 condemnation case, if there is any question about  
8 title, I always recommend to the condemnors when I  
9 represent them, go ahead and condemn the property,  
10 do your publication, follow the statutory steps.  
11 Because then you have clear title and you know you  
12 have it. Because you've got an order of taking  
13 where you've put the world on notice that you're  
14 acquiring the property.

15 The resolution, as Mr. Wuellner said, adds  
16 A-2 to it. The other parcels that are included  
17 therein are the ones that we have sent out offers  
18 on through certified mail, complying with Section

19 73.015, Florida Statutes. Those offers were  
20 pursuant to your authority at the last board  
21 meeting.

22 The resolution further provides that no  
23 condemnation suit can be filed for at least eight  
24 weeks after the effective date of this resolution.  
25 That is in keeping with the board's direction, I

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

78

1 believe, to try to negotiate these sales out to  
2 the extent possible, but it also allows  
3 Mr. Wuellner and us, if we are not successful in  
4 negotiating out the sales, to proceed in acquiring  
5 the property.

6 I would anticipate you would not even be  
7 filing a suit -- we're in August now -- probably  
8 until November or December, in all likelihood.

9 I believe the rest of the resolution is  
10 self-explanatory, including the -- and taking into  
11 consideration the explanation that Mr. Wuellner  
12 gave you as to the discrepancy between your  
13 written 1995 update and some of the maps that were  
14 therein. The 1995 update does definitely provide  
15 that you are to acquire, for almost I think all  
16 alternatives, the Araquay Park subdivision. Are  
17 there any questions?

18 CHAIRMAN GREEN: No. Open up to public. Any  
19 public comment or questions?

20 (No public comment.)

21 CHAIRMAN GREEN: Hearing none, board comment  
22 or questions of Mr. Arnold?

23 MR. GEORGE: Ms. Chairman?

24 CHAIRMAN GREEN: Yes.

25 MR. GEORGE: Is there a -- anywhere in here,

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

79

1 or have we heard a definition of what kind of  
2 attempts you guys are going to go through in this  
3 eight weeks?

4 I don't just want a letter sent out, you  
5 know, to, you know, a person and his attorney, and  
6 we sit back and don't do anything, and eight weeks  
7 later we -- you know, we move on to the next  
8 stage. So, what steps are you guys going to take  
9 over the next eight weeks?

10 MR. ARNOLD: We've made an offer -- through  
11 the Chair. We've made an offer, Mr. George.  
12 After that, now once we get the return receipts  
13 back, the ball in negotiations is really in the  
14 other side's court to come back with a  
15 counteroffer and more importantly a basis for that

16 counteroffer.

17 Our offer is based upon a valid market  
18 appraisal of the property, plus 40 percent. I  
19 don't usually recommend to a client that they bid  
20 against themselves in these type negotiations.

21 If an owner comes to us and says, okay, we've  
22 got comparable sales of property that this sale,  
23 that sale, those three sales, gives it to us, then  
24 we will come to Mr. Wuellner and say, yes, we have  
25 these sales; they look like they're valid sales,

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

80

1 give them to our appraiser.

2 And then if we feel warranted, come back to  
3 the board and we'll say we would like to extend  
4 another offer to them, or here is their  
5 counteroffer, and we think it's a good  
6 counteroffer or it does not have a basis. But  
7 yes, we would be making recommendations.

8 MR. GEORGE: That's good. I don't -- I don't  
9 have a problem with that. What my concern is, is  
10 that we send out this registered letter and we get  
11 the return receipt, and then eight weeks later, it  
12 just goes to court. I would like to have some  
13 requirement on you that at three weeks before the  
14 eight weeks is up and open, another registered

15 letter is sent to them, to inform them that the  
16 board gave you direction, at eight weeks, if you  
17 haven't gotten this resolved, that it must move  
18 on.

19 So, if we don't want it to move on to the  
20 legal matters, you know, just one more letter to  
21 let the public -- or the people involved know  
22 what's going on.

23 MR. ARNOLD: And that is within your  
24 discretion. If that's what you wish for us to do,  
25 three weeks prior to filing any suit or prior to

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

81

1 preparing the suit packages for filing, we should  
2 send a second letter. If we haven't heard from  
3 anybody, or a particular property owner, that's  
4 fine. You can put those requirements on us.

5 CHAIRMAN GREEN: With a notice of intent that  
6 we are going to file.

7 MR. ARNOLD: Notice of intent that we are  
8 going forward to file.

9 MR. GEORGE: In essence, you know --

10 CHAIRMAN GREEN: Following the resolution.

11 MR. GEORGE: Right. Following the  
12 resolution, but notifying them of what the

13 resolution said.

14 CHAIRMAN GREEN: Joe?

15 MR. CIRIELLO: I've got a question and a  
16 statement. This assessed property value that you  
17 feel that we're offering the people as fair, where  
18 does that figure come from? Is that from the  
19 taxing, or how does that -- is derived?

20 MR. ARNOLD: We engaged the -- we engaged the  
21 services of Weigel-Veasey, a firm out of  
22 Middleburg, to provide us an appraisal on each of  
23 the properties. Those values, we came to y'all in  
24 the June meeting with -- I believe it was the June  
25 meeting -- came to you, said this is what the

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

82

1 values are, and you authorized to go 40 percent  
2 over and above that amount as our initial offer to  
3 these property owners.

4 So, it's not based upon the Property  
5 Appraiser's assessed values of the property, but  
6 rather an independent appraiser who I've worked  
7 with, representing property owners, and has been  
8 across the table with me representing condemning  
9 authorities. So, they are a fee appraisal service  
10 that we've engaged.

11 MR. CIRIELLO: Well then, what you're saying

12 is the appraised value, and then we're  
13 authorized -- or we've authorized Mr. Wuellner to  
14 offer 40 percent more than the appraised value so  
15 we don't have to go into eminent domain and  
16 everything. So, you're in effect saying that the  
17 40 percent over and above the value is what we  
18 think that these people's lives are worth living  
19 in their homes for all these years.

20 That -- that doesn't make sense to me. I  
21 think a person's life and value in their home is  
22 worth more than 40 percent to them. And it's not  
23 a matter of money to them, either; it's a matter  
24 of decency.

25 So, I -- I know 40 percent over the appraised

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

83

1 value seems like a lot, but when you compare that  
2 to a person's life, that's nothing.

3 MR. ARNOLD: Mr. Ciriello, my only comment is  
4 when I represent property owners, I'd love you on  
5 my jury. The law is such that you are -- you are  
6 obligated under Article 10, Section 6 of the  
7 Florida Constitution to pay them full  
8 compensation. The factors that you are talking  
9 about, a judge will specifically instruct a jury

10 to disregard in reaching what's full compensation.

11 MR. CIRIELLO: Well, I've said it before and

12 I'll say it from now till the day I die, that it's

13 a law, and that's what you go by. You're a

14 lawyer; the law is the law. It's a lousy law.

15 It's got so many loopholes in it. It's being

16 misused. It's not for what it was really

17 intended. And so, I'll never accept the idea

18 that, oh, it's a law; we're doing what the law

19 allows us to do. We're -- we're fine.

20 I'm sorry. I just can't feel any sympathy

21 for you in your job.

22 MR. ARNOLD: Okay.

23 CHAIRMAN GREEN: Mr. George?

24 MR. ARNOLD: You won't be the first nor the

25 last.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

84

1 MR. GEORGE: Mark, one more question.

2 MR. ARNOLD: Yes.

3 MR. GEORGE: What I'm attempting to do is --

4 is to be as open with everything that we're doing

5 with the property owners as possible. I have a

6 question. Do we provide them a copy of that

7 appraisal?

8 MR. ARNOLD: Yes, sir.



9 MR. GEORGE: Okay.

10 MR. ARNOLD: If they request it, they are  
11 entitled to a copy of that appraisal.

12 MR. GEORGE: If they request it.

13 MR. ARNOLD: Yeah.

14 MR. GEORGE: Do we tell them in the letter  
15 that --

16 MR. ARNOLD: Yes, sir, we do.

17 MR. GEORGE: Okay. Fine.

18 MR. ARNOLD: That letter outlines the  
19 requirements of Section 73.015, and in addition,  
20 provides them a copy of that statute.

21 MR. GEORGE: Okay.

22 CHAIRMAN GREEN: And all of these are  
23 predicates to filing the suit.

24 MR. ARNOLD: That is correct.

25 CHAIRMAN GREEN: They're all required by the

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

85

1 statute. Any further board discussion?

2 (No further board discussion.)

3 CHAIRMAN GREEN: Entertain a board motion  
4 with regards to the resolution.

5 MR. GEORGE: Yes. I opened my mouth first,  
6 so I make a motion that we approve this draft

7 resolution as written, with the added instructions  
8 to Staff that three weeks prior to the expiration  
9 of the eight weeks, which is identified in Section  
10 1, that at that three-week time period, we do  
11 another registered letter identifying what happens  
12 at the eight weeks -- excuse me. Scratch that  
13 last part.

14 Notifying them that the board had approved  
15 eight weeks after this resolution as the time,  
16 that if negotiations have not been cleared, it  
17 will be taken to the next level, which it will be,  
18 just to keep them informed.

19 CHAIRMAN GREEN: In other words, at the eight  
20 week, we will -- we have recommended that -- the  
21 board's recommended that the public assess the --  
22 we will go through acquiring condemnation.

23 MR. GEORGE: Exactly. Right. As specified  
24 in Section 2, right.

25 CHAIRMAN GREEN: Okay.

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

86

1 MR. WUELLNER: And -- and you don't mean --  
2 by just clarifying. In lieu of registered -- you  
3 keep using that term -- you're all right with  
4 certified return receipt?

5 MR. GEORGE: Whatever we are using to

6 communicate with them, but it has to be  
7 registered, certified, or something to get  
8 receipts back.

9 MR. WUELLNER: Sure. Just --

10 MR. GEORGE: Just trying to be as open as I  
11 can.

12 CHAIRMAN GREEN: Is there a second on the  
13 motion? Oh, I'm sorry. Mr. Burnett?

14 MR. BURNETT: If I might, very quickly.  
15 And -- and I hate to make things worse.

16 MR. GEORGE: No. Go ahead.

17 MR. BURNETT: Your -- your motion is to  
18 approve the resolution as drafted; however, you  
19 want a direction -- you want to direct Staff that  
20 three weeks prior to filing any suit for -- for an  
21 action, pursuant to the resolution, that an  
22 additional notice be sent to the property owner  
23 informing them that in three weeks, a lawsuit will  
24 be filed.

25 MR. GEORGE: Exactly.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

1 MR. COX: Second.

2 CHAIRMAN GREEN: Any further board  
3 discussion?

4 (No further board discussion.)

5 CHAIRMAN GREEN: All in favor of the motion,  
6 say aye.

7 MR. GEORGE: Aye.

8 CHAIRMAN GREEN: Aye.

9 MR. COX: Aye.

10 CHAIRMAN GREEN: All opposed?

11 MR. CIRIELLO: No.

12 CHAIRMAN GREEN: Motion carries 3 to 1.

13 7.D. - FBO LEASE

14 CHAIRMAN GREEN: Next agenda item is the FBO  
15 lease.

16 MR. WUELLNER: Thought it might be quicker to  
17 go this route, but I can see it's -- then I'll  
18 blow right through it; watch me.

19 All right. Next item is the long-awaited FBO  
20 lease codification. That included all the  
21 provisions in the 2000 Memo of Understanding that  
22 was executed by the Authority with Aero Sport.

23 You have -- we provided you a copy of that  
24 codified lease agreement, which brings all of the  
25 old lease agreements and amendments that have been

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

88

1 placed against it, too, as well as all the new  
2 facilities, into a single lease form.

3 The only missing piece of this, just to  
4 inform you, is something that neither party's  
5 really contesting, but we're waiting the arrival  
6 of the actual metes and bounds survey that  
7 describes the ground lease portion of this. And  
8 the -- it really doesn't change anything other  
9 than it adds an exhibit or the guts of an exhibit  
10 that's provided for already in the -- in the lease  
11 agreement.

12 The lease agreement, as per the 2000 MOU,  
13 extends the lease term from its execution out 20  
14 years. So, the lease term begins anew at 20 years  
15 from the execution of the lease amendment, or  
16 approval by the Authority, which is effectively  
17 the same thing.

18 Otherwise, it -- it has rolled in all of the  
19 old lease agreements combined with the new, and  
20 as -- as you can tell, generates at its conclusion  
21 approximately \$94-, almost \$95,000 in leasehold  
22 revenue, which is in round numbers approximately  
23 between \$90- and \$100,000 of new revenue by adding  
24 the facilities over there annually. So -- when  
25 you factor in what they were paying on the

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

1 existing FBO for today's facility versus adding  
2 the new facilities in there.

3 MR. GEORGE: Say that again?

4 MR. WUELLNER: The original lease provided,  
5 approximately, I want to say it was \$6- -- no, it  
6 was more than that. It was about \$65-, \$70,000,  
7 I'd have to resurrect the number.

8 MR. GEORGE: That's fine. Okay.

9 MR. WUELLNER: But generically, \$65,000  
10 revenue annually is what the FBO generated under  
11 the old lease agreements.

12 By adding the new facilities, that's the  
13 offices, the hangars and the like, it now will  
14 generate a total of \$190-, almost \$195,000 a year.  
15 So, the construction of that facility improved the  
16 overall lease position with the FBO relative to  
17 the Authority.

18 We've provided for the first time actual  
19 exhibits showing property that's specifically  
20 leased by the FBO, which was something that had  
21 been lacking as -- as actual exhibits, just  
22 depicting what was going on in the FBO leasehold.  
23 So, those are now described much more fully in a  
24 series of exhibits, A through actually L, with M,  
25 Exhibit M being the rent calculation.

1       And now with this, also one of the key goals  
2       we had entering into the lease negotiations was a  
3       desire by the Authority to ascribe some values per  
4       square foot to the old lease portions, which  
5       Exhibit M does, in agreement with -- with Aero  
6       Sport. That way, in the future, when we have to  
7       modify the lease, which is an eventuality someday,  
8       when you have to subtract facilities and/or add  
9       new facilities, there's a basis for that  
10      subtraction of old facilities, which was something  
11      we did not have in place when we had to remove the  
12      old T-hangars that were in the FBO area back four  
13      years ago now.

14      CHAIRMAN GREEN: Any public discussion?  
15      Public comment?

16             (No public comment.)

17      CHAIRMAN GREEN: Seeing none, board comment?

18      MR. COX: Question.

19      CHAIRMAN GREEN: Yeah, Mr. Cox?

20      MR. COX: Ed, just define, as a question,  
21      what's -- the auxiliary aircraft parking area, is  
22      that --

23      MR. WUELLNER: The paver apron?

24      MR. COX: Okay.

25      MR. WUELLNER: It's referred to as paver

1 apron.

2 MR. COX: Thanks.

3 MR. WUELLNER: There's a side -- what I  
4 didn't mention was there -- there will be a couple  
5 of side agreements, one of which, and probably  
6 most importantly, relates to the fuel facility.  
7 That will be a stand-alone as it is now, a  
8 stand-alone agreement. And it's -- we've had some  
9 tentative discussions on how to do that.

10 Mr. Burnett has developed a base agreement from  
11 which we'll negotiate further and refine that and  
12 bring that back. It will be its own stand-alone  
13 agreement and require ratification by you folks.

14 But we need to get through how we're going to  
15 move to the next level relative to fueling on the  
16 airport and where to place that and the  
17 appropriate sizing of fuel facilities and the  
18 like.

19 And Aero Sport and -- and the Authority need  
20 to work through that before we present something.

21 And it was frankly going to slow down this  
22 agreement so much that it -- that it made sense to  
23 continue as a stand-alone agreement.

24 CHAIRMAN GREEN: Are you asking for board



AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

92

1 MR. WUELLNER: Also, the Hertz agreement, the  
2 counter agreement, all those auxiliary spaces in  
3 the terminal remain stand-alone agreements so that  
4 there's maximum flexibility beyond the base FBO  
5 lease. I'm sorry.

6 CHAIRMAN GREEN: That's fine. I just -- what  
7 kind of action are you asking from the board?

8 MR. WUELLNER: It's ready for approval. As I  
9 said, it's consistent with the MOU, as well as the  
10 old original lease. It serves more as a  
11 ratification or a codification of the old  
12 agreements and incorporation of the new  
13 facilities.

14 Once it's approved by you, it will go to  
15 signatures and will likely become effective the  
16 first of September.

17 CHAIRMAN GREEN: Mr. George?

18 MR. GEORGE: Referring to Exhibit M, we've  
19 got the last three items, "FBO Administrative  
20 Office, Attached Maintenance Shop." There's  
21 "Hangar Space," 9600 square feet, "Corporate  
22 Hangar Space."

23 MR. WUELLNER: Uh-huh.

24 MR. GEORGE: So, this is stuff that Aero

25 Sport constructed at their cost.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

93

1 MR. WUELLNER: Correct.

2 MR. GEORGE: Okay. What are we charging them

3 for the land that it's sitting on?

4 MR. WUELLNER: It's included in the land,

5 "Ground Lease Space," the origin -- it's up a

6 little further where it says "Original Leasehold

7 Area." In fact, two lines above it.

8 MR. GEORGE: "Aircraft Storage Hangar Space."

9 MR. WUELLNER: The ground value is four cents

10 a square foot.

11 MR. GEORGE: Oh, okay.

12 CHAIRMAN GREEN: Yeah.

13 MR. GEORGE: Okay. What kind of increases,

14 CPI or what?

15 MR. WUELLNER: CPI.

16 MR. BURNETT: Additionally, every five years,

17 you're able to review it for a market adjustment

18 if for some reason the CPI wasn't consistent with

19 where the actual market price is.

20 MR. GEORGE: Is that defined --

21 MR. WUELLNER: Yeah, it's up --

22 MR. GEORGE: -- how that will be done five  
23 years from now?

24 MR. BURNETT: That is -- it's in -- I just  
25 had my finger on it.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

94

1 MR. WUELLNER: Begins on page 11.

2 MR. GEORGE: That's okay. But there is a --  
3 there is a definition of how we define the market  
4 adjustment.

5 MR. WUELLNER: Yes.

6 MR. GEORGE: So, it's not going to be left to  
7 the -- for us to talk about it for four years  
8 and --

9 MR. BURNETT: That's true. It's on page 12,  
10 the second full paragraph.

11 MR. GEORGE: All right.

12 MR. WUELLNER: "...percentile change in the  
13 Consumer Price Index - All Urban Consumers..."

14 MR. GEORGE: Okay. What has been done --  
15 this -- we're now getting to the lease. What has  
16 been done about the use of the facilities that  
17 they've had up to this point?

18 MR. WUELLNER: They're included now.

19 MR. GEORGE: That's rolled into there.

20 MR. WUELLNER: If you notice, go back to your

21 Exhibit M.  
22 MR. GEORGE: I'm here.  
23 MR. WUELLNER: Space is called -- under  
24 "Leasehold A" --  
25 MR. GEORGE: Okay.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

95

1 MR. WUELLNER: -- areas referred to as "FBO  
2 Restrooms/Kitchen Area; Pilot Briefing/Planning  
3 Room; Pilot Lounge & Restroom; Conference Room,"  
4 are all space that heretofore has not been  
5 included in their leasehold.  
6 MR. GEORGE: Okay.  
7 MR. BURNETT: And -- and much of that space  
8 is space that had been maintained by -- by the  
9 Authority, which now that responsibility is  
10 transferring to the FBO.  
11 MR. WUELLNER: It becomes their leasehold.  
12 MR. GEORGE: Okay. This includes the shade  
13 hangar that's there now?  
14 MR. WUELLNER: The shade hangar?  
15 MR. GEORGE: Have they been using it?  
16 MR. WUELLNER: The shade hangar is this -- in  
17 the "Leasehold E," is referred to as a  
18 Shade/Canopy Hangar" --

19 MR. GEORGE: Okay.

20 MR. WUELLNER: -- and is at the rate that was  
21 provided in the MOU.

22 MR. GEORGE: Okay. So, that rate would then  
23 go back to the time that they started using it and  
24 would be applied to a rent, or would it start now?

25 MR. WUELLNER: Actually, we've -- we've kind

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

96

1 of tentatively agreed to not begin that till  
2 September --

3 MR. GEORGE: Fine. That's fine. No problem.

4 MR. WUELLNER: -- as part of the  
5 inconvenience that they've endured for many years  
6 here.

7 MR. GEORGE: Okay. When we took the hangar,  
8 the adjustments that we made to their rent when we  
9 took their hangar that they were leasing out,  
10 that's mute -- that's an old moot point cause this  
11 is all --

12 MR. WUELLNER: Correct.

13 MR. GEORGE: -- brand new and --

14 MR. WUELLNER: It all washes that out.

15 MR. GEORGE: Okay. All right. Who's taking  
16 care of the fuel farm? That's been a complaint,  
17 isn't that --

18 MR. WUELLNER: That's the subject of the fuel

19 farm lease. That will be stand-alone.

20 MR. GEORGE: Stand-alone. Okay.

21 CHAIRMAN GREEN: That and the Hertz.

22 MR. WUELLNER: Correct. Well, Hertz actually

23 has an agreement that runs a couple of more years,

24 I believe. Well, Aero Sport's lease on behalf of

25 Hertz runs a couple of more years.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

97

1 MR. GEORGE: Have you done -- if I look at

2 the original cost -- I keep asking questions. But

3 the original cost of \$70,000 per year, original

4 revenue to us, and with the new facilities, it

5 goes to \$195-. That's an increase of \$125-. Have

6 you applied that \$125- to the cost of those new

7 facilities to come up with an ROI?

8 MR. WUELLNER: I think we did that about five

9 or six months ago and presented it to you and

10 there was an ROI of about 6 and -- 6.3 percent,

11 something like that.

12 MR. GEORGE: Right. Right.

13 MR. WUELLNER: I don't recall it exactly, but

14 we did it. I want to say it was April or May.

15 MR. GEORGE: Well, with the interest rates

16 being 2 percent or something like that, 6 is good.

17 CHAIRMAN GREEN: Mr. Cox, any comments?

18 MR. COX: No comments.

19 CHAIRMAN GREEN: Joe?

20 MR. CIRIELLO: (Shakes head.)

21 CHAIRMAN GREEN: Entertain a motion with  
22 regards to the lease agreement. Joe?

23 MR. CIRIELLO: I'll make the motion.

24 CHAIRMAN GREEN: And the motion is to  
25 accept --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

98

1 MR. CIRIELLO: To accept Staff's  
2 recommendation for the FBO lease.

3 CHAIRMAN GREEN: Any seconds?

4 MR. GEORGE: I second that.

5 CHAIRMAN GREEN: Any further discussion?  
6 Mr. Burnett, discussion?

7 MR. BURNETT: I know we've opened it up for  
8 public comment, but I guess since Mr. Slingluff's  
9 here, he's -- or any other representative that  
10 might be here on behalf of the FBO, I have -- I  
11 want to make sure that there's no objection to the  
12 way this is being done or anything that's left out  
13 in the fact that the fuel farm is going to be  
14 subject to another lease.

15 MR. SLINGLUFF: Yeah. I think the fuel farm,  
16 we'll need to review the provisions in the fuel  
17 farm and how the retained money is disbursed  
18 that's been collected over the years for either  
19 rehab of the fuel farm or relocation of the fuel  
20 farm.

21 And that system can stand alone, as long as  
22 it's consistent with the MOU and there's no  
23 further economic impact.

24 CHAIRMAN GREEN: Any further discussion from  
25 the board?

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

99

1 (No further board discussion.)

2 CHAIRMAN GREEN: All in favor of the motion,  
3 say aye.

4 MR. CIRIELLO: Aye.

5 MR. GEORGE: Aye.

6 CHAIRMAN GREEN: Aye.

7 MR. COX: Aye.

8 CHAIRMAN GREEN: All opposed?

9 (No opposition.)

10 CHAIRMAN GREEN: Hearing none opposed, the  
11 motion carries.

12 7.E. - MEMORANDUM OF UNDERSTANDING - AERO GROUP



13 MR. WUELLNER: The last item I have is  
14 memo -- proposed Memorandum of Understanding with  
15 Aero Group, Inc. This would provide for two  
16 specific leaseholds or development of two specific  
17 leaseholds, one of which is the buildout of the  
18 second-floor terminal that -- that y'all approved  
19 us to kind of move forward with last month. And I  
20 mentioned that we'd bring back some, you know,  
21 agreement, thinking, anyway, to you this month.  
22 I would approximate 2,800 square foot, that  
23 to be specifically determined with the engineer  
24 drawings, but it's approximately 2,800 square  
25 foot. Would rent that at a rate of \$12 per square

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

100

1 foot. It's basically a one-year rental agreement  
2 with renewals up to a total of five years.

3 CHAIRMAN GREEN: Annual renewals?

4 MR. WUELLNER: Annual renewals. This -- just  
5 so you know, this -- this group intends or would  
6 like to lease long-term. That's why it's  
7 structured short-term. Would like to lease  
8 long-term in its own facility to be constructed by  
9 the Authority.

10 However, we need to all get comfortable with  
11 the scope of what they're -- what they're

12 proposing and -- and their financial ability to  
13 perform. And in a way to test that water, for  
14 lack of better terms, is to bring them in a  
15 short-term very structured agreement and  
16 arrangement with the Authority and let's evaluate  
17 that. And, in fact, this agreement in later  
18 sections provides for a continual evaluation of  
19 that performance within the context of those  
20 leases.

21 And -- and if it doesn't -- if it is not  
22 going to work out or is not working out, that, you  
23 know, we -- we simply elect not to enter into a  
24 long-term lease and negotiations for a new  
25 facility. And those would be subject of further

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

101

1 agreements.

2 The second piece of property that we're  
3 talking about leasing or proposing to lease -- the  
4 rental rate on that, I think I mentioned, was \$12  
5 a square foot.

6 The second piece of property is 425 Hawkeye  
7 View, which is also known as Hangar 4, which is  
8 also known by most of you as the original SK  
9 Logistics leasehold over by -- it's in the

10 eastside corporate area. It's about an 8,200  
11 square foot facility and would be leased to them  
12 for their use again on the same kind of terms at a  
13 \$5 per year fee. So, it's leased at a commercial  
14 rate versus a corporate rate out of the blocks.

15 They also have some space that they would be  
16 at this point agreeing to lease from Aero Sport,  
17 and including the fueling, would be accomplished  
18 at this point by Aero Sport. They would lease  
19 part of the paver apron, if not all of the paver  
20 apron that -- that you mentioned earlier, Bob, as  
21 well as some additional hangar space in the FBO  
22 area.

23 And at -- and as I said, they would -- we  
24 would agree with them at a staff level on an  
25 operating profile in and out of here, and would

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

102

1 also -- they would also agree to six-month reviews  
2 pertaining to their operation and -- and  
3 performance of the lease provisions and to their  
4 financial health. And they'll need to establish a  
5 track record with us before we'd enter into  
6 substantive negotiations for a permanent facility  
7 here.

8 And it would be our recommendation that you

9 approve the MOU, and which, just for the record,  
10 would authorize us executing a one-year lease with  
11 them with options for both the office space when  
12 it becomes available, as well as the SK hangar.  
13 So, you won't get a separate lease action later  
14 on.

15 CHAIRMAN GREEN: Public comment? I'm sorry.

16 Oh, yeah. Sorry.

17 MR. RODERICK: Who are they and what do they  
18 do?

19 MR. WUELLNER: Aero -- Aero Group is a --  
20 does flight training.

21 MR. RODERICK: Flight training?

22 MR. WUELLNER: Yes.

23 MR. HICKOX: Through the Chair, Mr. Wuellner,  
24 how does this differ from what Embry-Riddle wanted  
25 to do?

#### AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

103

1 MR. WUELLNER: This is very low operations.  
2 It amounts to, at least in its initial phase, a  
3 total of eight operations maximum per day, and all  
4 flight activity is actually conducted over  
5 restricted air space controlled by the military in  
6 the central part of the state, as well as off the

7 coast. It's a very low-level activity.

8 MR. BURNETT: If I could add one -- one  
9 follow-up to that. This also -- am I correct that  
10 this also requires very little buildout at its  
11 initial stage for the airport?

12 MR. WUELLNER: Simply the office space on the  
13 second floor, which --

14 MR. BURNETT: Was going to be built out  
15 anyways.

16 CHAIRMAN GREEN: That was my question.  
17 There's nothing with the hangar. It's --

18 MR. WUELLNER: No, sir -- no, ma'am.

19 CHAIRMAN GREEN: That's okay. Any other  
20 public comment?

21 (No further public comment.)

22 CHAIRMAN GREEN: Board comment? Mr. George?

23 MR. GEORGE: Five dollar a foot based on our  
24 most recent hangar construction, what's the ROI on  
25 it?

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

104

1 MR. WUELLNER: Actually, it performed at 4 at  
2 about 8 1/2 percent when we did the most recent  
3 lease of that space. So, it's, I'm going to guess  
4 over 10?

5 MR. GEORGE: Well, that's my key thing, is

6 getting the proper return.

7 MR. WUELLNER: I didn't do it again because

8 we had just done it three months ago for a tenant

9 who --

10 MR. GEORGE: Yeah.

11 MR. WUELLNER: -- ultimately did not occupy.

12 CHAIRMAN GREEN: That's as-is.

13 MR. WUELLNER: Yeah, that's as-is.

14 MR. GEORGE: Yes. I already got that.

15 MR. WUELLNER: That's as-is.

16 MR. GEORGE: Sorry, guys; I'm just watching

17 the -- the money. What kind of employees are they

18 bringing into the community?

19 MR. WUELLNER: Initially, about 25.

20 Potential is over 200.

21 CHAIRMAN GREEN: Any other board comment?

22 (No further board comment.)

23 CHAIRMAN GREEN: I'll entertain a motion with

24 regards to the MOI (sic).

25 MR. COX: Recommend that we approve Staff's

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

105

1 proposal for the MO --

2 MR. WUELLNER: -- U.

3 MR. COX: -- U.

4 CHAIRMAN GREEN: Or U. Excuse me.

5 MR. COX: For this lease.

6 CHAIRMAN GREEN: Is there a second?

7 MR. CIRIELLO: (Indicating.)

8 CHAIRMAN GREEN: Joe Ciriello seconds. Any

9 further board discussion for the MOU and the

10 motion?

11 (No further discussion.)

12 CHAIRMAN GREEN: Hearing none, all of those

13 in favor of the motion to accept the MOU as

14 presented by Staff, say aye.

15 MR. CIRIELLO: Aye.

16 MR. GEORGE: Aye.

17 CHAIRMAN GREEN: Aye.

18 MR. COX: Aye.

19 CHAIRMAN GREEN: All opposed?

20 (No opposition.)

21 CHAIRMAN GREEN: Hearing none opposed, the

22 motion carries.

23 8.A. - MS. SUZANNE GREEN

24 CHAIRMAN GREEN: Okay. Next agenda item

25 would be comments from the Authority members. I

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

106

1 have a brief one.

2 I had asked Staff to prepare a little packet

3 for the board members to take home. It's that  
4 time of year where we have to do an evaluation of  
5 our Executive Director's performance and salary  
6 review. Actually, it's a little past that time.

7 So, I'd like the board members to take it  
8 home and fill it out. And we've gone through and  
9 kind of separated out performances, quality,  
10 productivity, job knowledge, et cetera. So, I'll  
11 pass these out. And if you could return them --  
12 Ed, return them to me?

13 MR. WUELLNER: I'm sorry?

14 CHAIRMAN GREEN: The job review, do they go  
15 back to me?

16 MR. WUELLNER: Yes, to you.

17 CHAIRMAN GREEN: Yes, to me. You can send  
18 them to my office, if you want, or you can put  
19 them in a sealed envelope. I can pick them up  
20 here on my way to and from court.

21 MR. WUELLNER: They do eventually need to  
22 make it down here for record purposes.

23 CHAIRMAN GREEN: Right. Joe? (Tendering.)

24 Christine, can I have you send Mr. Gorman  
25 his -- the evaluation? Thank you.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004



1 And that's great. That's all I have. Thank  
2 you for helping out with the review. Joe, any  
3 comments?

4 8.B. - MR. JOSEPH CIRIELLO

5 MR. CIRIELLO: No report.

6 CHAIRMAN GREEN: Mr. George?

7 8.C. - MR. WAYNE GEORGE

8 MR. GEORGE: Yes. Give me the microphone and  
9 I go, right? I'm sorry I missed last -- last  
10 month's meeting. I spent a lot of time going  
11 through the -- the transcript of it. And I think  
12 you guys got a lot accomplished. A couple of  
13 things that I would like to just comment on just  
14 for the record.

15 The decision we made on the T-hangar rates to  
16 postpone decision for a year, I don't think  
17 we're -- we're fulfilling our fiduciary  
18 relationship or responsibility to the taxpayers  
19 when you consider that we were higher than Palatka  
20 and Ormond, but less than Craig and the rest of  
21 them. I think that any little token increase  
22 would have shown or put a better foot forward to  
23 the public that we are trying to maximize the  
24 revenue coming in, even if it's \$10,000 a year.

25 If we were all running our own business and

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

1 we had that, I think we would have done something  
2 like that. That's water over the damn.

3 Item number 2. Ed, I'd like to compliment  
4 you publicly on your "off the tax rolls," you  
5 know, "analysis." I think it was outstanding. I  
6 thought -- I like the way you documented all of  
7 the assumptions and everything.

8 And a couple of comments to individual board  
9 members. Joe, I think we will get off the tax  
10 rolls if we continue with the positive attitude  
11 that we have. And -- and I would hope that Jack  
12 would not tie our hands by, once we come up with,  
13 you know, a plan that says we can do it seven,  
14 then to come back and say, "How can we do it at  
15 five?"

16 And -- and I think that that also goes into  
17 looking at the rolled-back rate that we do, you  
18 know, with our taxes this -- this year. I would  
19 hate to cut it back a little bit each year and  
20 then extend it out to 10 -- you know, 10 years or  
21 12 years. If we can have a plan, you know, that  
22 does it in seven, that's great.

23 To ensure that we have that plan, I would  
24 like to be on the agenda for the next board  
25 meeting to discuss the possibility of making it a

1 requirement on the Staff that every budget cycle  
2 has an update to this plan so that we, the  
3 public -- you know, we and the public have a  
4 continuing feeling of what that target date is and  
5 we don't lose visibility to it.

6 And my last note was that the 2003-04 millage  
7 was not the rolled-back, as I recalled it.

8 MR. WUELLNER: Right.

9 CHAIRMAN GREEN: Mr. Cox?

10 8.D. - MR. BOB COX

11 MR. COX: I want to commend Ed and the staff,  
12 the rest of the staff and folks at Aero Sport and  
13 Southeast Aero, everybody at the training  
14 facilities on this field for the tremendous job we  
15 did in -- in not allowing any of the aircraft or  
16 anything else be compromised during this bad storm  
17 we just had. Because I think everybody really  
18 pitched in and did a good job getting all the  
19 airplanes off the field in the hangars. So,  
20 applause to you guys. That's all I have.

21 CHAIRMAN GREEN: I think they were tired of  
22 hearing from me three times Friday.

23 MR. COX: Pardon me?

24 CHAIRMAN GREEN: I think I called the office

25 three times Friday --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

110

1 MR. COX: Yeah.

2 CHAIRMAN GREEN: -- "Are we okay?" Okay.

3 MR. WUELLNER: We hadn't thought about it  
4 until you called.

5 CHAIRMAN GREEN: Yeah, I'm sure.

6 MR. COX: Oh.

7 CHAIRMAN GREEN: It's a back-handed  
8 compliment somewhere.

9 MR. COX: Oops, we better get some airplanes  
10 in.

11 CHAIRMAN GREEN: Any last public comment?  
12 Yes, ma'am.

13 9. - PUBLIC COMMENT

14 MS. McELROY: Do I have to go over there?

15 CHAIRMAN GREEN: No, if you're loud enough,  
16 you can stay here.

17 MS. McELROY: You can hear me? Okay. As a  
18 member of Araquay Park, I would like to let you  
19 know that we did receive our offers. And when we  
20 finished laughing, we got very angry. These  
21 offers are a slap in the face and an insult to all  
22 our intelligence.

23 A study was undertaken of people who had sued

24 doctors or medical facilities for damages. They  
25 discovered a high number of these people would not

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

111

1 have sued had they been treated with dignity,  
2 respect, and understanding. I think that same  
3 principle applies in this situation.

4 So, in an offer of cooperation, this board  
5 might like a little project for this next coming  
6 month. Go out and find one acre of property with  
7 at least 200 feet on the marsh, with a creek  
8 running -- that runs along the edge. This  
9 property also needs a very large concrete  
10 reinforced house and a large garage area. All  
11 this for \$567,000. Good luck.

12 When you find this property, we can  
13 negotiate. In the meantime, consider this: Our  
14 research into land shows that property has -- and  
15 materials have skyrocketed. To save time, on  
16 property, it -- the property values begin at a  
17 high hundred thousand to a million for marsh  
18 property.

19 Realty, business rumors are that Mr. Stokes,  
20 over on the other side, will be selling his  
21 property on the marsh for \$600,000 and up for a

22 third of an acre. And you remember, I have an  
23 acre. And on these will be million dollars homes.  
24 And what is a million dollars home these  
25 days? A million dollar home, I went up and I've

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

112

1 been looking around at all of these houses that  
2 are going to be million dollar houses. You know  
3 what they are? They would have been crushed in  
4 this last hurricane. That's what they are. They  
5 are studs and particle board and siding. And  
6 maybe the people put in marble or whatever on the  
7 inside, I don't know, but that's what your million  
8 dollar home is. Mine is a concrete block house,  
9 and so what is it? I -- unless things change and  
10 we get some more realistic values for our  
11 property, we're going to be going to court.

12 And I'll have to tell you that my husband  
13 tells me that our lawyer is like a dog who's had a  
14 bone floated in front of his face. When you  
15 mention court, his eyes light up, and his tail  
16 wags and his body moves. And now, I haven't seen  
17 this, but he's a very honest man, and so I think  
18 that this man likes to go to court.

19 The prices that you -- that you say are  
20 realistic are ridiculous. You cannot go out and

21 build a concrete house for \$500,000 the size of my  
22 house. You want to drive by and see the marsh on  
23 your way out, go by my house. But you won't find  
24 one anyplace else.

25 We're getting to be like the pink diamond or

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

113

1 something. There is no marsh-front property where  
2 you can walk out and put your foot in a boat, like  
3 you can at my house. So, don't tell me  
4 500-and-whatever, 67,000. The person who  
5 appraised the property must live inland, is all I  
6 have to say.

7 CHAIRMAN GREEN: Any other public comment?

8 (No further public comment.)

9 CHAIRMAN GREEN: I just have one comment. I  
10 encourage everybody, as we said and Mr. George  
11 rightly brought up with that, have been sent the  
12 letters in Araquay Park please respond accordingly  
13 to the attorneys and who sent the letter so we  
14 have the feedback. I appreciate you bringing it  
15 before the board, but I don't want you to miss out  
16 on the right venue, which I'm sure you're doing.

17 MS. McELROY: I'm not.

18 CHAIRMAN GREEN: Just to make sure that it

19 all gets communicated to the right channels.

20 10. - NEXT REGULAR BOARD MEETING

21 CHAIRMAN GREEN: Okay, our next agenda item

22 is our board meeting next month. It is September

23 20. The board meeting's at 4:00. We will -- if

24 we have not finished Authority business, we will

25 stop and commence our first budget public hearing.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

114

1 If there's any board meeting, Authority

2 meeting business after that, we'll recommence it

3 after the budget hearing. So, I'm sure the board

4 understands that. But for the public, we'll start

5 at 4:00. We'll stop at 5:00 basically for the

6 budget hearing. All right?

7 MR. WUELLNER: You need to be aware of the

8 second public hearing. The date being held for

9 you is the following Monday, the 27th, beginning

10 at 5:01. It's a week later. Everything's a week

11 skewed because of delay in certification of the

12 tax rolls.

13 CHAIRMAN GREEN: So, we're trying to do

14 that -- that will be at 5:00 also, correct?

15 MR. WUELLNER: You can't have it before 5:00.

16 CHAIRMAN GREEN: Right.

17 MR. WUELLNER: And you already have on your



18 schedules for the 13th of September. You can

19 remove that.

20 CHAIRMAN GREEN: Okay.

21 MR. WUELLNER: That was originally going to

22 be your first public hearing.

23 CHAIRMAN GREEN: So, we are the 20th and the

24 27th.

25 MR. CIRIELLO: Cancel the 13th.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

115

1 MR. WUELLNER: Cancel the 13th, but add the

2 27th.

3 CHAIRMAN GREEN: All right. So, our next

4 date is the 20th. I just want to wish anybody --

5 I know we have public people who are running in

6 the primaries. Best of luck to everybody. And

7 we'll be back in September.

8 (Thereupon, the meeting adjourned at 6:01 p.m.)

9

10

11

12

13

14

15

16  
17  
18  
19  
20  
21  
22  
23  
24  
25

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004

116

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

7 that I was authorized to and did stenographically

8 report the foregoing proceedings and that the

9 transcript is a true record of my stenographic

10 notes.

11

12 Dated this 31st day of August, 2004.

13

14

---

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

15 Notary Public - State of Florida  
16 My Commission No.: DD102224  
Expires: April 30, 2006

17

18

19

20

21

22

23

24

25

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 16, 2004