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ST. JOHNS AIRPORT AUTHORITY

Regular Meeting

held in The Conference Center, Meeting Room B

4730 Casa Cola Way

St. Augustine, Florida

on Monday, August 12, 2024

from 4:00 p.m. to 5:13 p.m.

\* \* \* \* \*

BOARD MEMBERS PRESENT:

- REBA LUDLOW, Chairman
- ROBERT OLSON
- DENNIS CLARKE, Treasurer

BOARD MEMBERS ABSENT:

- JENNIFER LIOTTA
- MICHELLE CASH-CHAPMAN

\* \* \* \* \*

ALSO PRESENT:

- JEREMIAH R. BLOCKER, ESQUIRE, Douglas Law Firm,  
100 Southpark Boulevard, Suite 414, St. Augustine,  
Florida, 32086, General Counsel for Airport Authority.
- CHAD S. ROBERTS, ESQUIRE, The Roberts Firm, PLLC,  
1633 Challen Avenue, Jacksonville, Florida, 32205,  
Aviation Counsel for Airport Authority.
- COURTNEY PITTMAN, Interim Executive Director.

\* \* \* \* \*

JANET M. BEASON, RPR, RMR, CRR  
 St. Augustine Court Reporters  
 1260 North Ponce de Leon Boulevard, Suite E  
 St. Augustine, FL 32084  
 (904) 825-0570

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## 1 P R O C E E D I N G S

2 CHAIRMAN LUDLOW: Will the meeting please come  
3 to order? It is 4:00. We'll stand and say the  
4 Pledge, please.

5 (Pledge of Allegiance.)

6 CHAIRMAN LUDLOW: Thank you, brave souls and  
7 the lucky ones that got in ahead of time. I was  
8 one of the lucky ones.

9 MR. OLSON: The sun's shining again now.

10 CHAIRMAN LUDLOW: Okay. We do have a --

11 MR. CLARKE: Quorum.

12 CHAIRMAN LUDLOW: No.

13 MR. CLARKE: We do have a quorum.

14 CHAIRMAN LUDLOW: Oh, we do. Nobody heard  
15 from Michelle?

16 MR. CLARKE: No.

17 CHAIRMAN LUDLOW: We do -- we are short on  
18 board members, so three out of five are here, so we  
19 do have a quorum and we can still vote on the  
20 things that we need to vote on.

21 And then sorry, Michelle -- Michelle had a  
22 death in the family we were aware of, so I hope her  
23 absence doesn't have anything to do with that, you  
24 know.

25 And we're -- we're sorry Jennifer, she

1 probably wouldn't get out -- who knows? No, she  
2 had another appointment. I was going to say she  
3 was -- she was smart enough not to get out in the  
4 weather. But, no, that was before that, so we  
5 already knew about that. Anyway, we do have a  
6 quorum.

7 MINUTES APPROVAL

8 CHAIRMAN LUDLOW: So, we would like to have  
9 our minutes approval. So we have the 6/24 board  
10 meeting and the 7 -- July 8th board meeting.

11 MR. OLSON: Madam Chair, I move that we  
12 approve both sets of minutes for June 24th and --  
13 yeah, June 24th and July 8th.

14 MR. CLARKE: Second.

15 CHAIRMAN LUDLOW: Moved -- first motion and  
16 then approved. All in favor, say aye.

17 MR. OLSON: Aye.

18 MR. CLARKE: Aye.

19 CHAIRMAN LUDLOW: Aye. Okay. Approved as  
20 collective.

21 AGENDA APPROVAL

22 CHAIRMAN LUDLOW: And we have agenda approval.  
23 And are there any corrections or amendments with  
24 the agenda?

25 (None.)

1           CHAIRMAN LUDLOW:  If none, then agenda is  
2 approved as distributed.

3                           BUSINESS PARTNER UPDATES

4           CHAIRMAN LUDLOW:  And then we have business  
5 partner updates.  You can stand up -- stand up,  
6 Henry.

7           COMMISSIONER DEAN:  Glad to see we've got a  
8 podium.

9           CHAIRMAN LUDLOW:  Well, that took -- so, yeah,  
10 something --

11           COMMISSIONER DEAN:  I'm at the point where I  
12 need to lean on something.

13           CHAIRMAN LUDLOW:  Something to lean on.  Plus  
14 you're right in front of the microphone.

15           COMMISSIONER DEAN:  Oh, good.

16           I -- I usually try to bring a lot of good news  
17 and a lot of -- sometimes even throw in a little  
18 humor, but this afternoon I'm going to go off  
19 script and tell you that in my career, 30 years in  
20 state government and eight years on the commission,  
21 involved in numerous rather large infrastructure  
22 projects -- just one example, the Everglades  
23 Restoration, an \$8 billion project -- I've never,  
24 never to date been involved in a project that came  
25 off the rails as badly as this past week and a half

1 with implementing the new trash and garbage pickup  
2 for St. Johns County. And it's been --

3 CHAIRMAN LUDLOW: How could you know?

4 COMMISSIONER DEAN: It's been an abject  
5 failure. So, for anyone that's been impacted --

6 CHAIRMAN LUDLOW: What's the solution?

7 COMMISSIONER DEAN: -- and a lot of people  
8 have been impacted, I can only offer apologies and  
9 tell you that our staff, our county road and bridge  
10 staff, a week ago over the weekend were -- they  
11 were out Saturday and Sunday at 7:00 in the morning  
12 collecting garbage that had not been collected.  
13 They were out there again this weekend. And it's  
14 been a really sad -- a sad situation.

15 And last Tuesday, I made the motion to  
16 terminate the contract. There are legal -- let me  
17 put it this way -- legalities involved in a typical  
18 contract worth about half a billion dollars that  
19 have -- we have -- we have to provide time to cure,  
20 as Jeremiah's well familiar with that type of  
21 terminology.

22 So we -- we -- and I'm not sure where we're  
23 going from here, but it's -- I just want for those  
24 who have been impacted, both you guys and anyone in  
25 the audience, I just can only apologize.

1           We're doing everything we can. We thought we  
2 did a good job of due diligence, the staff, with  
3 this new company we're switching to. We got good  
4 feedback from other customers that they were  
5 providing services for and it was a disaster.

6           So with that, I can only apologize. But  
7 that's -- I really felt like I should come and say  
8 that to you fellow board members and our county  
9 that need to know what's going on, and that's what  
10 happened.

11           CHAIRMAN LUDLOW: That's right. There's  
12 nothing you can do. But how much did we invest  
13 painting the trucks?

14           COMMISSIONER DEAN: Well, that's --

15           CHAIRMAN LUDLOW: That's another thing.

16           COMMISSIONER DEAN: -- another thing.

17           CHAIRMAN LUDLOW: Okay.

18           COMMISSIONER DEAN: So anyway, that's it  
19 today. I'll leave you with that and --

20           CHAIRMAN LUDLOW: Well, tell me something  
21 good.

22           COMMISSIONER DEAN: Well, elections will be  
23 over August 20th. The fact they'll be over is  
24 what's good.

25           CHAIRMAN LUDLOW: Okay, Henry, you are off the

1 hook. And you're not on the hook for the garbage  
2 trucks, I'm telling you. I'm telling you, you just  
3 do the best you can all the time and sometimes  
4 that's all you can -- you can do --

5 COMMISSIONER DEAN: Yeah.

6 CHAIRMAN LUDLOW: -- so...

7 Okay. So -- so we do have -- do we have  
8 Vinny Beyers?

9 (Not present.)

10 CHAIRMAN LUDLOW: We have Jose Riera, though,  
11 SAAPA liaison.

12 MR. RIERA: Good afternoon, everybody. It's  
13 been a long time, I think since June 15th, since I  
14 saw you last from the air show.

15 Don't have anything to report from the SAAPA.  
16 I have been away doing other things. But I'm going  
17 to switch hats and I'm going with the Coast Guard.

18 In about two weeks, we're going to have  
19 Operation Dry Water. So that means if you are  
20 boating or driving or anything that involves  
21 alcohol, be prepared to be stopped, boarded, and be  
22 put in jail, maybe. So we're trying to reduce  
23 fatalities, alcohol-related deaths because of  
24 people driving -- boating and driving under the  
25 influence. So that's one of the things.

1 Other than that --

2 CHAIRMAN LUDLOW: How many people --

3 MR. RIERA: -- that's it --

4 CHAIRMAN LUDLOW: -- do you have deployed on  
5 that?

6 MR. RIERA: I don't have the numbers, but  
7 they're expecting the auxiliary to provide a little  
8 bit of assistance, especially on the boater  
9 education side; just trying to educate the people,  
10 hey, you know, you shouldn't be doing these things.  
11 And also wearing the life jackets.

12 One of the main things is that people are all  
13 having a good time. They don't wear a life jacket,  
14 they fall overboard, and the next thing you know is  
15 they're gone.

16 CHAIRMAN LUDLOW: Are you going to inspect the  
17 boats going out of Vilano?

18 MR. RIERA: Typically we're going to have  
19 inspection, what do they call it, vessel safety  
20 examinations. For all of you that don't know, the  
21 auxiliary will provide a service that is free of  
22 charge and they don't have to do -- you know, you  
23 don't have to --

24 CHAIRMAN LUDLOW: And they won't put you in  
25 jail.

1           MR. RIERA: Yeah, you won't -- you won't be  
2 put in jail. However, if you get stopped by the  
3 Coast Guard and you're not inspected, they may put  
4 you in jail.

5           CHAIRMAN LUDLOW: Then to do, right.

6           MR. RIERA: So that's one of the things we  
7 used to tell people: Get that done and that way,  
8 if they stop you and they see the sticker and you  
9 are all legal, your problems may go away. Depends  
10 on what you're doing.

11          CHAIRMAN LUDLOW: It depends on what you do.  
12 And -- okay. Anything else?

13          MR. RIERA: That's it.

14          CHAIRMAN LUDLOW: You might say something  
15 about the SAAPA meeting, our class.

16          MR. RIERA: Oh. Yes, there was a class. "Why  
17 Do Pilots Do Stupid Things?" I think that was the  
18 title. I couldn't attend the first one. I have  
19 attended the second one. It was really  
20 interesting. If you're a pilot, I highly recommend  
21 you take it. The gentleman, he --

22          MR. CLARKE: Tom Rau.

23          MR. RIERA: Tom Rau. He does a very good job.  
24 And I think we have one more coming up because the  
25 class was well attended and it also had some really

1 very interesting points. So I -- I highly  
2 recommend that, as a pilot, you attend that class.

3 CHAIRMAN LUDLOW: Yeah. It's the second  
4 Saturday and 8:30 for dough- -- at the clubhouse.  
5 8:30 for doughnuts and 9:00 the meeting.

6 And he's very well organized. Very  
7 documented. He can tell you why they went down,  
8 you know, collision waiting to happen. It was  
9 really interesting. The first one, he had maybe  
10 20, 25 people. This time, he had like 50 people.

11 MR. RIERA: Right.

12 CHAIRMAN LUDLOW: Yeah. And then the next  
13 time -- because it gets better and better. So the  
14 next time, it will be even better.

15 MR. RIERA: Absolutely. So if you're a SAAPA  
16 member and you're interested, you know, go ahead  
17 for the next one and attend it. It's really really  
18 good. Good training.

19 CHAIRMAN LUDLOW: Yes. And free doughnuts, if  
20 Len brings them. Okay.

21 MR. RIERA: That's all I have.

22 CHAIRMAN LUDLOW: Okay. Thank you, Jose.

23 MR. CLARKE: McKendrick.

24 CHAIRMAN LUDLOW: I was seeing who -- no, no,  
25 I'm sorry. I was looking to see if our -- I was

1 going to say something about that Jose got a  
2 compliment in the Jacksonville Business Journal.

3 And there was an article about us which Chad  
4 has, I think. And I'm sorry Mauricio isn't here,  
5 but it was very positive, and he said that Jose  
6 gave the best description of what our airport is  
7 and where we're going than anybody else.

8 MR. RIERA: Thank you.

9 CHAIRMAN LUDLOW: So you're very beneficial.  
10 Thank you. Thank you. Okay. Let's see. Reid --  
11 no. Yeah, Reid, you come up.

12 MR. CLARKE: How about Nate McKendrick? You  
13 skipped over him.

14 CHAIRMAN LUDLOW: That's next.

15 MR. DEPUTY: I have nothing for the AOPA.

16 CHAIRMAN LUDLOW: But this is Reid Deputy.  
17 And so, he is our AOPA representative. And if you  
18 have any questions or -- or you need -- what was  
19 that flame stuff? The stuff you gave me at the --  
20 you gave us for SAAPA.

21 MR. DEPUTY: Oh. Sterno.

22 CHAIRMAN LUDLOW: Sterno.

23 MR. CLARKE: Sterno.

24 CHAIRMAN LUDLOW: And if you need any Sterno,  
25 he has a never-ending supply and he shares. Hey,



1 MR. ROBERTS: Yes.

2 MR. OLSON: The net that was left over after  
3 satisfying the contract for purchase --

4 MR. ROBERTS: Yes.

5 MR. OLSON: -- but there was to be funds -- we  
6 were going to try to -- you were going to try to  
7 see if the balance --

8 MR. ROBERTS: Yes.

9 MR. OLSON: -- of the funds could be applied  
10 to some other activity.

11 MR. ROBERTS: So we have about 900,000 left  
12 over. The -- the approval-level personnel don't  
13 have the discretion to grant that modification, and  
14 so, they said once you've submitted your executed  
15 agreements and we've approved it, it will be ripe  
16 to appeal it up to their chain of command. And  
17 we're in the process of drafting that appeal now.

18 MR. OLSON: Okay. Do we have something quite  
19 specific related to the -- the road project that --  
20 that was -- that's related to the land purchase so  
21 it's not completely outside of the grant purposes?

22 MR. ROBERTS: Help me understand that.

23 MR. OLSON: The grant purposes was to purchase  
24 Gun Club land --

25 MR. ROBERTS: Right.

1           MR. OLSON:  -- for the realignment of  
2           Hawkeye View Lane.

3           MR. ROBERTS:  Yes.

4           MR. OLSON:  Pre -- presumably, our request for  
5           the added 9- -- to retain the added 900 --

6           MR. ROBERTS:  Yes.

7           MR. OLSON:  -- and use it would be most  
8           attractive presumably to FDOT if it were  
9           intricately related to that same effort --

10          MR. ROBERTS:  Yes.

11          MR. OLSON:  -- the relocation of.  That's my  
12          question, sorry.

13          MR. ROBERTS:  I'm sorry.  Yes.  I didn't  
14          understand it.

15                 So that's the most compelling part of the  
16          merits of our appeal --

17          MR. OLSON:  Okay.

18          MR. ROBERTS:  -- is that the -- the freshwater  
19          mitigation credits are bundled up in the project  
20          itself.

21                 So they have a typical mindset of buy some  
22          property and then somebody comes along later and  
23          wants to develop it.  They've already approved the  
24          road relocation.  That comes online in August of  
25          '26.  So that's our most compelling argument, is

1 that it's already in play and don't let, you know,  
2 some administrative rule drive the decision. So  
3 we'll see how it goes.

4 MR. OLSON: And that could be a very important  
5 thing for us, especially that it's totally  
6 Authority funds going into those credits.

7 MR. ROBERTS: It does. The only backstop --  
8 the only backstop, Mr. Olson, is that were there to  
9 be money left over for land acquisition, worst  
10 case, it can also apply to any other land  
11 acquisition.

12 So we would have that grant open should any of  
13 the other parcels in the south side GA that are a  
14 part of our big plan become available. But we --  
15 our first and foremost interest is in seeing if  
16 that can be reapplied to the mitigation credits.

17 MR. OLSON: Okay. Thank you.

18 CHAIRMAN LUDLOW: And I need to ask for public  
19 comments on any report, even without a motion? I  
20 was trying to write down my rules.

21 MR. BLOCKER: You can, yes, ma'am.

22 CHAIRMAN LUDLOW: Okay. Would anybody like to  
23 have public comment on the Gun Club lease other  
24 than say hallelujah, it's almost done? I'll say  
25 hallelujah, it's almost done. That was a -- that

1 was a very good project, though.

2 (No public comment.)

3 MR. ROBERTS: It was a great project.

4 CHAIRMAN LUDLOW: Yeah, that --

5 MR. ROBERTS: They're great --

6 CHAIRMAN LUDLOW: -- went very well.

7 MR. ROBERTS: -- neighbors, they're very nice  
8 people to work with, and they've always been good  
9 neighbors to the Airport Authority --

10 CHAIRMAN LUDLOW: Yes.

11 MR. ROBERTS: -- and continue to be.

12 CHAIRMAN LUDLOW: Good, and thank you.

13 T-HANGAR PROJECT

14 CHAIRMAN LUDLOW: And so, we have Hastings.

15 Who is going to --

16 MR. OLSON: Wait. We have a hangar --

17 CHAIRMAN LUDLOW: Oh.

18 MR. CLARKE: T-hangar.

19 MR. OLSON: -- T-hangar.

20 CHAIRMAN LUDLOW: Oh, I jumped. I'm sorry, I  
21 jumped to my yellow line. It takes a village.

22 T-hangar project current status.

23 MR. PITTMAN: Yes, I'll speak to that.

24 CHAIRMAN LUDLOW: Is that Courtney?

25 MR. PITTMAN: Yes, ma'am.

1           CHAIRMAN LUDLOW: Loudly.

2           MR. PITTMAN: Yes, ma'am, Madam Chair.

3           All right. In reference to the T-hangar  
4           current status, I just got a call this morning  
5           actually in reference from the FAA saying that we  
6           were awarded \$1.4 million to go toward the A and J,  
7           that it will be coming in the next two weeks -- the  
8           paperwork that is. So that'll be coming the next  
9           weeks for us to fill out and to get it submitted  
10          back.

11          The time frame is going to be pretty tight, is  
12          what Mr. Carraro told me this morning. So we're  
13          going to have the -- like I said, it will be coming  
14          in within two weeks. We've got to sign it and get  
15          it back to them so we can get approval for those  
16          funds.

17          Then we're still waiting on additional funds  
18          from FDOT. So that's the FAA funds and then we've  
19          got funds coming in from FDOT that will contribute  
20          to the building of Hangars A and J.

21          CHAIRMAN LUDLOW: Oh, that's very good.

22          MR. OLSON: So, question.

23          CHAIRMAN LUDLOW: Okay.

24          MR. OLSON: Just to clarify.

25          MR. PITTMAN: Yes, sir.

1           MR. OLSON: That's -- that's an administrative  
2 thing. The funds are certain.

3           MR. PITTMAN: Yes.

4           MR. OLSON: It's just when they're coming.

5           MR. PITTMAN: That is correct.

6           MR. OLSON: Okay. Thank you.

7           CHAIRMAN LUDLOW: And I -- I am sorry Passero  
8 isn't here, but I understand -- I'm sorry. Where  
9 is our media when we want to report something good?  
10 I understand that Passero's going to do a wonderful  
11 publicity groundbreaking, ribbon-cutting --

12          MR. PITTMAN: Yes.

13          CHAIRMAN LUDLOW: -- food and drinks, and it's  
14 going to be very positive. And that should be  
15 November -- around November, I think. So --

16          MR. PITTMAN: Yes, ma'am.

17          MR. OLSON: Not till November? Gee.

18          CHAIRMAN LUDLOW: Well --

19          MR. OLSON: Okay. Okay.

20          CHAIRMAN LUDLOW: -- I mean, we have to wait  
21 that long, I guess. I have no idea. I just made  
22 that up.

23                 So, but anyway, we're going to start getting  
24 some positive publicity on the things we're doing  
25 at the airport, and that's very good and very very

1 important. Any board discussion?

2 (None.)

3 CHAIRMAN LUDLOW: Public discussion?

4 Comments?

5 (None.)

6 CHAIRMAN LUDLOW: Okay. Thank you.

7 MS. MARTIN: What was the amount?

8 CHAIRMAN LUDLOW: 2 -- 2.4.

9 MS. MARTIN: And who'd it come from, FAA?

10 MR. PITTMAN: So the amount was -- is  
11 \$1,465,000, to be exact --

12 CHAIRMAN LUDLOW: 1.5.

13 MR. PITTMAN: -- coming from FAA.

14 MR. ROBERTS: From the FAA.

15 MS. MARTIN: FAA.

16 MR. PITTMAN: Yes, ma'am.

17 MR. OLSON: But the total project cost is  
18 significantly more --

19 MR. PITTMAN: Yes, sir.

20 MR. OLSON: -- for the -- for the T-hangars.

21 CHAIRMAN LUDLOW: Yes.

22 MR. PITTMAN: I can show that.

23 MR. OLSON: It's what, 4. -- 4.1?

24 CHAIRMAN LUDLOW: 1.9. We had to go over the  
25 1.9 again.

1 MR. OLSON: I don't have that spreadsheet.

2 MR. PITTMAN: It is -- the total cost is  
3 \$4,370,459. Therefore, the Authority  
4 responsibility will be \$1,896,258. That will  
5 provide us with 19 units.

6 MR. OLSON: Yeah, thank you.

7 CHAIRMAN LUDLOW: Our part's 1.9. Okay.

8 MS. BREWER: Reba, I have a quick question.

9 CHAIRMAN LUDLOW: Okay. Thank you.

10 MS. BREWER: Can you put that slide up?

11 MR. PITTMAN: Absolutely.

12 MS. BREWER: You know on the end of --

13 CHAIRMAN LUDLOW: Jan, you're supposed to  
14 stand up and say your name and -- otherwise, I'll  
15 get a yellow slip.

16 MS. BREWER: Jan Brewer.

17 The end of K, L and M, those hangars, you  
18 know, you're going to add on hangars at the end of  
19 those. It shows the -- there's additional ones --

20 MR. CLARKE: No, it's just --

21 MS. BREWER: That's not part of this project?

22 MR. PITTMAN: No, ma'am. That actually is  
23 going to be pushed off, those ends of K, L, and  
24 M --

25 CHAIRMAN LUDLOW: Could be modified.

1           MR. PITTMAN: -- will be modified, the -- the  
2 bid because, one, the financials of it, and then  
3 also prioritizing what would be the most beneficial  
4 to the airport. So those ends of K, L and M, we  
5 probably won't -- if we do see those, we won't see  
6 those for years.

7           MS. BREWER: Okay. Thank you.

8           CHAIRMAN LUDLOW: A and J is going to come  
9 quick.

10          MS. BREWER: Thank you.

11          CHAIRMAN LUDLOW: And that's going to be 19  
12 hangars. Reid?

13          MR. DEPUTY: Reid Deputy on behalf of the  
14 AOPA.

15                 In follow-up, in months past, there was a  
16 conversation as to whether we did the entry  
17 level -- what kind of a hangar door; was it going  
18 to be the higher-end door or not? Can you review  
19 that once again?

20          MR. PITTMAN: Absolutely.

21          MR. DEPUTY: Thank you.

22          MR. PITTMAN: Okay. So that actually -- that  
23 conversation has actually been fluid, to be honest  
24 with you, because looking at the price of things  
25 the price of it -- because initially we wanted to

1 go hydraulic doors across the board.

2 So the latest conversation is the Passero's  
3 been looking into electronic doors. Now, some  
4 people are saying they're comfortable with the push  
5 doors, but we're trying to give the best that we  
6 can give for the price. Like I said, we all know  
7 what's going on with inflation, we don't want to go  
8 down that path.

9 But the dream was hydraulic. With hydraulic,  
10 even -- and as you see, K, L and M, the plan for  
11 that was to make those doors -- as you can see at  
12 the top K, L, and M door, 36 doors -- was to make  
13 those doors hydraulic so we'd have universal  
14 hydraulic doors across the board.

15 Well, K, L, and M got pushed off. That's why  
16 this has been broke into fractional pieces. So as  
17 of this time, I don't have a true answer for you  
18 because we're still looking at the prices. So as  
19 it stands, hydraulic doors with brackets around  
20 maybe electronic.

21 CHAIRMAN LUDLOW: And it looks like the  
22 additions on the end were cost prohibitive.

23 MR. PITTMAN: Correct.

24 CHAIRMAN LUDLOW: You know, just to add like  
25 the one unit on the end of each row just was

1 absolutely cost prohibitive.

2 MR. PITTMAN: That's correct, because we would  
3 have to move the meters, the fuseboxes on the end.  
4 And so, the people that would be in the hangars  
5 while we're doing that would be without power, and  
6 nobody wants their aircraft stuck in a hangar that  
7 they can't get it out of.

8 CHAIRMAN LUDLOW: So even though we have the  
9 contract, but we still can modify it. So we don't  
10 have to use all of the hangar door money or the  
11 T-hangar site preparation only. So that's to be --  
12 that's to evolve. Any other questions, Jan?

13 MS. BREWER: No. Thank you.

14 CHAIRMAN LUDLOW: Okay. But thank you for  
15 looking into that, you know. And try to get more  
16 of our tenants up here. I try, I try, but, you  
17 know, they just say who -- you don't need us, we've  
18 got you. Thank you, you know.

19 Okay. Any other public comments for the  
20 T-hangars? Are you thinking, Jack? Jack's  
21 thinking.

22 MR. GORMAN: Yes.

23 CHAIRMAN LUDLOW: Jack Gorman.

24 MR. GORMAN: Yeah, John Gorman, Stokes Landing  
25 Road.



VOLATO LEASE

1  
2           CHAIRMAN LUDLOW: Okay. No public comment, so  
3 Jeremiah, are you giving Chad the floor all day  
4 today?

5           MR. BLOCKER: I'm sure I'll have plenty to say  
6 as we go on.

7           CHAIRMAN LUDLOW: Okay. So the Volato lease  
8 is up next, and that's Chad Roberts again.

9           MR. ROBERTS: Thank you, very much.

10           Let me begin with the conclusion. And the --  
11 and the conclusion is that it is the interim  
12 director's consensus with the legal department that  
13 it's time to begin a discussion with Volato about a  
14 mutual recision of the development lease itself.

15           The reason is that it essentially has been a  
16 project that has -- has failed to launch. It may  
17 be for a number of economic reasons. It may be  
18 that economics have changed, the numbers don't work  
19 for them. It may be a different strategic interest  
20 of theirs at the moment, but at any rate, the  
21 development has not been prosecuted.

22           And -- and so, we can't allow that lease to  
23 cloud title to that parcel indefinitely. It would  
24 inhibit someone else that might come along and have  
25 a beneficial use for it. So we have to get to

1 closure on it.

2 I think the board can be totally satisfied  
3 that we've -- we've gone an extra mile to give the  
4 tenant every opportunity to bring a deal together,  
5 but it doesn't appear that things are just lining  
6 up in a favorable way.

7 So, we just -- I don't think there's anything  
8 to vote on necessarily; we just wanted to let the  
9 board know that our intention is to begin to talk  
10 about an unwinding of the agreement with Volato,  
11 and that's kind of where we are.

12 MR. OLSON: I have a question. That sounds  
13 like a long process: Begin discussion of the  
14 unwinding.

15 CHAIRMAN LUDLOW: We've been unwinding.

16 MR. OLSON: Does -- does it require that many  
17 hours of, I mean, like your time to --

18 MR. ROBERTS: Well, it would be a  
19 one-paragraph agreement --

20 MR. OLSON: Oh.

21 MR. ROBERTS: -- so it wouldn't be a lot of  
22 drafting.

23 MR. OLSON: Okay. I just wanted to understand  
24 that we're not in a --

25 MR. ROBERTS: But --

1 MR. OLSON: -- extended period of time --

2 MR. ROBERTS: No, there's --

3 MR. OLSON: -- of attorney-to-attorney

4 discussion. I mean --

5 MR. ROBERTS: No. No, it's not a --

6 MR. OLSON: Okay.

7 MR. ROBERTS: It's a one-paragraph recision  
8 that way, but --

9 MR. OLSON: And it's a no -- presumably  
10 there's no -- no one is going to be seeking  
11 anything from another -- any other party, right?  
12 So it's a simple -- it will be a simple --

13 MR. ROBERTS: I don't --

14 MR. OLSON: We don't have to anticipate nor  
15 should we anticipate any reimbursement to us.

16 MR. ROBERTS: I -- we're not in control of  
17 what other people do, obviously, but I don't see  
18 any grounds that anybody would have with us.

19 MR. OLSON: Okay.

20 MR. ROBERTS: And -- and that's because of the  
21 way it's been done. You know, I'll just leave it  
22 at that. I'll just leave it at that. It would be  
23 a -- what we call a mutual walkaway.

24 MR. OLSON: Okay. Okay. I just wanted to  
25 understand that it wasn't a long process of

1 discussions and interactions and all that.

2 MR. ROBERTS: I think that part is just --

3 CHAIRMAN LUDLOW: Very good question.

4 MR. ROBERTS: -- trying to get their attention  
5 and get them --

6 MR. OLSON: Okay.

7 MR. ROBERTS: -- to the table and talking to  
8 us.

9 MR. OLSON: Okay. Thank you.

10 CHAIRMAN LUDLOW: Any public comment on that?  
11 Jose?

12 MR. RIERA: Jose Riera, SAAPA,  
13 133 Paranza Trace.

14 I just had a question. How is this going to  
15 impact the purchase of the mitigation credits and  
16 how -- because I understood that some of the  
17 mitigation credits we bought were to try to develop  
18 this land. So since we have -- we have committed  
19 funds for the mitigation credits, so how is this  
20 going to impact, is my question?

21 MR. CLARKE: I think I can answer that.

22 CHAIRMAN LUDLOW: Okay. Dennis is going to  
23 answer that.

24 MR. CLARKE: I think I can answer that.

25 The -- the 21 acres would come -- would come

1 back, revert to the Authority, and then it would  
2 just become part of the overall development of the  
3 east side of 13/31. So -- but otherwise, there --  
4 you know, it's -- it's the Authority's  
5 responsibility to develop the land.

6 If Volato comes back in the future and says,  
7 you know, now that the land is developed or -- you  
8 know, we would like to, you know, propose to bid  
9 on -- or build on it, they're welcome to. But, you  
10 know, we -- the Authority now will have control of  
11 the entire par -- parcel.

12 MR. RIERA: Okay.

13 MR. CLARKE: Is that correct, Mr. --

14 MR. BLOCKER: That's correct --

15 CHAIRMAN LUDLOW: Is that close enough?

16 MR. BLOCKER: -- yes, sir.

17 CHAIRMAN LUDLOW: Good. Thank you. Any other  
18 comment? Reid. And thank you guys for  
19 participating. That's what we're supposed to do  
20 here.

21 MR. DEPUTY: Reid Deputy, AOPA.

22 Is there any type of a clawback provision for  
23 the expenses you-all have incurred to date for the  
24 development that didn't kick off?

25 MR. ROBERTS: May I --



1           they want to take it by barge down south,  
2           all right?

3                        So where we stand with them at this point is  
4           they're continuing to raise funds to assist them in  
5           the moving.  They're taking donations, rather, and  
6           they're also looking to maybe do business with  
7           different entities.

8                        One of the things that we said we would do as  
9           an airport is assist them in the aspect of allow --  
10          removing a gate so they can transition -- it will  
11          be something to see; I can't wait for it to  
12          happen -- for the building to go down the road,  
13          down the taxiway to the seaplane ramp, and then be  
14          loaded onto a barge and then taken down south.

15                       So right now where we're stuck at is they  
16          haven't raised the money yet.  So we just put a new  
17          tarp on the building.  And the board has been very  
18          very understanding of their position and it has not  
19          given them a deadline so that -- because we want to  
20          support the city in maintaining very important  
21          historical buildings.

22                       CHAIRMAN LUDLOW:  And they're doing a great  
23          job getting donations.  And their part is that they  
24          have to get it moved -- we have to take down the  
25          fence -- get it moved here to the water, and then

1           barge it down to Palatka. But they're doing a  
2           great job, you know, building -- building  
3           donations, and a lot of talk about it down there.  
4           So that's a very good thing.

5           MR. PITTMAN: Absolutely.

6           MR. OLSON: Madam Chair, I keep having  
7           questions. I guess my question is for Chad again.

8           MR. ROBERTS: Yes.

9           MR. OLSON: Sort of under the Hastings topic  
10          is where the buildings are, and it's on land that  
11          we have executed a letter of intent with with  
12          Joyce Development company.

13          And I'm just wondering whether we need to be  
14          about having a -- some formal termination of that,  
15          since that project is not proceeding either, since  
16          it might give the impression that we have committed  
17          that property and other interest in developing that  
18          frontage and paying the Authority the market value  
19          for that land could be an important boost to our  
20          financial situation.

21          MR. ROBERTS: So, as you may remember, the --  
22          the structure that Mr. Joyce wanted to operate  
23          under substantially changed at some point from  
24          being what was contemplated by the letter of  
25          intent. And so, I think the parties stepped back

1 from the letter of intent and transitioned to  
2 basically a broker kind of arrangement with  
3 Mr. Joyce. It is still -- it is still -- yes?

4 MR. OLSON: We don't have a broker arrangement  
5 with Joyce.

6 MR. ROBERTS: Well, it -- it would be --

7 MR. OLSON: I don't think so. I'm not aware  
8 that we have one.

9 MR. ROBERTS: Right now, there is no  
10 arrangement. There is no --

11 MR. OLSON: Well, we have a letter of intent  
12 that's very specific about terms and including  
13 lease terms. I guess that was not even doable  
14 under the -- when we got the land appraisal done.

15 MR. ROBERTS: Right. We -- we've had  
16 correspondence with Mr. Joyce about stepping away  
17 from that letter of intent. And -- and so, I --  
18 the short answer is I don't think that's -- I  
19 don't -- I'll -- we'll go revisit this, but I don't  
20 think that should be an issue of concern.

21 MR. OLSON: Well, just to clarify, further  
22 clarify --

23 MR. ROBERTS: Yes.

24 MR. OLSON: -- I mean, just to be clean about  
25 it, the Authority has at present are you saying no

1 commitments of any kind relative to any specific  
2 party for priority access or brokerage acc- --  
3 priority for the front -- commercial frontage along  
4 U.S. 1?

5 MR. ROBERTS: I believe that the answer would  
6 be correct.

7 MR. OLSON: Okay. Thank you.

8 MR. ROBERTS: Yes.

9 MR. OLSON: Thank you. Yeah.

10 CHAIRMAN LUDLOW: Thank you. And Mr. Joyce  
11 has been very actively staying in touch with us and  
12 he's beating the bushes with --

13 MR. OLSON: Well, that's good. Absolutely.

14 CHAIRMAN LUDLOW: -- all of the big hotels.  
15 He gives a report about once a week, actually --

16 MR. OLSON: Well, that --

17 CHAIRMAN LUDLOW: -- about what all he's done.

18 MR. OLSON: Well, that's great. I just wanted  
19 it clear that we weren't still bound in any way.

20 CHAIRMAN LUDLOW: Right. That's very good.  
21 It's going to be a big deal.

22 I also saw they were having some other --  
23 something in Hastings. They're really building up  
24 their community involvement. In fact, Jeremiah's  
25 office -- has an office right there in Palatka

1 right on the main road. You know, it says  
2 Douglas Law Firm. Okay. And so we should help  
3 them go as far as we can with it.

4 Thank you. Any other public comments on this?  
5 Hold on. We've got Ms. Sacha coming.

6 MS. MARTIN: Sacha Martin.

7 I'm here representing SAAPA, but I'm also very  
8 very close to the board of directors of Hastings  
9 Main Street. And I -- I spoke to their executive  
10 director yesterday, and she said that they are very  
11 willing to meet with the board at any time you want  
12 for input from them directly.

13 CHAIRMAN LUDLOW: And that's very good. And  
14 they are staying in touch, but you're really our  
15 conduit.

16 MS. MARTIN: They want to make it happen.

17 CHAIRMAN LUDLOW: Yes, they want to make it  
18 happen. They're asking for donations everywhere,  
19 you know.

20 But I felt like if we donated the buildings,  
21 that was good enough for us, you know. That was my  
22 thought, but that could change with anything  
23 anybody else wants. But thank you, Sacha, for that  
24 update. That's good. And Sallie O'Hara is doing a  
25 great job.

1                    LIABILITY INSURANCE RENEWAL

2                    CHAIRMAN LUDLOW: And we have new business  
3 items now. We have our liability insurance  
4 renewal.

5                    MR. PITTMAN: Yes, ma'am. So it's that time  
6 of the year where we have to renew our liability  
7 insurance. Fortunately for us, we haven't had any  
8 big -- we had -- we only had one Workmen's Comp  
9 claim and so we've been pretty healthy  
10 insurance-wise.

11                    And so, before us, as I scroll down bear with  
12 me, this is what they're proposing, to put us in a  
13 pool -- to put us in a pool with other entities and  
14 that being in the pool, we would get a discount.

15                    As you can see, the expiring premium of '23 to  
16 '24 is \$439,871.98. The new one for 24-25 will be  
17 \$427,051.71, a difference of \$12,820.27.

18                    CHAIRMAN LUDLOW: There it is.

19                    MR. PITTMAN: That's if you-all --

20                    MR. CLARKE: I'd like to go over the numbers.

21                    MR. PITTMAN: -- select to go into the pool.

22                    CHAIRMAN LUDLOW: Right. This is this.

23                    MR. OLSON: Okay. I have a question.

24                    CHAIRMAN LUDLOW: Question. Thank you.

25                    MR. OLSON: There were two charts.

1 CHAIRMAN LUDLOW: This is one --

2 MR. PITTMAN: Yeah, I'm going to get to the  
3 next one.

4 MR. OLSON: But I just want to understand. On  
5 this chart, why are there not any amounts in --  
6 under -- beginning with public officials? And I  
7 assume that's officers and directors liability --

8 MR. PITTMAN: That's correct.

9 MR. OLSON: -- so we want that.

10 MR. PITTMAN: That's correct.

11 MR. OLSON: But why are there -- why are there  
12 no amounts for coverage in those categories and --  
13 I mean, but -- and the next chart has it but it's  
14 significantly more expensive?

15 MR. PITTMAN: I'm with you.

16 All right. So Gallagher, who's the broker for  
17 our insurance company, what they did for me --  
18 because this right here is the packet, the  
19 insurance packet that I e-mailed to all of the  
20 board members last week.

21 What they did for me was give me a brief  
22 synopsis in the chart to make it more digestible,  
23 so just for the presentation purposes. So, they  
24 were the ones who created the chart, so I apologize  
25 if they didn't provide all of the information. The

1 information is in the thick packet. So, in the  
2 packet, it's 50-something pages which outlines  
3 everything.

4 We did a -- we did a briefing with them a  
5 couple of weeks ago where I was -- we was in there  
6 for about two hours where they outlined every item  
7 that they would be presenting to us in the upcoming  
8 liability insurance coverage. And so -- and what  
9 he's referring to, the other chart, I'll show  
10 you-all so you-all know what he's talking about.  
11 So as you see right there, there's a big difference  
12 in the price.

13 CHAIRMAN LUDLOW: Excludes flood and includes  
14 full flood.

15 MR. PITTMAN: So we all know we live in the  
16 state of Florida and something we've all had to  
17 deal with is the exclusion of flood insurance.

18 CHAIRMAN LUDLOW: They did a --

19 MR. CLARKE: Can you go back -- back to the  
20 first page?

21 MR. PITTMAN: Absolutely.

22 CHAIRMAN LUDLOW: They did --

23 MR. CLARKE: I think I have to agree with  
24 Mr. Olson that what's missing is the -- you know,  
25 at least the subtotal of the renewal premium --

1 MR. PITTMAN: Right.

2 MR. CLARKE: -- from public officials to  
3 inland marine. So can we -- we assume that the  
4 difference between the 354 and the amounts that are  
5 itemized --

6 MR. PITTMAN: Right.

7 MR. CLARKE: -- would be the sum -- the  
8 total --

9 MR. PITTMAN: Correct.

10 MR. CLARKE: -- premium for those five -- six  
11 lines?

12 MR. PITTMAN: Correct.

13 MR. CLARKE: Okay. So the gross -- the  
14 overall total is 427 or about almost \$13,000 less  
15 than last year?

16 MR. PITTMAN: Correct.

17 MR. CLARKE: Okay.

18 MR. PITTMAN: And this also includes flood.

19 MR. CLARKE: Okay.

20 MR. PITTMAN: And as you see, in the  
21 Optional With Incumbent Carriers, these are the two  
22 that Gallagher presented. So, you -- you-all have  
23 the choice of not going with either and telling  
24 them to research further.

25 Because what I told them -- because what they

1 gave me their presentation on was the first. And I  
2 said, hey, I need something else so I can -- so we  
3 can chew on it and see what else they have to  
4 offer.

5 Now, like I said, we -- we have time on this.  
6 We have time where we can come back at the next  
7 month's board meeting and actually vote on it,  
8 because it has to be done by the -- towards the end  
9 of September. So we do have time. Go ahead,  
10 Mr. Olson.

11 MR. OLSON: Could you go back to the other  
12 chart that --

13 MR. PITTMAN: Yes, sir.

14 MR. OLSON: So what you're saying, is that --

15 MR. PITTMAN: I'm sorry.

16 MR. OLSON: -- the -- the pool chart --

17 MR. PITTMAN: Yes, sir.

18 MR. OLSON: -- has all these coverages --

19 MR. PITTMAN: Yes, sir.

20 MR. OLSON: -- every coverage listed there,  
21 includes full flood, and the cost is a \$12,000  
22 savings over last year.

23 MR. PITTMAN: That is correct.

24 MR. OLSON: Okay. And -- let's see.

25 MR. PITTMAN: The other one increases

1 significantly.

2 MR. OLSON: And there's no downside to being  
3 part of the insurance pool.

4 MR. PITTMAN: That's what we asked. We -- we  
5 asked that repeatedly because that is something new  
6 for us as an airport, being a part of the pool.  
7 And they said with us -- just I used the example in  
8 asking for my clarification because I like to  
9 sometimes break thing Barney style. I said is it  
10 sim- -- similar to being in the credit union? And  
11 they said, yes, where you have several entities  
12 join together, which brings prices down.

13 So not only -- so it's not one single standing  
14 airport in this pool, there's several other  
15 airports who are together paying into this pot,  
16 similar to a credit union, so that keeps rates  
17 down.

18 MR. OLSON: But does -- what's the --  
19 insurance terms are escaping me now, but most  
20 insurance policies have a maximum per event. Does  
21 that mean if another airport in the pool has a huge  
22 event that goes up to the maximum, we don't have  
23 insurance for an event or --

24 MR. PITTMAN: No.

25 MR. OLSON: -- how does that work?

1           MR. PITTMAN: No, because it's outlined in the  
2 book that we're individually covered. It's just,  
3 like I said, you're relying upon the strength of  
4 the group. But we still -- we would still have our  
5 maximum agreed-upon payouts with each event.

6           So in the case of flood, you have -- you have  
7 your premium that you have to pay and then you also  
8 have the max that they'll pay like -- I could speak  
9 to that at length.

10           They also -- they're like -- for example, we  
11 have five buildings that are on the list that are  
12 high -- in the high flood zone, right? So those  
13 buildings are captured in a whole separate group in  
14 our flood insurance. So our flood insurance is  
15 broken down into two different segments.

16           And so those five buildings, I -- I think it  
17 was \$5 million -- that number sticks out -- sticks  
18 in my brain \$5 million, but those -- then as  
19 they're saying all five is individually \$5 million  
20 per -- for the building. And so, there are -- the  
21 amounts are outlined -- laid out for each  
22 individual item. So say, if you have a litigation,  
23 whatever, this is how much will be spent on these  
24 items.

25           MR. OLSON: Okay.

1           MR. CLARKE: Just one more question. Are  
2 they -- these are all -- is it all one carrier or  
3 are there multiple carriers, insurance carriers?  
4 And are they admitted air carriers or are they in  
5 the --

6           MR. PITTMAN: That is a great question.

7           MR. CLARKE: -- you know, like an excess --

8           MR. PITTMAN: No, it's individual -- it's --  
9 it's individual accepted groups that they have  
10 agreed upon in the pool.

11          MR. CLARKE: I mean, are some of the carriers  
12 it's like Travelers, Hartford --

13          MR. PITTMAN: Yes, yes.

14          MR. CLARKE: -- your A-rated carrier?

15          MR. PITTMAN: Yes.

16          MR. CLARKE: Okay.

17          MR. PITTMAN: So it's not one -- to the group,  
18 what Mr. Dennis is asking -- is it one insurance,  
19 say like State Farm? Just throwing that out there  
20 as an example. No, it's State Farm for this, it's  
21 GEICO for this -- I'm just naming insurance  
22 carriers, okay? It's just different ones that  
23 specialize in -- because they're looking at the  
24 price --

25          MR. CLARKE: Right.

1           MR. PITTMAN:  -- of the item and they're  
2 trying to get us the best price for each individual  
3 thing --

4           MR. CLARKE:  Okay.

5           MR. PITTMAN:  -- that is also reputable.

6           So it's not just, hey, I'm going with this  
7 insurance agency because they're cheap.  No,  
8 they're doing their due diligence and saying, hey,  
9 this is an approved, accredited insurance agency  
10 that has been approved by the pool itself.  See,  
11 that's another part, or benefit I should say --

12          MR. CLARKE:  Okay.

13          MR. PITTMAN:  -- for the pool because it's not  
14 just us looking at it, it's a bunch of other  
15 entities looking at it as well.

16          MR. CLARKE:  Okay.  That's good.  Thank you.

17          MR. PITTMAN:  Yes, sir.

18          CHAIRMAN LUDLOW:  That was a very very good  
19 presentation.

20          MR. PITTMAN:  Thank you, ma'am.

21          MR. OLSON:  Yeah.

22          CHAIRMAN LUDLOW:  It wasn't boring.  I thought  
23 it was going to be dull and boring, but --

24          MR. OLSON:  You don't need any formal action  
25 on this?

1           MR. PITTMAN: Well, the -- the amount and for  
2 you-all to vote on --

3           MR. OLSON: Oh, yeah.

4           MR. PITTMAN: -- so you-all have to vote on  
5 whether or not you want to continue the liability  
6 insurance.

7           CHAIRMAN LUDLOW: And we have to do that at  
8 this meeting or just before September 1?

9           MR. PITTMAN: Preferably, because of the  
10 amount of paperwork that we have to do, I mean, at  
11 this meeting --

12          MR. CLARKE: Let's get it done.

13          MR. PITTMAN: -- we was hoping that we would  
14 have address it at this meeting.

15          CHAIRMAN LUDLOW: Okay. So we need a  
16 motion --

17          MR. OLSON: Okay. I guess --

18          CHAIRMAN LUDLOW: -- or more discussion.

19          MR. OLSON: I mean, I'll just base -- based on  
20 the recommendation of the insurance brokerage firm  
21 and our executive director, I move we approve -- we  
22 purchase the pool-proposed insurance policy.

23          MR. CLARKE: I second.

24          CHAIRMAN LUDLOW: First and second. Public  
25 comment? Jan?

1 MS. BREWER: No public comment.

2 CHAIRMAN LUDLOW: Okay. Public comment.

3 MS. MARTIN: Sacha Martin. What is the  
4 definition of pollution? And does that mean you're  
5 paying three years' premium up front?

6 MR. PITTMAN: May I? May I?

7 CHAIRMAN LUDLOW: Oh, please, Courtney, yes,  
8 please.

9 MR. PITTMAN: Mrs. Martin, in reference to the  
10 pollution, okay, so airports, you've got  
11 wastewater, you have got different things. You've  
12 got fuel. We've got low lead. We've got Jet A.

13 MS. MARTIN: Ah.

14 MR. PITTMAN: So we cause pollution --

15 MS. MARTIN: You cause pollution.

16 MR. PITTMAN: -- all right? So, every year --

17 MS. MARTIN: So you cause pollution.

18 MR. PITTMAN: -- I have to do paperwork on  
19 that pollution. We have to do a wastewater survey.  
20 I mean, we go through the gamut of showing that we  
21 try to leave as little imprint when we're an  
22 airport as possible.

23 And so, in case we have a fuel spill like we  
24 did when unfortunately the aircraft crashed just  
25 north of the airport, we had a fuel spill that we

1 had to clean up. Well, if that fuel spill was a  
2 certain amount, it would -- it was underneath our  
3 premium, so we had to pay the 800 -- \$8,000 out of  
4 our pocket. But if it was a more catastrophic  
5 event, the insurance would cover us for that,  
6 ma'am.

7 MS. MARTIN: Thank you.

8 CHAIRMAN LUDLOW: Okay. Very good description  
9 there.

10 MR. PITTMAN: Yes, ma'am.

11 CHAIRMAN LUDLOW: That was good. Okay. And  
12 no more public comment and board discussion, so we  
13 need a vote. Everyone in favor, say aye.

14 MR. OLSON: Aye.

15 MR. CLARKE: Aye.

16 CHAIRMAN LUDLOW: Aye. Objections -- okay.  
17 So it passed, everybody said aye.

18 MR. ROBERTS: Maybe just for the court  
19 reporter, that it was a unanimous vote.

20 CHAIRMAN LUDLOW: Yes. Bob Olson's an aye,  
21 Reba's an aye, and Dennis is an aye. And I already  
22 mentioned that. Okay.

23 MR. CLARKE: Staff reports.

24 CHAIRMAN LUDLOW: We're doing so great today,  
25 I'm telling you. So, Courtney, you're on again.

1 Staff reports.

2 MR. PITTMAN STAFF REPORT

3 MR. PITTMAN: I stayed with the hotel last  
4 night. I'm just playing. Staff reports, okay.

5 So the tower equipment install, we had it  
6 fully funded by the FAA the tower equipment. Now,  
7 to you-all, you might be unaware the tower  
8 equipment, communication equipment, and the light  
9 gun, and the shades have all been out of date from  
10 the time period that I arrived at this airport a  
11 little over three years ago as the tower manager.

12 You could be on certain portions of this  
13 airport; i.e., Taxiway Alpha down there around  
14 Hangar 5, you weren't able to get in touch with the  
15 tower. So now we've been approved by FAA funding.  
16 We already spent the money, it was \$192,000, for  
17 brand new tower communication equipment, a brand  
18 new light gun, and brand new shades. And I  
19 understand the shades don't affect you-all, but the  
20 guys looking out at you-all trying to call traffic  
21 need to be able to see you.

22 All right. So that money has been approved.  
23 Navtech was -- is doing the install. They already  
24 did the pre-stage where they ran the fiberoptic and  
25 fiber wire. So now they're just getting everything

1 together to do the full-on install. They're going  
2 to do it overnight so where it will be transparent  
3 to you-all, it will be done from 9 p.m. in the  
4 evening to 7 a.m. in the morning, the hours of  
5 which the tower isn't manned.

6 Any questions on the tower equipment install?  
7 I know I talk fast.

8 (None.)

9 MR. PITTMAN: All right.

10 CHAIRMAN LUDLOW: He talks fast.

11 MR. PITTMAN: The next one is runway and  
12 taxiway markings.

13 Me and Mr. Jake Beason, this is -- by the way,  
14 this is Jake Beason. He is my maintenance manager  
15 and also my IT guru. Him and his team will be  
16 doing the IT -- the runway taxiway -- runway and  
17 taxiway markings.

18 We brought an individual down from Craig.  
19 Craig Airport has a nice system of how they do  
20 their taxiway and runway markings. We're looking  
21 at them. I'll be presenting that to the board in  
22 the coming meeting after I see -- after I do my due  
23 diligence and see if that's what I want to go with.

24 The reason why, for full transparency, I only  
25 have so many people in my staff and we have FAA

1 inspections every year. I, as you heard me say on  
2 May 15th, refuse to fail. So if there's a way we  
3 can get our runway markings and taxiway markings up  
4 to par, I'm not saying that they're not, but  
5 there's a few things that we've got to fix and I  
6 want to make sure we remain up to par prior to said  
7 inspection. So I'm doing some price checks with  
8 individuals that specialize in these things.

9 And so, then like I said, I'll be bringing it  
10 to the board and then trying to put that into the  
11 board -- budget for upcoming years so we can ensure  
12 that that continues on so that is something we  
13 don't have to worry about in the future.

14 Because as you know, as you all are probably  
15 well aware, coming out of the air terminal, that  
16 was hot -- that is a hot spot depicted on the  
17 charts because of the -- how the lines are  
18 depicted. Well, guess what I found out? One of  
19 them's crooked and that's probably what leads to  
20 the problem. So we're going to fix that. So  
21 that's the reason -- so that's the information  
22 behind the runway and taxiway markings.

23 Operation and fuel sales. So Mr. Clarke has  
24 helped me so that in the future board meetings,  
25 we'll have a better chart that is -- I'll say this.

1           When I came over here, it was kind of hard to  
2           understand the traffic count chart. I'll show you  
3           so you'll know what I'm talking about. And I don't  
4           even need my glasses to tell you that's it's kind  
5           of hard to understand.

6                     All right. Boom, this is a lot of  
7           information, all right? So we're -- we've cleaned  
8           that up. So this will be the last time you see  
9           this out-of-date thing. All right. But what you  
10          can tell from this is traffic is increasing. Let  
11          me speak to it. All right. So I'm going to speak  
12          to it because I think I'm the -- I can explain this  
13          better than this chart can.

14                    All right. So we had a severe numbers dip in  
15          traffic during -- during 2020. What happened in  
16          2020? COVID. All right. Now we're ramping up.  
17          Due to what's going on south of Orlando with  
18          airports charging landing fees, it's driving the  
19          traffic northbound.

20                    So a lot of your schools, they're not going to  
21          pay landing fees for students to learn how to do  
22          touch-and-goes, so they're sending them up here to  
23          do touch-and-goes. Unfortunately, you've got an  
24          8 -- unfortunately, you've got an 8,000-foot  
25          runway, so now they're roughly flying two and a

1 half miles before they turn crosswind.

2 So to the other pilots who are flying high --  
3 high performance aircraft, you're being impacted.  
4 But unfortunately until something changes or until  
5 we get that runway on the west side, it's going to  
6 be something we have to deal with, all right?

7 But they are -- the traffic count -- so this  
8 past month, we had over 700 operations. That's the  
9 highest we've had this year. So I'm telling you we  
10 are -- it is getting busier out there.

11 And most of our traffic at this time is  
12 student aviation. The aircraft are coming up from  
13 the -- New Smyrna, they're coming up from --  
14 they're coming from Craig, they're coming from  
15 Daytona. And there's nothing -- I'm going to tell  
16 you from air traffic control perspective, there's  
17 nothing they can do about it; they just try to say,  
18 hey, if the pattern's full, the pattern's full.  
19 But that is a reality.

20 MR. OLSON: Question on that.

21 MR. PITTMAN: Yes.

22 MR. OLSON: Do we need to think about some fee  
23 structure, also, for -- because presumably these  
24 airports in South Florida are doing it because they  
25 need the rev- -- I mean, it's a revenue source.

1 MR. PITTMAN: Uh-huh.

2 MR. OLSON: And, you know, we probably are in  
3 a position where revenue is really becoming --  
4 identifying new sources of revenue could be really  
5 important for this airport.

6 MR. CLARKE: That's my graph.

7 MR. PITTMAN: I can explain -- I can answer  
8 that. Okay. It depends on what is our mission --

9 CHAIRMAN LUDLOW: That's much better.

10 MR. PITTMAN: -- as an airport, okay? And so  
11 also, how do you police it?

12 So let's take -- let's take an airport like  
13 Naples. They instituted landing fees. Why? They  
14 don't want touch-and-goes there. They don't want  
15 you to come in and -- they don't want the  
16 Cessna 172s or the Piper Cherokees or the Archers,  
17 et cetera, et cetera, to come down there to the  
18 airport. They want --

19 MR. CLARKE: A trend.

20 MR. PITTMAN: They want corporate jets coming  
21 down there getting the big gas --

22 MR. CLARKE: That's the trend.

23 MR. PITTMAN: -- and going on their way.

24 CHAIRMAN LUDLOW: Gotcha.

25 MR. PITTMAN: They push you out of there. So

1 every time you cross that landing threshold,  
2 they're -- they hit their clicker and they're  
3 charging you. Because the equipment on top of the  
4 tower is almost like ADS-B. The way you can tell  
5 what kind of -- what's your call sign, like -- let  
6 me not to get too deep in the weeds explaining  
7 that. If you want to talk about it offline, I'm  
8 here for it.

9 So, to answer your question directly, the  
10 issue we would have to face is: Who do we charge?  
11 How do we ensure we're -- we're doing it in the  
12 correct way? Meaning if I say, just throwing out  
13 an example, I'm not going to charge the tenants but  
14 I'm going to charge trans -- aircraft that are  
15 transient. Okay. Then who would -- then is the  
16 aircraft attached to the person flying it or is it  
17 attached to the owner of the plane?

18 So you're getting -- so it's easier to do  
19 across the board, but I fear that it might not  
20 drive the revenue in the direction that we want  
21 unless we say, hey, we don't want the student  
22 aviation here. And I think it would more severely  
23 impact the GA traffic than be beneficial.

24 MR. OLSON: Okay. Of course can't -- aren't  
25 there systems now that are sort of high tech that

1 can read numbers on planes --

2 MR. PITTMAN: Yeah, Virtower.

3 MR. OLSON: -- and distinguish between tenants  
4 at the airport and people coming in?

5 MR. PITTMAN: Yes. Only thing we have to  
6 worry about on that is just make -- we've got to  
7 get with the attorneys and make sure we're good  
8 from a legal perspective.

9 MR. OLSON: Yeah -- no, I'm not -- I'm not  
10 making a motion today.

11 MR. PITTMAN: No, no, no.

12 MR. OLSON: I'm just saying and maybe some  
13 middle ground, you know. Maybe we don't want to  
14 charge what Naples is charging --

15 MR. PITTMAN: Right.

16 MR. OLSON: -- or Fort Pierce is charging, but  
17 again, I think we're going to be getting a  
18 presentation at our next meeting that talks about  
19 finances of the air -- a financial --

20 MR. PITTMAN: On the 26th, absolutely.

21 MR. OLSON: -- picture of the airport and the  
22 need for identifying revenue sources.

23 MR. PITTMAN: Absolutely.

24 MR. OLSON: That's all I'm saying. Okay.

25 Thank you.

1           MR. PITTMAN: Now, can I add just one more if  
2 you don't mind?

3           All right. Now another thing. So I spoke to  
4 the traffic coming up from the south. The only  
5 way -- and I know a lot of pilots call me on a  
6 few-day basis saying I was at the hold short for  
7 five, ten, 15 minutes because there's a Cessna 172  
8 doing 60 knots on final doing a touch-and-go. This  
9 is how you remedy that.

10           So, sometimes to get what you want, you've got  
11 to give up something. And I know no one wants to  
12 have to pay money to land their aircraft at this  
13 airport, especially if you're a tenant. But the  
14 schools, knowing that we don't charge anything, are  
15 coming here and they're doing their touch-and-goes.

16           As soon as we open up at 7:00 in the morning,  
17 you've got three Embry-Riddle aircraft orbiting the  
18 airspace. As soon as we open up, you've got the  
19 school downstairs pulling up to the hold short and  
20 they're going out seven at a time. It's just the  
21 nature of the beast. So this is something for  
22 you-all as the public to think about.

23           MR. ROBERTS: Can I?

24           MR. CLARKE: That was a good summary.

25           MR. ROBERTS: Madam Chairman --

1           CHAIRMAN LUDLOW:  Yes.

2           MR. ROBERTS:  If I could -- just a brief  
3           final.

4           Just -- just to amplify Mr. Pittman's remarks,  
5           in terms of the -- the business segments, that  
6           would be great for us.  Aviation education has  
7           always been one of our anchor tenants and our  
8           anchor industries, and -- and so, it's just one of  
9           those be careful -- you know, if you're shooting at  
10          this, you're going to wind up accidentally hitting  
11          something else.

12          So, there is no greater need right now in our  
13          current economy than education pipelines that  
14          address pilot shortages.  That's one of the  
15          greatest limiting factors right now to our airspace  
16          growth, is just the shortage of pilots.

17          And so, other folks have considered targeting  
18          some of the national aviation education companies  
19          that -- that people who want to be pilots get  
20          involved with.  So, I was just chiming in that  
21          it's -- it's -- it's always been one of our staples  
22          here.  We've been a GA, learn-to-fly kind of  
23          airport forever.

24          CHAIRMAN LUDLOW:  Right.  And I'd like to say  
25          this, and you guys are -- actually, I was

1           reprimanded one time for looking at my screen.

2           But in reading the comments that people are --  
3           are -- are watching us and they're sending in the  
4           comments. So Mr. Shand, did that satisfy your  
5           question? Mr. Shand says the way to -- to have  
6           less traffic is to stop the top -- stop the  
7           touch-and-goes and do full stops.

8           MR. PITTMAN: I knew somebody was going to say  
9           that.

10          CHAIRMAN LUDLOW: But we passed your message  
11          along. Thank you. And so we have Shaquanda  
12          (phonetic) watching. And we have Mr. Sauerwein who  
13          says bring Silver. Yeah. So we hear you and we're  
14          here for you.

15          MR. OLSON: Bring what in?

16          CHAIRMAN LUDLOW: Silver -- what is the  
17          airlines?

18          MR. PITTMAN: Silver airlines.

19          MR. OLSON: Oh, that -- the airline.

20          CHAIRMAN LUDLOW: Bring Silver Airways.

21          MR. OLSON: Okay. But we don't have TSA  
22          anymore. They came and took TSA out this month,  
23          didn't they?

24          CHAIRMAN LUDLOW: It takes 30 days.

25          MR. OLSON: It does? Okay.

1           CHAIRMAN LUDLOW: That's the way they do it.  
2 All right. Any other questions? Any other public?  
3 Jack.

4           MR. GORMAN: I'm John Gorman --

5           CHAIRMAN LUDLOW: Sorry. Jack Gorman.

6           MR. GORMAN: -- Stokes Landing Road.

7           Again, this brings up the possibility of the  
8 1,600 acres to the west, 800 usable whatever,  
9 considering mitigation, which is a complicated  
10 issue. But to serve the aviation needs of the  
11 area, you don't want to preclude aviation schools  
12 by limiting touch-and-goes.

13          CHAIRMAN LUDLOW: Of course.

14          MR. GORMAN: So if you started, I like the  
15 idea of aerodrome, but a single taxi -- a single,  
16 rather, runway to the west of here and kind of  
17 devote that to aviation, the aviation training  
18 industry, then you would set this one up for more  
19 commercial.

20          CHAIRMAN LUDLOW: Uh-huh.

21          MR. OLSON: Yeah. And that would --

22          MR. CLARKE: That's the plan.

23          MR. GORMAN: And I wish I heard more about  
24 that.

25          MR. OLSON: That was a proposal -- that's a

1 proposal in our current ALP, to do just that --

2 MR. GORMAN: Good.

3 CHAIRMAN LUDLOW: Yeah.

4 MR. OLSON: -- so...

5 CHAIRMAN LUDLOW: They're -- they're right  
6 there with you, Jack. They're already talking  
7 about a single runway used for the flight schools,  
8 open this up, maybe move the tower over if that  
9 would be more convenient. We're working on it.

10 MR. GORMAN: According to Mr. Pittman, we  
11 wouldn't need another tower. Is that true?

12 MR. PITTMAN: All right. So initially -- no.  
13 But we were originally saying we didn't need  
14 another tower, but then after doing the research  
15 and looking at the lay of the land, yes, we would  
16 need another tower.

17 Now some people say you can use the rooms with  
18 the TV screens. They haven't been able to safely  
19 do that at the -- at airports. They've tried that  
20 experiment twice. And so, I asked the question:  
21 Could we move the tower?

22 Now, if you look at the tower as it stands  
23 right now, the top portion, the cab, is detachable.  
24 It was -- it was built separately from the  
25 structure itself. So they could just take the cab

1 off.

2 So I've got Passero and FDOT and FAA looking  
3 into moving the tower. Because if you look at  
4 we're over 70 percent capacity on the single runway  
5 ops so we're warranted the money to build this  
6 runway, all right? But the problem is, with this  
7 runway, it's five-plus years away.

8 But -- but we have to do this in stages. So  
9 we can't just put the runway there and then say,  
10 oh, my God, we need to move the tower. So we --  
11 we're -- we're -- as a board of directors and  
12 myself, we realized that, hey, let's go ahead and  
13 look at moving the tower as well. Why not? It  
14 would make it easier if we could make it taller and  
15 see both ends.

16 So the tower would go, and somebody's going to  
17 ask me, on the other side of U.S. 1 just north --  
18 it will be north of where the air terminal is now,  
19 sort of adjacent. That way, it's not in the  
20 arrival corridor from the east/west runways doing  
21 the TERPS review. TERPS, I'll talk about that  
22 another time.

23 All right. So that way you can see both  
24 runways so they can safely -- because as it stands  
25 right now, for aircraft that would land on that

1 runway, you wouldn't know when they exited so you  
2 would have to do what's called an uncontrolled  
3 operation like you-all do at Herlong. But if you  
4 had a center there where you have to say, hey, I've  
5 landed safely and I'm taxiing to parking, you don't  
6 want that here because you want to be able to do as  
7 many touch-and-goes as possible.

8 And so that, to your point and Mr. Olson's  
9 point, alleviates the problem with the traffic  
10 because now you can put hangars over there. That  
11 could be T-hangar central. You could put an MRO  
12 over there. You could put self-serve fuel pits. I  
13 mean, I've dreamed about this constantly, but yet  
14 we've just got to get to that point.

15 CHAIRMAN LUDLOW: We have another pub- --

16 MR. CLARKE: Don't forget these people in  
17 here.

18 CHAIRMAN LUDLOW: -- a comment -- what? No.  
19 Because this is one of our previous employees that  
20 says, you know, we've been talking about that  
21 runway for years, James says. So it might happen  
22 in your lifetime, James. But -- be there, right?  
23 Yeah. I mean, that's right. That's why we say --  
24 that's why we have these comments, so people can  
25 say what they think.

1           I would like to thank Courtney, also, just as  
2           an aside here, because he is doing so many things  
3           that the general aviation or nonaviation community  
4           knows about.

5           But -- but he's doing a lot for the tenants.  
6           And, you know, we are getting a fuel price sign for  
7           the fuel price. Now we have this little dinky  
8           thing like this. But Titan is coming in to redo  
9           the whole sign, so we'll have changeable price  
10          amount, fuel price amount. That's a good thing.

11          We finally -- we were having problems with  
12          entrance and exits to the fuel -- the self-serve.  
13          You know, half would come in this way and the other  
14          half would come in this way. So now we have fuel  
15          farm entrance, fuel farm exit.

16          I mean, there are so many things like that  
17          that I'm sorry everybody doesn't know about. But  
18          if you're on the airport as much as I am, I see  
19          these things and it's a very -- we're making  
20          headway.

21          MR. PITTMAN: Thank you.

22          CHAIRMAN LUDLOW: Okay. Thank you. So that  
23          was good. Anything else? Public comment?

24          MS. BREWER: Yes, Jan Brewer again.

25          It seems to me like we're making a lot of

1 accommodations for individuals that are not even on  
2 this airport. Like, I appreciate training schools,  
3 but I don't know that we need to be spending our  
4 money on trying to accommodate these other schools  
5 that they can't even land at their own airport  
6 because there's fees.

7 CHAIRMAN LUDLOW: Right.

8 MS. BREWER: So it seems to me we're  
9 struggling here and spending -- potentially going  
10 to be spending a lot of money and potentially  
11 causing the tenants a lot of money --

12 CHAIRMAN LUDLOW: Uh-huh.

13 MS. BREWER: -- for individuals that aren't  
14 based at this airport. So I think we need to  
15 actually look at this a little bit further and  
16 actually explore a fee, not for tenants --

17 CHAIRMAN LUDLOW: Right.

18 MS. BREWER: -- but some sort of fee that when  
19 you come in and you're a school, maybe it's a  
20 blanket fee --

21 CHAIRMAN LUDLOW: Right.

22 MS. BREWER: -- the school pays us X amount of  
23 dollars in order to use our runway.

24 CHAIRMAN LUDLOW: I agree.

25 We -- Embry-Riddle approached us years ago and

1 wanted to put a school here and use our runway,  
2 and -- and use our whole airport, and thank  
3 goodness that was voted down.

4 But you're right. Now every place is getting  
5 so full, they're just spreading out everywhere, and  
6 that's not fair to -- to punish the people that pay  
7 the money here, you know, for -- for outsiders.  
8 Courtney?

9 MR. PITTMAN: All right. So, to your point,  
10 the issue with that is we receive money from the  
11 FAA and FDOT. So if we were to say, hey, we're  
12 charging for -- I mean, I'm sorry, you've got to  
13 pay a fee as an entity, Embry-Riddle, okay, air  
14 traffic controller in me screams thank you. But  
15 the interim executive director in me says we can't  
16 because we receive funds from the FAA and FDOT. So  
17 we can't say --

18 MR. CLARKE: Can't spread it out.

19 MR. PITTMAN: -- hey, you can't come here --

20 MR. CLARKE: Just a bad idea.

21 MR. PITTMAN: -- unless you pay a fee because  
22 we're receiving government money. And so, if we  
23 were a private entity and we weren't taking those  
24 funds, then we could say, hey, we determine who  
25 comes here and who doesn't.

1 MS. BREWER: Do those other airports, are they  
2 private?

3 MR. PITTMAN: No, ma'am.

4 MS. BREWER: So they --

5 MR. PITTMAN: So they're not saying:  
6 Embry-Riddle, you pay. They're saying: Individual  
7 aircraft, you pay.

8 CHAIRMAN LUDLOW: Yeah, we can go down there  
9 and use theirs, just like they can come up here and  
10 use ours. I agree.

11 Any other discussion on the tower equipment,  
12 runway operation, and fuel self? Did you include  
13 all of that already?

14 MR. PITTMAN: Yes, ma'am.

15 CHAIRMAN LUDLOW: Okay.

16 MR. RIERA: I have one question, please.

17 CHAIRMAN LUDLOW: Okay. Public comment, Jose.

18 MR. RIERA: Jose Riera with SAAPA.

19 Are we doing anything about unleaded fuel?  
20 You know, I know we have until 2030, and I just  
21 read on AOPA where they have a little bit of  
22 struggle on trying to get that done.

23 But I'm thinking, and I think I brought this  
24 to the board, we need to start preparing ourselves  
25 to have unleaded fuel available when it comes,

1           rather than wait until the last minute and say, oh,  
2           well, all this equipment is contaminated with  
3           lead --

4           MR. PITTMAN:   Right.

5           MR. RIERA:   -- so we've got to strip it and  
6           throw it away and then bring a new one.  So we need  
7           to be proactive on that and start looking into that  
8           because I think it's coming.

9           CHAIRMAN LUDLOW:  Yeah.

10          MR. PITTMAN:  Done.  Thank you, sir.

11          CHAIRMAN LUDLOW:  Good point.  Good point,  
12          Jose.  Yes, we are looking into the fuel more  
13          extensively.

14                           MR. BLOCKER STAFF REPORT

15          CHAIRMAN LUDLOW:  All right.  And anything,  
16          would you like to say --

17          MR. BLOCKER:  Yes, ma'am.

18          CHAIRMAN LUDLOW:  -- something?

19          MR. BLOCKER:  I'll be brief.

20                   So we are going to notify the board that  
21                   there's a need for a future shade meeting to talk  
22                   about some pending litigation.

23                   This is purely an update.  I'll work with  
24                   Mr. Pittman on scheduling the time that works for  
25                   the board with y'all's busy schedule.  This is

1 purely just an update on some of our pending  
2 litigation. So there's a need to do that and  
3 we'll -- I'll work with you --

4 CHAIRMAN LUDLOW: Okay.

5 MR. BLOCKER: -- Madam Chair --

6 CHAIRMAN LUDLOW: Okay.

7 MR. BLOCKER: -- and the executive director.

8 CHAIRMAN LUDLOW: And then we do have like a  
9 workshop on Monday, the 26th. But we're going to  
10 start that -- it says 4:00, but we're going to  
11 start that at 10:00.

12 MR. CLARKE: Give Mr. Roberts -- oh.

13 CHAIRMAN LUDLOW: Pardon me? I'm going up  
14 there. Oh, okay. Okay. So, any other comment?

15 MR. ROBERTS STAFF REPORT

16 CHAIRMAN LUDLOW: Chad, do you have anything  
17 else to say?

18 MR. ROBERTS: Nothing that hasn't been  
19 discussed previously, Madam Chairman.

20 CHAIRMAN LUDLOW: And, Emma, you can tell us  
21 what you're learning. Too much, right? Okay.

22 MEMBER COMMENTS AND REPORTS

23 CHAIRMAN LUDLOW: So anyway, the board -- the  
24 comments -- I really just jumped around there.  
25 TPO, Transportation Planning --

1           MR. OLSON: Wait. On the 26th, I just want to  
2 make sure, 10 a.m. on the 26th.

3           CHAIRMAN LUDLOW: Yes.

4           MR. OLSON: And so that -- that's not a  
5 meeting and a reconvene, it's -- we're going to  
6 start and slog through it at 10 a.m.

7           CHAIRMAN LUDLOW: Yes.

8           MR. OLSON: Okay.

9           CHAIRMAN LUDLOW: And then we'll get a shade  
10 in there between. And then our next regular  
11 meeting is September 9 at 4:00. So we'll get a  
12 shade meeting in between.

13          MR. BLOCKER: Yes, ma'am.

14          MR. PITTMAN: Perfect.

15          MR. OLSON: Okay. And you're going to get  
16 notices out to the other board members right away  
17 on the 10 a.m. if they don't --

18          CHAIRMAN LUDLOW: Yes.

19          MR. OLSON: -- know about it.

20          MR. PITTMAN: We're on it today.

21          CHAIRMAN LUDLOW: Yes.

22          MR. OLSON: Okay. Good. Are we going to have  
23 sandwiches midday? Because this could be --

24          MR. PITTMAN: I'll make it happen.

25          MR. OLSON: -- a long --

1           CHAIRMAN LUDLOW: You promised me coffee. He  
2 said if I would be here at 9:00 or 8:00, he'd bring  
3 me coffee.

4           MR. OLSON: Well, I'll bring you coffee, but  
5 who's going to bring our sandwiches after three  
6 hours of meeting and still meeting?

7           CHAIRMAN LUDLOW: Roxanne, are you hearing  
8 this? Okay.

9           MR. CLARKE: Don't ask --

10          MR. PITTMAN: And be --

11          MR. CLARKE: Don't ask any questions.

12          MR. PITTMAN: -- advised it is open to the  
13 public.

14          MR. OLSON: Okay.

15          CHAIRMAN LUDLOW: Yes, definitely open to the  
16 public.

17                 So Transportation Planning Organization didn't  
18 have a meeting. And I have is to tell you I think  
19 it's because they don't a quorum. I think a lot of  
20 people are having attendance problems. I mean, it  
21 was easy for me because I have to go all the way  
22 down to State Street in downtown Jacksonville. The  
23 good side of town, I might say not.

24                 Okay. And Michelle isn't here to report.  
25 Dennis, do you have any reports on anything?

1           MR. CLARKE: No. I just want to -- I wanted  
2 to comment on one of Jack Gorman's comments, his  
3 concern about the -- about the parallel runway.

4           It's interesting to note that on -- on the --  
5 in the Airport Layout Plan and in the master plan,  
6 the parallel runway is about 6,000 linear feet due  
7 west and it par- -- you know, obviously parallels  
8 13/31. But right now it's designed to 3,500 feet  
9 versus 8,000 feet.

10           So think about the concept if you're a -- if  
11 you're a primary student training and you have to  
12 do a -- a circuit in the pattern, you can do more  
13 than two in the shorter runway than you can on an  
14 8,000 foot.

15           MR. PITTMAN: Yes.

16           MR. CLARKE: So that's an important concept to  
17 keep in mind, you know, as we, you know, move  
18 forward with this.

19           And Passero, you know, along with Courtney,  
20 they've been working -- you know, they're starting  
21 the -- the process of envisioning how this might  
22 work, you know, with building a new tower and  
23 moving the cab, building the runway.

24           And I can tell you, from what I've heard, that  
25 they're getting positive response from FDOT and FAA

1           simply because of the capacity. We don't have  
2           enough capacity in the United States to house all  
3           of our aircraft.

4           MR. PITTMAN: Yes.

5           MR. CLARKE: We just don't. So that -- I  
6           think that's going to be a real positive  
7           development moving forward. But the -- just  
8           that -- that one concept, you can do ten -- ten  
9           circuits in the place of, you know, doing five or  
10          four --

11          MR. PITTMAN: That's right.

12          MR. CLARKE: -- in the 8,000-foot runway and  
13          not get in the way of, you know, a -- you know, a  
14          G280 coming in.

15          CHAIRMAN LUDLOW: That's a very good point.

16          And I'm just so pleased, you know, that we are  
17          working forward, we're thinking ahead, and we're  
18          moving ahead. So in our lifetime, we will see  
19          these changes, I'm positive. So -- but Jennifer's  
20          not here. Bob, do you have something?

21          MR. OLSON: Yeah, I have two things, short  
22          things.

23          First, I -- I do want to compliment  
24          Mr. Pittman --

25          MR. PITTMAN: Thank you, sir.

1           MR. OLSON:  -- because he today is obviously  
2 demonstrating his -- that he has -- his arms  
3 wrapped around what's happening at the airport.  
4 And he fielded a bunch of questions we have --  
5 threw his way and answered them in great detail.  
6 He seems to be on top of so much stuff and has a  
7 very small staff to work with.  So, compliments to  
8 Mr. Pittman.

9           And then my only other thing is that the EDC  
10 quarterly breakfast is, as far as I know, still  
11 scheduled for September 20th.  And the topic is the  
12 school district.  It's -- I think it's about -- I'm  
13 not even going to venture what it's about, but it's  
14 the school district, unless Mr. Dean knows more  
15 about that.

16           COMMISSIONER DEAN:  I don't have anything to  
17 add to that.

18           MR. OLSON:  Okay.  Sorry -- sorry to press  
19 you.  Okay.

20           CHAIRMAN LUDLOW:  And -- and it's true, with  
21 the elections, you know, and I'm sure everyone is  
22 tired of everything that's going on, all we can do  
23 is just stay informed, stay informed, stay  
24 informed.  That's all we can hope for.  So any  
25 other public comment?

1 (None.)

2 CHAIRMAN LUDLOW: Otherwise, we will adjourn  
3 for cock -- for cocktails, I almost said. Any  
4 other comment?

5 (None.)

6 CHAIRMAN LUDLOW: Okay. Then we will adjourn  
7 the meeting at --

8 MR. CLARKE: 5:13.

9 CHAIRMAN LUDLOW: -- 5:13. Meeting adjourned.

10 (Meeting adjourned at 5:13 p.m.)

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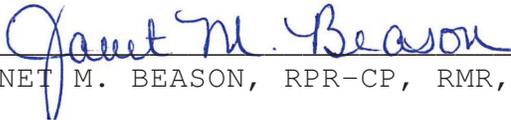
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REPORTER'S CERTIFICATE

STATE OF FLORIDA       )  
COUNTY OF ST. JOHNS   )

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

Dated this 28th day of August, 2024.

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

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E R R A T A S H E E T

RE: Airport Regular Board Meeting 8-12-24

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<p><b>T</b></p> <p><b>two... [8]</b> 18/14 37/25 39/6 40/21 43/15 52/25 72/13 73/21</p> <p><b>type [3]</b> 6/20 30/22 31/24</p> <p><b>typical [2]</b> 6/17 15/21</p> <p><b>Typically [1]</b> 9/18</p>	<p>37/7 37/11 37/12 37/13 39/7 42/6 42/7 45/2 45/14 48/5 58/6 59/3 65/22 65/25 69/20</p> <p><b>usable [1]</b> 60/8</p> <p><b>use [9]</b> 15/7 24/10 26/25 61/17 65/23 66/1 66/2 67/9 67/10</p> <p><b>used [3]</b> 10/7 42/7 61/7</p> <p><b>usually [2]</b> 5/16 31/9</p>	<p>12/18 13/24 14/2 14/5 14/20 14/23 16/20 16/25 17/1 17/3 20/7 20/10 22/15 22/17 23/9 23/11 23/12 23/25 33/24 34/13 36/21 36/21 38/21 39/5 39/5 41/1 43/17 45/18 45/23 46/13 48/1 48/2 48/4 48/11 48/19 49/16 49/23 51/16 52/1 57/6 57/24 58/20 58/25 59/8 60/25 61/24 61/24 64/23 66/3 71/21 76/7</p> <p><b>wasn't [2]</b> 28/25 45/22</p> <p><b>wastewater [2]</b> 47/11 47/19</p> <p><b>watching [2]</b> 59/3 59/12</p> <p><b>water [2]</b> 8/19 32/25</p> <p><b>way [22]</b> 1/4 6/17 10/7 27/6 28/8 28/21 35/19 50/13 51/2 54/23 55/4 55/12 57/5 59/5 60/1 62/19 62/23 64/13 64/14 71/21 73/13 74/5</p> <p><b>we [232]</b></p> <p><b>we'd [1]</b> 23/13</p> <p><b>we'll [8]</b> 3/3 16/3 34/19 51/25 64/9 69/3 70/9 70/11</p> <p><b>we're [53]</b> 3/25 3/25 6/22 7/1 7/3 8/18 8/22 9/18 12/7 13/22 14/17 18/12 18/17 19/23 19/24 23/5 23/18 24/5 25/4 25/7 25/15 27/24 28/16 30/19 32/15 43/2 47/21 48/24 50/20 51/20 52/7 52/16 55/11 55/11 56/7 56/17 59/13 61/9 62/4 62/5 62/11 62/11 64/19 64/25 65/8 66/11 66/22 69/9 69/10 70/5 70/20 73/17 73/17</p> <p><b>we've [23]</b> 5/7 14/15 18/14 18/18 24/17 27/3 27/3 27/15 34/15 36/5 37/9 39/16 47/12 47/12 49/15 51/5 52/7 53/9 56/6 58/22 63/14 63/20 68/5</p> <p><b>wear [1]</b> 9/13</p> <p><b>wearing [1]</b> 9/11</p> <p><b>weather [1]</b> 4/4</p> <p><b>weeds [1]</b> 55/6</p> <p><b>week [4]</b> 5/25 6/10 35/15 38/20</p> <p><b>weekend [2]</b> 6/10 6/13</p> <p><b>weeks [5]</b> 8/18 18/7 18/9 18/14 39/5</p> <p><b>welcome [1]</b> 30/9</p> <p><b>well [26]</b> 5/9 6/20 7/14 7/20 7/22 10/25 11/6 17/6 19/18 23/15 27/18</p>	<p>31/6 34/6 34/11 34/21 35/13 35/16 35/18 45/15 46/1 48/1 51/15 51/18 62/13 68/2 71/4</p> <p><b>went [2]</b> 11/7 17/6</p> <p><b>were [21]</b> 3/22 6/10 6/11 6/13 7/4 13/10 13/24 14/6 14/6 15/8 16/8 18/6 23/22 29/17 35/22 37/25 38/24 61/13 64/11 66/11 66/23</p> <p><b>weren't [3]</b> 35/19 49/14 66/23</p> <p><b>west [5]</b> 53/5 60/8 60/16 62/20 72/7</p> <p><b>what [50]</b> 7/9 9/19 10/10 10/11 12/6 12/18 13/1 13/22 13/24 18/12 20/7 20/23 22/3 22/17 25/10 28/17 28/23 30/19 31/17 33/24 35/17 37/12 38/17 38/21 39/8 39/10 40/25 40/25 41/3 41/14 42/4 44/18 47/3 50/23 51/18 51/19 52/3 52/9 52/15 54/8 55/5 56/14 57/10 59/15 59/16 63/18 63/25 69/21 72/24 74/13</p> <p><b>what's [10]</b> 6/6 7/9 7/24 23/7 39/24 42/18 52/17 55/5 63/2 74/3</p> <p><b>whatever [2]</b> 43/23 60/8</p> <p><b>when [12]</b> 19/4 19/9 25/12 25/16 25/21 34/14 47/21 47/24 52/1 63/1 65/18 67/25</p> <p><b>where [19]</b> 5/11 6/22 12/7 19/8 27/11 32/3 32/15 33/10 37/6 39/5 39/6 41/6 42/11 49/24 50/2 54/3 62/18 63/4 67/21</p> <p><b>whether [3]</b> 22/16 33/13 46/5</p> <p><b>which [5]</b> 12/3 39/2 42/12 50/5 60/9</p> <p><b>while [1]</b> 24/5</p> <p><b>who [14]</b> 4/1 6/24 11/24 17/15 24/17 38/24 42/15 53/2 55/10 55/15 58/19 59/12 66/24 66/25</p> <p><b>who'd [1]</b> 20/9</p> <p><b>who's [3]</b> 25/10 38/16 71/5</p> <p><b>whole [3]</b> 43/13 64/9 66/2</p> <p><b>why [11]</b> 10/16 11/7 23/15 38/5 38/11 38/11 50/24 54/13 62/13 63/23 63/24</p>	<p><b>will [26]</b> 3/2 7/22 9/21 11/14 14/15 18/7 18/13 18/19 21/4 21/4 22/1 25/21 28/12 30/10 31/8 32/10 37/16 43/23 50/2 50/3 50/15 52/8 62/18 73/18 75/2 75/6</p> <p><b>willing [1]</b> 36/11</p> <p><b>wind [1]</b> 58/10</p> <p><b>winnow [1]</b> 25/2</p> <p><b>wire [1]</b> 49/25</p> <p><b>wise [1]</b> 37/10</p> <p><b>wish [1]</b> 60/23</p> <p><b>within [1]</b> 18/14</p> <p><b>without [2]</b> 16/19 24/5</p> <p><b>won't [5]</b> 9/24 10/1 10/1 22/5 22/5</p> <p><b>wonderful [1]</b> 19/10</p> <p><b>wondering [1]</b> 33/13</p> <p><b>work [7]</b> 17/8 26/18 42/25 68/23 69/3 72/22 74/7</p> <p><b>working [5]</b> 13/11 25/7 61/9 72/20 73/17</p> <p><b>Workmen's [1]</b> 37/8</p> <p><b>Workmen's Comp [1]</b> 37/8</p> <p><b>works [1]</b> 68/24</p> <p><b>workshop [1]</b> 69/9</p> <p><b>worry [2]</b> 51/13 56/6</p> <p><b>worst [1]</b> 16/9</p> <p><b>worth [1]</b> 6/18</p> <p><b>would [43]</b> 4/8 15/7 16/12 16/22 22/3 24/2 24/4 24/5 26/23 27/18 28/18 28/22 29/25 29/25 30/1 30/8 32/8 34/6 35/5 37/14 39/7 40/7 43/4 46/13 48/2 48/5 55/10 55/15 55/22 58/6 60/18 60/21 61/9 61/15 62/14 62/16 62/25 63/2 64/1 64/13 64/14 68/16 71/2</p> <p><b>wouldn't [4]</b> 4/1 27/21 61/11 63/1</p> <p><b>wrapped [1]</b> 74/3</p> <p><b>write [1]</b> 16/20</p>
<p><b>U</b></p> <p><b>U.S. [2]</b> 35/4 62/17</p> <p><b>U.S. 1 [2]</b> 35/4 62/17</p> <p><b>Uh [3]</b> 54/1 60/20 65/12</p> <p><b>Uh-huh [3]</b> 54/1 60/20 65/12</p> <p><b>unanimous [1]</b> 48/19</p> <p><b>unaware [1]</b> 49/7</p> <p><b>uncontrolled [1]</b> 63/2</p> <p><b>under [5]</b> 8/24 33/9 33/23 34/14 38/6</p> <p><b>underneath [1]</b> 48/2</p> <p><b>understand [10]</b> 14/22 15/14 19/8 19/10 27/23 28/25 38/4 49/19 52/2 52/5</p> <p><b>understanding [1]</b> 32/18</p> <p><b>understood [1]</b> 29/16</p> <p><b>unfortunately [4]</b> 47/24 52/23 52/24 53/4</p> <p><b>union [2]</b> 42/10 42/16</p> <p><b>unit [1]</b> 23/25</p> <p><b>United [1]</b> 73/2</p> <p><b>United States [1]</b> 73/2</p> <p><b>units [1]</b> 21/5</p> <p><b>universal [1]</b> 23/13</p> <p><b>unleaded [2]</b> 67/19 67/25</p> <p><b>unless [4]</b> 31/8 55/21 66/21 74/14</p> <p><b>until [5]</b> 25/9 53/4 53/4 67/20 68/1</p> <p><b>unwinding [3]</b> 27/10 27/14 27/15</p> <p><b>up [36]</b> 5/5 5/5 10/24 12/11 14/16 15/19 19/22 21/10 21/14 22/15 24/16 25/11 26/8 27/6 35/23 42/22 47/5 48/1 51/3 51/6 52/8 52/16 52/22 53/12 53/13 57/4 57/11 57/16 57/18 57/19 58/10 60/7 60/18 61/8 67/9 69/13</p> <p><b>upcoming [2]</b> 39/7 51/11</p> <p><b>update [3]</b> 36/24 68/23 69/1</p> <p><b>updates [4]</b> 2/7 5/3 5/5 13/3</p> <p><b>upon [3]</b> 43/3 43/5 44/10</p> <p><b>us [26]</b> 12/3 12/20 16/5 18/9 21/5 24/17 28/15 28/18 29/8 35/11 36/21</p>	<p><b>V</b></p> <p><b>value [1]</b> 33/18</p> <p><b>venture [1]</b> 74/13</p> <p><b>versus [1]</b> 72/9</p> <p><b>very [34]</b> 10/23 11/1 11/6 11/6 12/5 12/9 16/4 17/1 17/6 17/7 18/21 19/14 19/25 19/25 19/25 26/9 29/3 32/17 32/18 32/20 33/4 34/12 35/11 35/20 36/7 36/8 36/10 36/13 45/18 45/18 48/8 64/19 73/15 74/7</p> <p><b>vessel [1]</b> 9/19</p> <p><b>View [1]</b> 15/2</p> <p><b>Vilano [1]</b> 9/17</p> <p><b>village [1]</b> 17/21</p> <p><b>Vinny [1]</b> 8/8</p> <p><b>Vinny Beyers [1]</b> 8/8</p> <p><b>Virtower [1]</b> 56/2</p> <p><b>Volato [6]</b> 2/10 26/1 26/7 26/13 27/10 30/6</p> <p><b>vote [8]</b> 3/19 3/20 27/8 41/7 46/2 46/4 48/13 48/19</p> <p><b>voted [1]</b> 66/3</p>	<p><b>W</b></p> <p><b>wait [7]</b> 17/16 19/20 25/5 25/17 32/11 68/1 70/1</p> <p><b>waiting [2]</b> 11/8 18/17</p> <p><b>walkaway [2]</b> 28/23 31/10</p> <p><b>want [33]</b> 6/23 19/9 23/7 31/18 31/22 31/23 32/1 32/19 36/11 36/16 36/17 38/4 38/9 46/5 50/23 51/6 54/14 54/14 54/15 54/18 54/20 55/7 55/20 55/21 56/13 57/10 58/19 60/11 63/6 63/6 70/1 72/1 73/23</p> <p><b>wanted [8]</b> 22/25 27/8 27/23 28/24 33/22 35/18 66/1 72/1</p> <p><b>wants [4]</b> 15/23 24/6 36/23 57/11</p> <p><b>warranted [1]</b> 62/5</p> <p><b>was [67]</b> 3/7 4/2 4/3 4/3 4/4 7/5 10/16 10/17 10/19 10/25 11/8 11/24 11/25 11/25 12/3 12/5</p>	<p><b>wait [7]</b> 17/16 19/20 25/5 25/17 32/11 68/1 70/1</p> <p><b>waiting [2]</b> 11/8 18/17</p> <p><b>walkaway [2]</b> 28/23 31/10</p> <p><b>want [33]</b> 6/23 19/9 23/7 31/18 31/22 31/23 32/1 32/19 36/11 36/16 36/17 38/4 38/9 46/5 50/23 51/6 54/14 54/14 54/15 54/18 54/20 55/7 55/20 55/21 56/13 57/10 58/19 60/11 63/6 63/6 70/1 72/1 73/23</p> <p><b>wanted [8]</b> 22/25 27/8 27/23 28/24 33/22 35/18 66/1 72/1</p> <p><b>wants [4]</b> 15/23 24/6 36/23 57/11</p> <p><b>warranted [1]</b> 62/5</p> <p><b>was [67]</b> 3/7 4/2 4/3 4/3 4/4 7/5 10/16 10/17 10/19 10/25 11/8 11/24 11/25 11/25 12/3 12/5</p>	<p><b>where [19]</b> 5/11 6/22 12/7 19/8 27/11 32/3 32/15 33/10 37/6 39/5 39/6 41/6 42/11 49/24 50/2 54/3 62/18 63/4 67/21</p> <p><b>whether [3]</b> 22/16 33/13 46/5</p> <p><b>which [5]</b> 12/3 39/2 42/12 50/5 60/9</p> <p><b>while [1]</b> 24/5</p> <p><b>who [14]</b> 4/1 6/24 11/24 17/15 24/17 38/24 42/15 53/2 55/10 55/15 58/19 59/12 66/24 66/25</p> <p><b>who'd [1]</b> 20/9</p> <p><b>who's [3]</b> 25/10 38/16 71/5</p> <p><b>whole [3]</b> 43/13 64/9 66/2</p> <p><b>why [11]</b> 10/16 11/7 23/15 38/5 38/11 38/11 50/24 54/13 62/13 63/23 63/24</p> <p><b>Y</b></p> <p><b>y'all's [1]</b> 68/25</p> <p><b>yeah [25]</b> 4/13 5/9 8/5 10/1 11/3 11/12 12/11 17/4 21/6 24/24 25/4 25/7 35/9 38/2 45/21 46/3 56/2 56/9 59/13 60/21 61/3 63/23 67/8 68/9 73/21</p> <p><b>year [6]</b> 37/6 40/15 41/22 47/16 51/1 53/9</p> <p><b>years [8]</b> 5/19 5/20 22/6 49/11 51/11 62/7 63/21 65/25</p> <p><b>years' [1]</b> 47/5</p> <p><b>yellow [2]</b> 17/21 21/15</p>

<p><b>Y</b></p> <p><b>yes [57]</b> 10/16 11/19 14/1 14/4 14/8 15/3 15/6 15/10 15/13 16/21 17/10 17/23 17/25 18/2 18/25 19/3 19/12 19/16 20/16 20/19 20/21 24/22 30/16 31/1 33/8 34/3 34/23 35/8 36/17 37/5 41/13 41/17 41/19 42/11 44/13 44/13 44/15 45/17 47/7 48/10 48/20 53/21 56/5 58/1 61/15 64/24 67/14 68/12 68/17 70/3 70/7 70/13 70/18 70/21 71/15 72/15 73/4</p> <p><b>yesterday [1]</b> 36/10</p> <p><b>yet [2]</b> 32/16 63/13</p> <p><b>you [242]</b></p> <p><b>you'll [1]</b> 52/3</p> <p><b>you're [27]</b> 5/14 8/1 10/3 10/10 10/20 11/15 11/16 12/9 21/13 21/18 36/14 41/14 43/3 47/4 48/25 53/3 55/18 57/13 58/9 58/10 64/18 65/19 66/4 69/21 70/15 72/10 72/11</p> <p><b>you've [9]</b> 14/14 47/10 47/11 52/23 52/24 57/10 57/17 57/18 66/12</p> <p><b>you-all [13]</b> 30/23 37/19 39/10 39/10 40/22 46/2 46/4 49/7 49/19 49/20 50/3 57/22 63/3</p> <p><b>your [14]</b> 10/9 14/14 21/14 27/17 43/7 44/14 52/20 55/5 55/9 59/4 59/10 63/8 63/22 66/9</p>				
<p><b>Z</b></p> <p><b>zone [1]</b> 43/12</p>				