

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY
 2 Workshop
 3 held at 4796 U.S. 1 North
 4 St. Augustine, Florida
 5 on Friday, January 24, 2003
 6 from 1:20 p.m. to 3:10 p.m.
 7 *****
 8 BOARD MEMBERS PRESENT:
 9 SUZANNE GREEN, Chairman
 10 JOSEPH CIRIELLO
 11 BOB COX
 12 JOHN "JACK" GORMAN
 13 *****
 14 BOARD MEMBERS ABSENT:
 15 WAYNE "BUZZ" GEORGE, Secretary-Treasurer
 16 *****
 17 ALSO PRESENT:
 18 GEORGE McCLURE, Esquire, Rogers, Towers, Bailey,
 19 Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
 20 FL, 32084, Attorney for Airport Authority.
 21 EDWARD WUELLNER, A.A.E., Executive Director.
 22 BRYAN COOPER, Assistant Airport Director.
 23 *****
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1 P R O C E E D I N G S
 2 CHAIRMAN GREEN: All right. This is a
 3 special meeting or a workshop for the Airport
 4 Authority board, and I think we can call this
 5 meeting to order now. I apologize for the delay.
 6 We can stand and have a Pledge of
 7 Allegiance, please.
 8 (Pledge of Allegiance.)
 9 CHAIRMAN GREEN: Just briefly, I kind of
 10 wanted to address everybody on the board. Since
 11 this is somewhat informal, it's a workshop to
 12 banter ideas and to maybe set up a little
 13 template for us so we can work on our master
 14 plan.
 15 I don't expect anyone to be here for many
 16 hours and laboriously going over things. This is
 17 kind of our initial step to try and throw out
 18 some ideas. So, I appreciate everybody taking
 19 their workday to come here and do this. But I
 20 don't want to tie up everybody's day, but I think
 21 it's important that we throw some ideas out and
 22 get started on this master plan.
 23 I think for discussion items, Ed, were we
 24 going to start with you with regards to the
 25 master plan or --

1 MR. WUELLNER: Yes, ma'am. We can go ahead
 2 and dispense with the items B and C under 4. We
 3 have no information yet on the TVOR, so there'll
 4 be nothing to talk about today on that yet.
 5 And terminal project, I think you've been
 6 made aware on a weekly basis by -- by our
 7 counsel, and we brought you up to speed on phase
 8 2 as it sits today. So, if there needs to be
 9 discussion on that, we can certainly do that;
 10 otherwise, I think that's as up to date as all of
 11 the information is at this point. The other
 12 comment --
 13 CHAIRMAN GREEN: I'm -- I'm sorry. I had
 14 one question on the terminal project.
 15 MR. WUELLNER: Okay.
 16 CHAIRMAN GREEN: And I know last time, we as
 17 a board had discussed our weekly updates from
 18 counsel and what have you, and I know all of us
 19 were somewhat new as to everything that was going
 20 on, and I didn't know if maybe the board had come
 21 up enough to speed that we didn't need weekly,
 22 maybe monthly updates.
 23 I just don't want to run up the fees. I
 24 mean, I'm all for attorney's fees, but we -- if
 25 we -- if we ourselves can educate ourselves

1 enough that I was hoping maybe we could do
 2 something on a monthly update, rather than
 3 weekly. And I didn't know if we could discuss
 4 that briefly or if we need to wait for a regular
 5 agenda meeting.
 6 MR. WUELLNER: I --
 7 MR. McCURE: For what this is worth, we're
 8 on a retainer, so it costs no more money to do
 9 it --
 10 CHAIRMAN GREEN: Oh, it's not on an hourly?
 11 MR. McCURE: -- weekly than monthly. No.
 12 CHAIRMAN GREEN: Okay. Then never mind.
 13 MR. McCURE: So, later, if we can let you
 14 know that there's not too much that's going on,
 15 we can sure convert it, but I don't have any
 16 problem, certainly until the 10th and we see
 17 things are moving along --
 18 MR. WUELLNER: Exactly.
 19 MR. McCURE: -- we can evaluate it then.
 20 But it's -- it's not costing the Authority any
 21 more money.
 22 MR. WUELLNER: And I think in terms of
 23 action, you probably would have to wait till the
 24 10th to formally change direction.
 25 CHAIRMAN GREEN: I was just trying to help

1 us with any fees. And I thank you for telling
 2 me. Yes, sir?
 3 MR. WUELLNER: The other item we've been
 4 asked about, was by our minutes person, for lack
 5 of better terms, that it would be very helpful
 6 if, even though this tends to be a much more
 7 informal gathering, that if we could all try to
 8 keep from talking over one another, it certainly
 9 simplifies the transposition in the minutes and
 10 will make it a lot more easy for all of us to
 11 read what happened when we refer to those
 12 transcripts later on. So, if we could get a
 13 little cooperation on that, it would be helpful.
 14 At the request of -- of at least one member,
 15 we were asked to provide you, and I just -- we
 16 just handed it out. I don't think there's going
 17 to be any detailed discussion on it, but an idea,
 18 using the plat maps that are routinely used here,
 19 an idea of what the Airport Authority currently
 20 owns relative to property interests surrounding
 21 the airport. This is inclusive of most items.
 22 The only area that we do not have a drawing that
 23 kind of fit the plat here was in the area of the
 24 racetrack facility.
 25 Now, Big Out -- Big Oak Road, there are some

1 fairly significant size parcels that the
 2 Authority owns out there, some good-size tracts,
 3 that we'll try to get on to a different drawing
 4 for you that -- to show you exactly which ones
 5 those are. It might be helpful as we move down
 6 the road.
 7 But you have maps of the Araquay Park
 8 subdivision, I think if these are all in the same
 9 order, followed by the St. Johns Industrial Park
 10 plat, and also the Oak Grove subdivision which
 11 sits across U.S. 1 from much of the airport, and
 12 the area that's immediately along U.S. 1 and
 13 fronts the railroad track there and Avenue A is
 14 the old St. Augustine North subdivision plat that
 15 abuts against the Oak Grove subdivision. But you
 16 have some idea what current ownership of property
 17 is, as we believe it to be today.
 18 Also, to call your attention to written
 19 comments that Mr. George provided relative to the
 20 meeting, he e-mailed those to us today, and you
 21 have a copy in front of you, and we'll just, I
 22 guess, appropriately make these a part of the
 23 record. And I guess where appropriate, we'll try
 24 to call your attention to the comment he made so
 25 that it's introduced into the record verbally,

1 also.
 2 With that, I think that the overall goals
 3 today, at least as -- as Staff saw it, was to do
 4 two things; one, to give you a much better feel
 5 of what the master plan process is about, to get
 6 input into what we expect the results of that
 7 plan to be; much less about the technical input
 8 at this point, as we're not really that far yet.
 9 We're solidifying what the job or what the task
 10 will be to our consultant relative to the master
 11 plan work. That's what we're doing at this
 12 point.
 13 The other is to -- to come to some
 14 consensus, generally, as to how we will move
 15 through the process collectively as a board, as a
 16 staff, relationship, and input points from the
 17 public in general.
 18 And I know we're going to detail or talk a
 19 little bit more about that as we walk through
 20 what is currently proposed, and I think the
 21 appropriate thing to do is to stop at these items
 22 as we move through it and get input as we go,
 23 versus waiting at the end and then jumping back
 24 and forth here. I think it will be much easier
 25 to get input from -- from the public, as well as

1 the -- the individual Authority members, again,
2 as we go.
3 With that, I'm going to turn it over to Don,
4 but I want to leave you with one thought. It's
5 really important, one of the -- what I see as one
6 of the biggest weak links that we've had from a
7 staff, as well as an entity, is the lack of
8 overall understanding of the master plan itself
9 by the -- by the Airport Authority and our
10 ability to communicate that to the public in
11 general.

12 And one of the most important things we need
13 to do collectively is to be sure that we, even
14 when we don't agree with the final outcomes of --
15 of the myriad of things that will go into this,
16 that we're all speaking off the same -- same
17 speech here, relative to what the master plan is
18 doing and where the direction is going and we all
19 end up equally informed as to what the contents
20 of that study are, so that we're all saying the
21 same factual information regardless of whether we
22 ultimately agree with all the nitpicking details
23 that go into developing the study.

24 So, it's really important that we all come
25 together with a single sense of direction at the

1 were -- we put it on the agenda by agreement of
2 the Authority at the last meeting so that if the
3 panoramic study was back from -- from Talus by
4 this date, there would be the ability to have a
5 discussion on that.

6 The results are not in our hands yet. As a
7 result, there's nothing to talk about. It's
8 supposed to be done by the end of this month,
9 which only has a week or so left, in which case
10 either way it will be agendaed at the Airport
11 Authority meeting on the 10th of February.

12 MR. MESMER: I'm an instructor in the area
13 and I've had a lot of complaints about the unit
14 being removed.

15 MR. WUELLNER: Okay. Well, you're --

16 MR. MESMER: This --

17 MR. WUELLNER: This isn't -- you can't do it
18 at this meeting.

19 MR. MESMER: All right.

20 MR. WUELLNER: Without being -- I don't mean
21 to be rude, but it --

22 MR. MESMER: That's okay.

23 MR. WUELLNER: By structure, we're not --

24 MR. MESMER: I do think it has to be brought
25 up.

1 conclusion of the master plan study so that it's
2 a very clear direction that's been given to
3 Staff, the Airport Authority's following, and the
4 community at large understands where we're going
5 at the end.

6 With that, I'll turn it over to Don Ramdass,
7 and I'll let him kind of walk us through a power
8 points of the process itself, and probably detail
9 to some extent what's already in their vision of
10 what that study design should look like, and
11 again, pausing as necessary to get specific
12 things you want to make sure are addressed, we
13 want to make sure get included in the actual
14 agreement with -- with the consultant for the
15 purposes of finishing the study or getting the
16 study done at all. Okay.

17 CHAIRMAN GREEN: Mr. Wuellner, I had one
18 public comment back there. Yes, sir?

19 MR. MESMER: Yeah, I'm Fred Mesmer. I'm a
20 resident. Am I to believe you're not going to
21 discuss the TVOR?

22 CHAIRMAN GREEN: No, sir. I think
23 Mr. Wuellner brought that up earlier.

24 MR. MESMER: Is that true?

25 MR. WUELLNER: That -- that is true. We

1 MR. WUELLNER: Correct.

2 MR. GORMAN: I think a lot of the people
3 here came to a roundhouse table discussion with
4 the idea that they could have their input; in
5 other words, the public --

6 CHAIRMAN GREEN: Well, I understand that,
7 but I don't think the T -- what we did with the
8 TVOR, if I remember, as a board, we were trying
9 to move it up as quickly as possible to get as
10 much information as we could if it were
11 available. But I understand Mr. Wuellner's
12 saying it's not.

13 MR. WUELLNER: It is not here yet.

14 CHAIRMAN GREEN: We really can't do anything
15 right now. So, basically, this was a special
16 informal workshop with regards to the master
17 plan. We just threw one or two things on there
18 if there was something to update us. And
19 apparently there's not, at least for the TVOR.

20 Don, do you want to --

21 MR. RAMDASS: Thanks. Again, my name is Don
22 Ramdass with Earth Tech Consulting. I'm the
23 aviation services manager. I'd like to introduce
24 a couple of other folks from Earth Tech that are
25 here today. I have Robin Truscott. Robin works

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1 with us as a planner. She's helped me on some
2 master plan updates that we have recently
3 completed.
4 Robin will assist in some data collection,
5 as well as be our technical writer on this
6 program. We have several others that are
7 involved in the master plan updates that are not
8 here.
9 I'd also like to introduce my boss, Gary
10 Landschoot. He is the North Florida manager and
11 he's based out of our Jacksonville office.
12 To echo what Ed said, this is an interaction
13 between us and the Authority, as well as the
14 public, on the master plan update. It's not a
15 structured presentation.
16 The intent is to go through the scope
17 elements and the process, to discuss each item,
18 answer questions you may have, areas in the tasks
19 that you may want us to expound on more, or
20 additional tasks you may want us to add or,
21 again, just clarify what we have stated in the
22 tasks.
23 The scope -- the first part is master plan
24 update. What is a master plan update, the
25 definition of it? Basically, your master plan is

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1 the blueprint for the airport development. It
2 looks at existing facilities as it is today; for
3 example, your runways, taxiways, apron,
4 infrastructure, and balance it with the
5 aeronautical activity, and then it looks at a
6 20-year planning horizon with a major emphasis in
7 the first five years. That's basically what the
8 definition is of a master plan update.
9 The previous master plan update was
10 completed in 1997. Again, that was a 20-year
11 planning study with a major emphasis in the first
12 five years. Since that master plan update, there
13 were several areas that were added on into the
14 airport, specifically the air traffic control
15 tower, the implementation of your instrument
16 landing system, additional T-hangars, corporate
17 hangars, and some pavement improvements on the
18 airport.
19 Some of the other major emphasis on the
20 master plan did not -- that has not been
21 addressed because of timing and other related
22 factors were the realignment of U.S. 1, major
23 passenger terminal facility, and commuter airline
24 service. Those are areas that we're going to
25 correlate back with the previous master plan,

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1 look what's going on in the community today in
2 the county, Northeast Florida, and the direction
3 that we're going to move forward with the master
4 plan.
5 Who requires the master plan? Well,
6 basically, it's a tool for the Authority and
7 staff in guiding the development of the airport.
8 It's important, when someone approaches the
9 Authority to locate on the airport, that you have
10 some form of a plan and a location where you can
11 put them that would give them good access on
12 to -- if they need airside access, landside
13 access, also a balance between the environmental
14 consequences close by, as well as neighboring
15 communities.
16 So, it is a tool to allow the Authority to
17 develop the airport and move in a direction
18 that -- with all the features that are considered
19 on your airport.
20 Additionally, most importantly, too, it's a
21 tool that the FAA and FDOT predicates its funding
22 for your airport. For example, if you wanted to
23 add additional T-hangars to your airport, it has
24 to be shown on the airport where you would like
25 to add the T-hangars, make sure it meets all the

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1 safety requirements and so forth. And then
2 that's programmed in the year that the T-hangars'
3 schedule should occur.
4 Now, the demand could change and your
5 T-hangars may move up from the year that we have
6 shown it to an earlier year, but since it's shown
7 on your airport layout plan and it's addressed in
8 your master plan, it gives you that flexibility
9 to moving forward with the program.
10 Again, the FDOT and the Florida -- Federal
11 Aviation Administration jointly have developed a
12 program called the Joint Automated Capital
13 Improvement Program, and that's where every year
14 they program projects based on your master plan.
15 So, again, your master plan is the key tool to
16 getting projects and developments ongoing at your
17 airport.
18 The update's important. Again, I've touched
19 on some of the importance. Basically, it's
20 important to have all of the development as
21 planned for the future with a major focus on the
22 five-year shown on your ALP; also, to look at
23 potential uses in the future of some nonaviation
24 land that the airport may own from revenue
25 generation sources; also to look at it from the

1 airside and landside parts of its development.
2 So, it's an important issue. It's required
3 every five years that the master plan be updated.
4 Again, that's a requirement by the FAA driven --
5 it's pretty much an FAA-driven document.

6 CHAIRMAN GREEN: Is it also important for
7 us, if we're looking for matching funds or grants
8 or anything, that we keep that in mind when
9 we're --

10 MR. RAMDASS: Yes.

11 CHAIRMAN GREEN: -- planning something?

12 MR. WUELLNER: Eligibility is largely
13 determined by its inclusion in the Airport Master
14 Plan.

15 Other than things that have come up that are
16 safety related or perhaps are driven by level of
17 service changes on the airport that the previous
18 master plan might not have addressed, but have
19 been tagged by FAA during inspections or FDOT
20 during their inspections and have identified the
21 need, it can be interjected back in as another --
22 perhaps a capital project that's being driven by
23 that.

24 I would just add the emphasis that this will
25 be -- really is the single-most important

1 thing -- although it won't feel like it at times,
2 this is the single-most important document and
3 effort that this Authority will undertake over
4 the next five to seven years.

5 And it's -- I can't emphasize enough how --
6 how much we need to pay attention to what goes
7 into it and what direction is formulated out of
8 here and that this document needs to reflect not
9 only the staff and Airport Authority's specific
10 desires, but it needs to reflect what the
11 community's needs and desires are relative to the
12 airport's future.

13 MR. RAMDASS: Just going back again to the
14 update's importance, to add to what Ed's also
15 mentioned, there's a lot of changes since your
16 last master plan update. Just look at your St.
17 Johns County, the growth that has occurred in the
18 last three years with Palencia, Nocatee, and
19 other developments that are being planned.
20 You're adding to your population base in the
21 county. So, your -- the airport's a major
22 transportation link that needs to look at that
23 and the developments that are occurring around
24 it.

25 Additionally, we've had a major upset in the

1 aviation industry since the September 11th, 2001
2 events. We've seen a shift of more of the
3 commercial use to more of the private uses of
4 aircraft. We -- I think the influx of corporate
5 tenants to your airport is a great example of
6 what's happening. We see more fractional
7 ownerships of aircraft occurring, and that's in
8 turn showing the development of corporate hangars
9 at your airport.

10 So, a lot of things, I think that has
11 happened, not just from the aviation standpoint,
12 but also in your community, that needs to be
13 balanced with this master plan update.

14 Right now, I'd like to go through with you
15 the process on how we undertake the master plan.
16 We will have a -- I'm going to talk a little bit
17 more about it in a couple of minutes. We're
18 going to have a master plan advisory committee
19 that's going to help work with the consultant and
20 staff to provide a basis for consensus amongst
21 the planning process.

22 It's kind of hard to read the slide, but you
23 may have a copy that you can at least pick out a
24 little clearer what the slide is showing.

25 The first part that we're recommending,

1 let's take a tour of the airport facilities. A
2 lot of us know the St. Augustine Airport, but I
3 think we need to look at where the corporate
4 hangars are, the development, look at the
5 shoreline areas, look at the navalds on the
6 airport, look at the runways, taxiways, the FBO
7 facilities, the major leases on the airport, to
8 get a good visual impact of the airport, also to
9 look at, when we show future developments, how
10 that's going to relate to existing facilities as
11 well as planned new facilities.

12 One of the things that's good to start off a
13 master plan is just to identify issues. We have
14 come up with some issues, and I'm sure there may
15 be some other issues that you would like to add
16 to this. For example, let's look at the safety
17 and security issues, look at the economic
18 development that's going on in the community and
19 how the airport plays its role. Flight training,
20 that's on -- that's on a rise, too.

21 The airport is supporting a lot of flight
22 training activity and we need to look at that
23 issue. The FBO operations, what's their plan for
24 growth? Where are they going? How is that going
25 to fit within the development scheme of the

1 airport?

2 The lease structure, additional airport

3 tenants, corporate aviation. Again, this airport

4 is the home to major corporate tenants. I think

5 we need to spend some time looking at. The

6 commuter airline perspective. Things are a

7 little different from the 1997 master plan

8 update. Now you have an ILS in place. You also

9 have an air traffic control tower.

10 Again, you have a population base that's

11 growing in St. Johns County, as well as south

12 Duval County's growth. So, I think now is a good

13 time to spend some time and look in the air

14 service aspects in the master plan.

15 Also, look at the multimodal functions of

16 your airport, not related to ANTRAK, but some

17 other ground transportation needs and how does

18 that tie into the airport and how is it tied to

19 some of the funding aspects and funding programs

20 that are out there?

21 Also, any other issues. There may be issues

22 that you want to add into that we need to focus

23 on the master plan in addition to the traditional

24 elements.

25 So, that will be our first -- our second

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1 step, if you will, touring the airport facility

2 and then getting together in what we call a

3 visionary meeting to talk about these issues and

4 other issues to be addressed in the master plan.

5 Then our second step, if you will, would be

6 the summary of projects completed since -- since

7 the last master plan update, correlate the

8 development that's occurred since the last master

9 plan and where are some of the deficiencies and

10 why those deficiencies were there.

11 Also, we're going to look at the airport

12 infrastructure, again, with the runways,

13 taxiways, apron, navals, facilities, to look at

14 what needs to be done, look at it from a

15 maintenance program, what major rehabilitation

16 needs to occur, give you some form of a life

17 cycle analysis and condition. What facilities

18 can you reuse versus building new? So, that part

19 of the master plan will address those areas. And

20 so, with that, we'll come up with an inception

21 report as a first part of the master plan, based

22 on your existing infrastructure.

23 The most important element of the master

24 plan is your aviation activity forecast, forecast

25 in terms of where is your airport going in the

1 next 20 years, again with a focus on the five

2 years. The forecast dictates the amount of

3 funding, the entitlement programs that are

4 available from the FAA, and the type of

5 facilities that you're going to need to meet

6 those forecasts.

7 Again, facilities will be developed as the

8 demand is there. It wouldn't be developed prior

9 to the demand. But in some cases, I think we're

10 going to have to look a little forward in terms

11 of nonaviation facilities, in terms of revenue

12 enhancement, to get the airport off the tax

13 rolls. I think those are areas that we're going

14 to have to look at.

15 But again, the forecasts are going to

16 dictate the amount of facility requirements.

17 Those are going to be looked at from the five,

18 ten, and twenty years. All of these elements,

19 we're going to get into further detail in the

20 discussion, but I'm just giving you the overall

21 process so far.

22 Environmental overview, we're not going to

23 do a detailed environmental assessment, but we're

24 going to look at major developments that may

25 require a detailed EA. For example, we just

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1 completed the Taxiway B environmental assessment.

2 That's the second phase, if you will, going out

3 to the Intracoastal and connecting on to the 31

4 end. That part of the assessment will be again

5 brought up in the master plan update and other

6 developments.

7 If there's a new runway that's needed

8 further -- further along the development of the

9 airport, that may -- that will require an EA.

10 But areas like that, we will show where an EA

11 will be necessary to be addressed. Again, an

12 environmental assessment is more of a federal --

13 it's a federal document that's addressed.

14 Also, with that, we will develop the airport

15 layout plan set with a set of drawings that looks

16 at the total airport as well as its future

17 development and specific areas, such as the

18 terminal area, the property -- land acquisition.

19 Looks at the heliport facility, apron

20 development, T-hangar development, corporate

21 hangar development, future navals, airspace as

22 it relates to the growth of the airport, as well

23 as a land use plan.

24 And then we will come up with short, "short"

25 meaning five years; medium, ten years; long-term,

1 twenty-year recommendations for the airport. And
2 then that would conclude the master plan with
3 also a financial feasibility analysis. How is
4 the Airport Authority going to pay for
5 developments, where the revenues are going to
6 come forward to offset the expenditures, and then
7 recommendations on how to increase some revenues
8 at the airport.

9 The master plan usually is a very thick
10 document, but we will also supplement it with an
11 executive summary brochure that can be handed out
12 to prospect tenants, also as a marketing tool to
13 sell the airport for future uses.

14 Are there any questions on the process?
15 (No questions.)

16 MR. RANDASS: Okay. The scope elements.
17 The most important stepping stone in the master
18 plan is to develop a committee, a committee that
19 can provide consensus, to provide a balance
20 approach to the master plan.

21 We provide the technical input. Pretty much
22 what we would do is prepare working papers on
23 various -- on all of the chapters of the master
24 plan, present it to a committee for them to
25 review, come back with comments at a meeting

1 meeting, we would look at forming a committee, or
2 would your intent be to try to get an idea of a
3 committee today?

4 MR. WUELLNER: Well, I don't know that other
5 than just comments that the board might have on
6 it, the actual formation of the committee would
7 be a function of, you know, actual award of a
8 contract to do the work. You know, I wouldn't
9 expect we'd form that committee till we're ready
10 and formally kicking off the study itself.

11 CHAIRMAN GREEN: Yeah, I'd kind of like to
12 put that on a -- an agenda item, so all of these
13 people, meaning our FBO and our Pilots
14 Association, all have good knowledge and
15 notification.

16 MR. WUELLNER: Not only of the master plan
17 itself, but of the time commitment involved
18 and --

19 CHAIRMAN GREEN: Right.

20 MR. WUELLNER: -- and get a commitment to --
21 to be involved in the process.

22 As a way of developing a -- a consensus
23 and -- and buy-in, which I -- I strongly believe
24 is probably the single thing lacking, again, in
25 the previous master plan effort, is I would

1 time, and then with that, we would address those
2 comments and talk about the next step of the
3 master planning process.

4 We have come up with 12 different entities
5 for the committee composition; for example, the
6 Airport Authority fixed-base operator; City of
7 St. Augustine; the Northeast Florida Regional
8 Planning Council; the Chamber of Commerce; FDOT;
9 and FAA.

10 You may want to look at 12 representatives
11 from this committee or you may want to look at a
12 different type of committee. Another thought
13 could be that maybe all five Authority members
14 want to be part of this committee, so they all
15 five are involved in its development, and then we
16 select some other members from this and create a
17 hybrid-type committee; or, you may want to elect
18 one person from your Authority to be part in
19 there to -- to provide their input within the
20 group itself, and then we come back to you at
21 your monthly meeting and give you a progress
22 report, whatever wish it is with the Authority.
23 That may be an area that you want to look at.

24 I'll give you a couple of minutes to think
25 about it and, you know, maybe at the next

1 really like to see all five Airport Authority
2 members, even if we have to structure this on a
3 monthly basis or an as-needed basis, in a
4 workshop format, is being sure that everyone's
5 apprised of all of the elements, not just simply
6 providing a document that -- that you read and,
7 you know, may or may not have input, that may or
8 may not actually show up reflected in the report;
9 but to -- to actually go over the details, the
10 nuts and bolts of each element of this study as
11 it's developed. Because it is a very -- a very
12 straightforward process that builds on the
13 previous piece. And until everybody's fully
14 aware and fully understanding the details of
15 what's going into developing alternatives for
16 development and the like, until you have a
17 structured understanding of what's here, what
18 could happen here, what forecasts look like going
19 down the road and what those -- those
20 requirements are -- come out of those capacity
21 reports and forecasts. And I don't think you
22 have a firm idea of exactly what the needs are
23 going to be when you look at alternatives.

24 And I -- I strongly suggest that all of you
25 be involved, not simply appointing a single

1 member. Even if it has to be a dedicated time
2 before each normal meeting, you know, an hour
3 before or something like that, to specifically go
4 over what a committee went over. Because I think
5 this input's also critically necessary into the
6 process. But it shouldn't be at the expense of
7 this board's direct involvement in that planning
8 effort.
9 MR. CIRIELLO: Madam Chair --
10 MR. WUELLNER: So, this is where you put
11 input.
12 CHAIRMAN GREEN: Just a second, Don.
13 Mr. Ciriello?
14 MR. CIRIELLO: Yeah. I -- I'm sitting here,
15 hearing things, and I'm not in my mind real happy
16 with it yet.
17 I was thinking that this master plan thing
18 was going to be a lot simpler, and it seems like
19 it's pretty complicated. I thought it was going
20 to be a group of people like now, coming
21 together, throwing out some ideas, well, can we
22 do this, why can't we do that, and it'd be like a
23 discussion. And then all these different ideas
24 would be discussed and, say, well, everybody
25 would have a consensus; yeah, I like that idea.

1 And it would be put down and eventually put into
2 the master plan book.
3 But from what I'm hearing, I'm getting a
4 different impression. So, I wanted to ask a
5 question. I was going to direct it to Don.
6 Maybe I shouldn't -- maybe it shouldn't be
7 directed it to anybody. But separating the
8 entities -- we'll say the Airport Authority is
9 one entity, your staff is another entity, the
10 consultants is another entity, and the public.
11 What percentage of these different entities of
12 input do we have?
13 And what I'm getting here from Don and
14 everything, it sounds like the consultants are
15 going to come in with all kind of ideas and
16 present them to us and then we have to mull
17 through them and decide what we like. And then
18 I'll use a word that I've used for years that
19 nobody seems to like, is rubber stamp.
20 It doesn't make me feel as though this board
21 is the one that's in charge; we're just merely
22 puppets for the consultant. And that's not what
23 my idea of this thing was. It was that everybody
24 come in, throw out a bunch of ideas, everybody
25 mull them over, digest them, tear them apart,

1 give -- you know, improve on them, and then come
2 to a consensus that this is what we like.
3 And that -- that's what I thought this was
4 going to be. And maybe it sounds simple.
5 Remember during the budget when I said \$200,000
6 seemed like a lot of money just for us to kick
7 ideas apart? And then --
8 MR. WUELLNER: Right.
9 MR. CIRIELLO: -- give them written consent
10 or ideas to the consultant and they put it in
11 book form. And that's what I thought it was
12 going to be.
13 Now, heck, \$200,000 might not be enough. If
14 they're going to do all the work and we're just
15 going to sit here and say, "Okay, I like that
16 idea," and kick it around and just be a rubber
17 stamp, I feel that percentage-wise, we are the
18 highest, but it seems to me those guys are.
19 And I want to know what you people think of,
20 percentage-wise, of where each entity stands.
21 MR. WUELLNER: To -- to be fair, there are
22 two distinctly different levels of involvement.
23 One is from a -- from a technical input, that is,
24 meeting the criteria of a master plan, there are
25 some items that absolutely have to be addressed

1 throughout the study. That is in many respects
2 what the core study design that you've been --
3 you've already had -- you had a copy of at last
4 meeting. That attempts to embrace all of the
5 basic requirements that are going to be required
6 to satisfy the terms of the grant, as well as to
7 formally conform to the -- the -- the idea of a
8 master plan.
9 There are also points here where there's
10 just technical number-crunching that's -- that
11 goes on, modeling, statistical modeling and the
12 like to develop, based on a factual base, what
13 statistically the forecast suggests might occur
14 in the future in terms of level of service,
15 number of aircraft using the facility, number of
16 based aircraft, number of instrument operations,
17 number of total operations. That kind of raw
18 data is developed by modeling, which the
19 Authority's probably not prepared to do. I'm
20 certainly not prepared to do that, that technical
21 crunching.
22 But when you move beyond adopting what we
23 believe to be our collective best guess --
24 because they're going to present some data
25 relative to forecasts, and you may or may not

1 agree with that factual guess that they're making
2 on where the airport numbers are going to look
3 going into the future.
4 They're going to take -- they're going to be
5 able to justify what they've done. You're going
6 to have to provide some validation, at least in
7 your own mind, as to what that data represents.
8 And there'll be multiple guesses of what that's
9 going to happen, because there's a guess made at
10 a national level that is interpolated in there, a
11 state level interpolation of the -- of the same
12 kind of raw data. And they all come up with
13 slightly different numbers.
14 And at certain points, you're going to be
15 the input, collectively. It's not something
16 that's just generated out of the study. They can
17 look at existing property and make suggestions.
18 But the ultimate call there are -- those are all
19 yours.
20 CHAIRMAN GREEN: That's what I understand
21 today was, because we're really early into this,
22 that we're just learning what your role is;
23 therefore, then we find out what our role is.
24 And I think Mr. Ciriello is saying we want to be
25 really involved in this as a board and have a lot

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1 of input.
2 But I think for all of us to figure out how
3 all of this is going to be inputted, we need the
4 pilots, we need a lot of other people involved in
5 it, too. So, I think what you're saying,
6 Mr. Ciriello, is -- you're just a step ahead of
7 us. I just don't think we're there yet.
8 But we do need to have that -- ideas, where
9 we want to go, definitely banter around different
10 ideas. But I don't think we're just at that
11 point. We're trying to figure out how the whole
12 process goes. Is that --
13 MR. WUELLNER: I think it's fair. I think
14 you're -- you're right now just defining what
15 the -- beyond the basic master plan, which has a
16 requirement to do, what other items today can you
17 provide that need to be included in the study
18 that aren't normally either associated or areas
19 you want a special emphasis of study to be
20 accomplished.
21 CHAIRMAN GREEN: Mr. Mesmer, you had your --
22 MR. MESMER: Yeah. Are questions allowed on
23 the floor?
24 CHAIRMAN GREEN: Yeah. I think we were --
25 this is -- it is an informal situation. We're

1 Just trying to, like I said, gather how this is
2 going to work.
3 MR. MESMER: One of the questions I have:
4 Is this a federally funded airport? Is this a
5 federal airport? Is the federal government
6 responsible for the runways and their
7 construction and --
8 MR. WUELLNER: There's no such thing. The
9 federal government does not own and operate any
10 airports in the country that are open to the
11 public. They used to, and they only owned two,
12 and they were in the Washington, D.C. area.
13 However, and to take that a step further, it
14 comes under federal authority from a number of
15 directions. Not only does FAA have purview over
16 general -- or aviation in general, but it also
17 has purview over things that came as a result of
18 the deed, the original deed of the property.
19 There are also additional strings that the
20 federal government applies or implies as a result
21 of this Authority's decisions over the years to
22 accept grant funds for development from the
23 federal government. And that has its own series
24 of requirements, as does accepting money from the
25 State of Florida. So -- so, yes, it's

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1 Intertwined.
2 MR. RANDASS: We do follow the FAA
3 guidelines on development.
4 MR. MESMER: Wouldn't it be in our interest
5 then to have a federal representative here so
6 that we can get input from them? Because I'm
7 basically confused.
8 I'm not quite sure, like this gentleman's
9 saying over here, where we're going with this
10 thing. I'm sorry. I apologize. I've only been
11 in the area a year, year and a half, but I've
12 been in the business for a long time. And I feel
13 as confused as -- what is your name, sir, second
14 one in?
15 MR. CIRIELLO: Ciriello.
16 MR. MESMER: Ciriello? I'm as confused as
17 he is. I -- I don't see very good direction
18 here. It's -- I do think a federal
19 representative should be here, because I think
20 they're going to have input into this. Correct
21 me if I'm wrong.
22 CHAIRMAN GREEN: I think you're right,
23 Mr. Mesmer. That's why I think we're all here
24 this time to find out how it works. And if you
25 look at the representatives, you're absolutely

1 right; there's FAA right down there that we need
2 the input from those --
3 MR. MESMER: Are they going to be here?
4 MR. WUELLNER: I'll -- I'll warn you, they
5 will not. They do not typically get involved in
6 the development of the local master plan, in the
7 actual development of it.
8 What they do is review documents and are
9 required to have approval low -- yeah, spots in
10 the master plan as you move through it. So,
11 you -- you can't proceed to certain steps without
12 gaining federal authority or federal approval of
13 what you believe to -- and a good example of that
14 is in the forecasting. Once we believe we've
15 developed the best possible set of forecast data,
16 what we think's going to happen, that data has to
17 be validated by FAA.
18 They will have to -- they will look at the
19 data, the assumptions we've made, the details
20 that went into that, and our assumptions -- then
21 they'll ultimately agree with us, disagree with
22 us, provide input, ask us to modify. That
23 dialogue will happen at a couple of key points,
24 but you will not -- they simply are not budgeted
25 nor equipped to show up at all the local airports

1 in the -- in the country and provide technical
2 input.
3 They rely on the private sector through
4 consultants to keep the -- the technical part
5 correct as a result of publishing standards.
6 You've probably seen advisory circulars,
7 documents of that type, that provide technical
8 assistance to the consultants in developing the
9 master plan itself for those approvals.
10 MR. MESMER: Who makes the final decision?
11 MR. WUELLNER: Ultimately, this board will
12 endorse some version of a master plan, and it
13 will be ultimately signed off on by both the
14 federal government through FAA and the State of
15 Florida through FDOT.
16 Additionally, you'll have a concurrence by
17 the Board of County Commissioners, only in the
18 respect that they will need to generally agree to
19 what we've ultimately come up with in order to
20 include that in the Land Development Code that
21 protects the airport long-term from encroachment
22 of things that are not desirable in maintaining
23 the airport.
24 CHAIRMAN GREEN: Yeah. Mr. Cox? I'm sorry.
25 MR. COX: Jack.

1 CHAIRMAN GREEN: Jack?
2 MR. GORMAN: I have a very quick comment.
3 Is it Don?
4 MR. RANDASS: Yes.
5 MR. GORMAN: Yes. You're employed by Earth
6 Tech Consulting? I'm holding a -- just to clear
7 the air here a little bit, I'm holding a
8 Complaint here, and the Plaintiff is St.
9 Augustine, and then you're involved in a lawsuit
10 where they -- you're actually being sued by the
11 St. Augustine-St. Johns County Airport at this
12 time?
13 MR. LANDSCHOOT: That's correct.
14 MR. GORMAN: Right. So, he's -- they're
15 actually being sued for breach of ability to
16 actually monitor the terminal situation?
17 I just wanted to clear the air with that.
18 Not that I don't think that this is valuable
19 information and not that I don't want to hear it,
20 but I did want the public at large to know that
21 your firm was involved in a lawsuit over the
22 terminal. Right.
23 That just -- so, it's a bit of mud that we
24 just needed to know about.
25 MR. LANDSCHOOT: Appreciate that.

1 MR. GORMAN: All right. Thank you.
2 CHAIRMAN GREEN: Mr. Cox?
3 MR. COX: As another comment to the group at
4 large here -- change gears. I'd like to
5 reiterate that this is a workshop. A workshop.
6 This board is not going to make any formal
7 decisions today. We're here to discuss ideas.
8 So -- so, if we have constructive ideas,
9 it's all welcome from the public, but I'd just as
10 soon not waste the time -- not insinuating
11 wasting any time -- but to discuss situations
12 such as the TVOR or other situations or what
13 representatives we have here, because as I've
14 just seen from the list of items that -- we're
15 scratching the tip of the iceberg here. We could
16 probably go into 20 other different tangents on
17 each one of those items before we get into what
18 we really need to get into on this workshop.
19 So, once again, it's a workshop. We're here
20 to informally discuss the situation and to see
21 what direction we want to move in.
22 CHAIRMAN GREEN: Yeah. I agree, like with
23 Mr. Mesmer. And maybe I didn't enunciate it
24 correctly. I'm like you; I -- this is new and
25 this is direction we're getting from -- from Don

1 here as to what we need to look at and what we
2 need to know to have our ideas, confer. We may
3 say we need ten new corporate hangars, and we
4 don't know what the -- the direction means. We
5 don't have the space or we don't have the funding
6 or whatever.

7 So, I was interested in hearing, kind of
8 like Mr. Cox said, what -- how do we need to
9 start?

10 MR. MESMER: I agree with you; however, you
11 have an agenda posted here, and I'm taking it
12 from the posting here and asking questions from
13 it. For example, the TVOR was listed, and I
14 don't know; I thought it was going to be a
15 discussed item. And I apologize if I'm
16 interfering or --

17 MR. COX: No, you're not. Don't -- I didn't
18 mean to insinuate that. But I just wanted to
19 reiterate for the public at large. But like Ed
20 said, the TVOR was put on the agenda with the
21 assumption that we had information back from the
22 people that were going to do the study, and
23 that's going to be at the end of the month,
24 right? So, the February 10th meeting --

25 CHAIRMAN GREEN: Is our next available time.

1 MR. COX: -- we should be able to officially
2 inform --

3 CHAIRMAN GREEN: We were just trying to push
4 it up like you. The sooner we knew, the better.

5 MR. WARNER: I'd like to ask a question to
6 explain the process, the experience of this
7 gentleman here as a consultant group to us, what
8 sort of experience he's had in the past of how
9 well the planning process has worked, say, in
10 terms of projections of five or ten or
11 twenty-year rate; does it prove out or -- in
12 general or, you know, how -- you go about
13 projections, but a lot of things happen, periods
14 of time.

15 So, I don't know how airports project
16 themselves, but in other things, you know, the
17 closer the date that you're working in, is it
18 likely to be the more accurate? And the further
19 out you go, the less accurate you're going to be,
20 because of intervening variations and
21 circumstances. So, I would -- I would -- don't
22 know what airports had experience on that, but I
23 would like to know.

24 MR. RAMDASS: You're correct in what you
25 mentioned about the forecast. A 20-year forecast

1 with a major emphasis on five years tends to --
2 the master plan is updated every five years.

3 There are various models that are used, as
4 Ed mentioned, the state, federal, and top-bottom
5 approach -- top-to-bottom approach is being used
6 in forecasting. And then with these various
7 models, you look at what's more -- what's
8 realistic in today's circumstances, and what's
9 projected in the future.

10 For example, with the last master plan, they
11 looked at the trend and the way the county was
12 growing, the way the aviation in Northeast
13 Florida was going. At that time, they had no
14 premise on Cecil Field being converted to a
15 civilian airport, the development that's being
16 planned in St. Johns County.

17 So, you have to take everything into context
18 where it's going today and come up with as best
19 fit of a forecast, but that's the word,
20 "forecast." It's never going to be exact, but
21 it's going to be as close as it could be, given
22 today's parameters on where it's at.

23 I have personally worked on Lake City,
24 DeLand Airport, and several small airports in the
25 last couple of years here in Florida, where the

1 forecasts have been accepted, both by the
2 sponsor, FAA, and FDOT. I don't know if that
3 answers your question.

4 MR. WARNER: Thank you.

5 CHAIRMAN GREEN: Just a second. Sir, could
6 you tell your name for the record so we --

7 MR. WARNER: My name is Henry Warner.

8 CHAIRMAN GREEN: Thank you.

9 MR. WARNER: I'm with the Pilots
10 Association.

11 CHAIRMAN GREEN: Thank you. Yeah, Bob?

12 MR. COX: One more suggestion. If we could,
13 having made many, many presentations as he is
14 making like this, I'd like to make the suggestion
15 that we allow him to go completely through the
16 presentation, and if anybody has any questions or
17 comments, please write them down, wait until the
18 end of the presentation, and then we'll discuss
19 that, unless you care to choose to recognize
20 someone.

21 CHAIRMAN GREEN: No. Originally we had said
22 to interject as you go, but I think you're right;
23 because we have so much volume here, we need to
24 know how the system works, it's probably a better
25 suggestion for right now.

1 MR. RAMDASS: Okay. Okay. Task 2 goals and
2 objectives. That's important to look at some
3 goals -- the goals that the committee may have,
4 the goals that we want to look at for the
5 airport.

6 For example, one of the goals that I've
7 heard mentioned several months now is the goal to
8 get the airport off the tax rolls. We've got to
9 look at objectives. How is that going to be
10 accomplished? Is that going to be to increase
11 development of land that the airport has to
12 generate revenue? Is it going to look -- so,
13 various objectives are matched to some of those
14 goals.

15 So, you start off with identifying the
16 various goals and the objectives. That's going
17 to be, again, at the onset of the study,
18 developing goals and objectives.

19 We'll also look at the airport background.
20 As mentioned earlier, we're going to take back --
21 look at the master plan, see what was proposed in
22 the last master plan and where the developments
23 have occurred since then, look at also the
24 forecasts, see why there's been a variation in
25 the forecast, and also what planned improvements

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1 were scheduled for the airport and where they're
2 at in the realm of today's development of the
3 airport.

4 We'll look at current plans in construction,
5 plans for the airport in terms of any taxiway,
6 runway improvements that are planned. Also, the
7 airside, we will do a condition assessment on the
8 airside, looking at the pavements, the markings,
9 the life cycle of pavements, signage, the vault
10 in terms of accommodating future electrical
11 development at the airport, and also hangars, the
12 condition of the hangars. For example, the
13 port-a-port hangars; how long -- more can the
14 port-a-port in its current condition stay on the
15 airport? Items of that nature, we would look at.

16 Landside, look at the FBO facilities, access
17 facilities, signage, and other facilities.

18 With that, we'll come up with a summary
19 report on the conditions and recommendations, of
20 which we would come back to the committee and
21 give our recommendation and request some of their
22 input for a final documentation.

23 Task 4, most important step on the airport.
24 Because the airport has land on the west side and
25 there's also been a major land acquisition

1 program going on, we're going to get a new color
2 aerial photograph -- photograph and lay out the
3 existing facilities on the airport, and also
4 prepare an Exhibit A property map, which is a
5 very important document, especially for FAA
6 grants, that you have to have currently updated.

7 That's going to pull all of the recent land
8 acquisitions together all in one map, as well as
9 the developments on the west side of U.S. 1.
10 That will constitute the total property limits
11 that the airport owns all within one map itself.

12 The master plan inventory. Again, that's
13 also seeing what's done to begin with. This all
14 builds up the collection process, if you will, in
15 preparation to preparing the forecast. Review
16 existing plans and what their purpose were. Some
17 of the plans that have been done by the state,
18 for example, the Florida Aviation System Plan
19 that's currently being updated, see what they
20 look at for the growth in aviation in this area
21 of Florida, Northeast Florida.

22 Also, look at plans that have been prepared
23 more in the local -- from the local front, for
24 example, the Chamber of Commerce's, from Ponte
25 Vedra, as well as St. Johns County Chamber of

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1 Commerce. Also, the Bureau of Economic &
2 Business Research, they're a document that's
3 published by the University of Florida. They
4 look at economic indicators, such as population,
5 income trends, and the growth factors involved in
6 Florida.

7 Also, we'll look at Northeast Florida
8 Regional Planning Council. They produce
9 documents also that look at everything into
10 context to the shift approach, shift of
11 population in the area.

12 From the aviation standpoint, we'll collect
13 aeronautical activity. I will also look at
14 surrounding airports. For example, we'll look at
15 the Palatka Airport, Flagler Airport, Duval
16 County Airport to see what plans they have.
17 Where are they growing? Where is their growth
18 plans? How is that going to affect future growth
19 as we show it for St. Augustine?

20 We're going to collect information on --
21 weather information to ensure that if we show in
22 the future a new runway, would it meet the wind
23 coverage as shown from the National Climatic
24 Center from Asheville.

25 These are -- this is information we're going

1 to collect for the last five years. Also, we're
2 going to work with the new tower, as well as
3 Jacksonville tower, to collect information on
4 airspace tracks, changes that may have occurred
5 on airspace.

6 Again, with Cecil Field now being a civilian
7 airport, with the alleviation of some of the
8 military tracks, how will that affect some of the
9 growth within the airport as well as the
10 different fleet mix coming in and out of the
11 airport?

12 Aviation forecast; again, the most important
13 part of this master plan is the forecast and the
14 facility requirements, that they're followed. We
15 look and examine the current airport role that
16 will serve more of a basic transport, more of a
17 bigger-type aircraft, regional jet, commuter
18 airline, the military functions on the airport,
19 as well as still support the general aviation,
20 but look at the direction that the airport will
21 be moving forward to in the next five years.

22 We'll look at historical activity. The FAA
23 every year collects information on the airport in
24 terms of the based aircraft, that type of mix,
25 single-engine, multi-engine, rotor, military.

1 We'll get that information for the last 15 years.
2 Information that Jax tower has in terms of
3 instrument approaches that have been filed
4 through Jax tower, and now most recently we'll
5 get -- gather information from the St. Augustine
6 tower.

7 Look at previous aircraft counts. When we
8 did the contract tower program application for
9 the new tower, we had to get aircraft counts.
10 Bryan had a group of folks that went out and did
11 counts at various times to give us some form of
12 accurate -- at that time, there was not a tower
13 at the airport, so it was just kind of a guess as
14 to what the operational activity is.

15 Now we're going to look at actual counts.
16 The most accurate information on the 5010 form is
17 the based aircraft because of the hangars that
18 are in place, as well as the tie-downs that are
19 currently at the airport. So, we'll gather all
20 that information as our basis for moving forward
21 with the forecast.

22 Also, we'll define a service area, a 30- to
23 45-minute driving time. We will draw an
24 isochrone, if you will, looking at routes along
25 U.S. 1 along I-95 coming west -- west into the

1 county, to define a service area that this
2 Airport serves, as well as, as I mentioned
3 earlier, south Duval County.

4 Description of the area airports. What
5 those airports have, where are they going? What
6 type of service are they offering? How is that
7 in comparison to the St. Augustine Airport?

8 User characteristics. Given two airports,
9 what would a user preferably use? Will he use an
10 airport that's closer to him with a controlled
11 atmosphere to get in and out for business
12 purposes?

13 Also, the amenities for general aviation
14 pilots. Probably the capabilities, also, for
15 commuter airlines.

16 And then with that, we will define a service
17 area. With that, we will take the population for
18 that area to look at that as a basis for
19 correlation.

20 Okay. Our models we're going to use for the
21 based aircraft forecast is the first -- the
22 simplest one is to look at the historical
23 activity and just do a straight line time trend
24 of -- to see, you know, where -- where that ends
25 up, assuming the growth remain within the same

1 pattern for the last 15 years.

2 Population correlation. That's again
3 looking at the service area that we've defined.
4 Look how that service area will affect what the
5 airport, look at the based aircraft, per that
6 population. Calibrate for the last -- for year
7 1990, year 2000, and in between, and
8 interpolating some of the population information,
9 and then with that, apply that ratio forward for
10 the 20-year period.

11 Also, look at the state system plan to
12 draft -- Florida Aviation System Plan, see what
13 they forecast to happen in this area to compare
14 the forecasts we come up with, with their
15 forecasts.

16 Most importantly, the FAA looks at their
17 Terminal Area Forecast to see how they have
18 forecast development for the airport and where
19 our forecast we're showing, how that -- how that
20 corresponds to their forecast.

21 We'll also look at airport-induced growth.
22 That is a growth factor that's applied to the
23 airport. For example, with developments that are
24 occurring that cannot be quantified, you assume a
25 percentage growth and how that will affect the

1 development of the airport in terms of based
2 aircraft.
3 And then, also, again look back at the 1996
4 master plan projections, see the assumptions they
5 made, see how those assumptions relate to what's
6 occurring today at the airport.

7 With those different methods, we come up
8 with a preferred forecast method. At that time,
9 also, we take that preferred forecast and break
10 it down into the various categories,
11 single-engine, multi-engine, turbojet,
12 helicopter, and military.

13 The airport operations -- aircraft
14 operations forecast. Similarly, look at
15 historical activity. On the FAA 5010 forms,
16 again, that's just an estimate of operations. We
17 may do -- again see what the tower has in terms
18 of some of the counts with what the Jacksonville
19 tower has, look at some other reports that are
20 done, looking at some of the counts at the
21 airport.

22 We'll look again at the 1996 master plan
23 forecast, because that was a document that was
24 approved by FAA and FDOT, see how those forecasts
25 differ from what we're showing and why the

1 difference.

2 Also, look at the operations per based
3 aircraft. For example, we worked the operations
4 for last year per the based aircraft and for
5 several years to come up with some kind of a
6 correlation that we can use for the future.

7 Also, we're going to look at it, like Ed
8 mentioned, too, from the regional and state
9 level, from what the FAA looks at total -- from
10 the total perspective in the country, as well as
11 in the region, to see how those forecasts are
12 based. Also, we'll look at the terminal area
13 forecasts that have been projected for the
14 airport, as well as the draft for the Florida
15 Aviation System Plan forecast. And then with
16 those different methods, we'll come up with a
17 preferred forecast.

18 Now, after the preferred forecast is
19 developed, presented to the committee, presented
20 to the Authority, it will then go in as a formal
21 document to the FAA and FDOT.

22 At that time, they have to review it and
23 see -- see the rationale behind the forecast, and
24 with that to either accept it or reject it, based
25 on their findings and the methods that were used.

1 If they accept it, we're allowed to move on
2 to the further section. If they reject it, we
3 have to see why the rejection and what's their
4 rationalization and see where the difference is
5 and then review their forecast to come up with
6 something that they will -- will accept.

7 That's a critical step in your master plan.
8 Ed, I don't know if you want to add anything.

9 MR. WUELLNER: My comment would be the
10 better the data in, the better the data out.
11 It's a very classic model. Particularly bizarre
12 in how you get there. But try to lump some
13 correlations to trends that -- that perhaps
14 generate additional aviation activity.

15 MR. RANDASS: With the forecast, we'll come
16 up with our operational split, local and
17 itinerant forecast, local being operations that
18 are occurring in the area within a 20 nautical
19 mile, 20-mile radius. Also look at activity
20 that's occurring in and out of the airport, as
21 well as itinerant traffic, those that are
22 visiting the airport.

23 Also, we'll break the operations down by the
24 same categories, single-engine, multi-engine,
25 turbojet, helicopter, military. Look at the

1 peak-hour operation. That's important from a
2 facility planning standpoint, especially if we're
3 looking towards a commuter airline. What are the
4 annual operations, daily peak day, and then peak
5 hour activity? Peak hour also varies depending
6 again on the season of the year here in St. Johns
7 County.

8 So, those are areas we're going to look at.
9 We'll also look at the annual instrument
10 approaches that are filed with the tower for some
11 projections of the annual instrument approaches.
12 Then we'll develop the forecasts, the
13 rationalization behind the forecasts, and then a
14 summary of the forecasts from the based aircraft
15 and its fleet mix to the operations and their
16 fleet mix.

17 Also, in this section, we are going to give
18 a thorough look also on the air service
19 possibility here, given the -- what's in place
20 today with the air traffic control tower, the
21 ILS, the population growth in this area, the
22 viability of some form of commuter airline
23 service in this section of the report.

24 Task 7, the facility requirements, the
25 facility requirements strictly based on the

1 forecast needs. For example, that's not to say
2 someone -- an entity doesn't approach the airport
3 and say we would like this facility because of
4 this development we have that is
5 aviation-related. That's something separate.

6 But the elements like we show for T-hangars,
7 corporate hangars, that really there's -- will be
8 based on demand, as well as terminal facilities,
9 additional navalds, run -- runways and taxiways
10 and so forth. So, those are areas we're going to
11 look at from the airside.

12 Landside, terminal facilities, parking
13 facilities, land development. As you can see,
14 you're growing out of room on the east side of
15 the airport. Although there's land available
16 behind the administration building for T-hangars,
17 we're going to look at other land acquisition as
18 it relates to more industrial park development
19 related to future growth of the airport to
20 support the demand.

21 Also, most important is the security and
22 safety requirements. Make sure we have enough
23 buffer in there for safety and security. And
24 then dedicated land uses from the aviation
25 standpoint and the nonaviation standpoint. Those

1 are two areas that we're going to be identifying
2 within the master plan.

3 After we come up with our forecast of
4 facility requirements, we may come up -- well, we
5 will come up with facilities. I think we need to
6 look at alternatives for those facilities. And
7 there are various categories we're going to look
8 at in developing the alternatives; the
9 flexibility, the responsiveness to meet the
10 demand and timing, the phasing plan, in terms of
11 how it relates with the future operations and
12 airside and landside development.

13 The environmental effects in terms of
14 development on the east side currently in its
15 current location with the shoreline. The
16 environmental factors. The noise -- noise
17 situation. Drainage. Make sure the drainage
18 doesn't impact any of the neighboring
19 communities.

20 The operational effectiveness, the ground
21 movements of aircraft in and out of locations.
22 People movement and the functions of the area.
23 Safety of paramount importance to people, as well
24 as moving -- moving -- moving aircraft, moving
25 vehicular traffic and so forth.

1 And then the cost consideration of
2 developing in one area versus the other, the
3 topography, the airspace ability, the
4 expandability to expand in its current location
5 that may be proposed, as well as the access
6 issues.

7 The environmental assessed -- analysis. The
8 environmental analysis is, as I mentioned, just
9 an analysis of the development as proposed for
10 the future. It's an overview of the development
11 of the airport, especially in areas that has
12 never been developed before.

13 We're looking at what's been developed in
14 those areas and then looking at the 20 factors
15 that the FAA looks at from the potential impacts
16 it would have.

17 Any major development that would trigger a
18 environmental assessment that would be discussed
19 also, but it would not be undertaken as a
20 full-blown environmental assessment, pretty much
21 just from an overview as it affects these various
22 categories of the environment.

23 Financial, economic feasibility. The
24 requirements that we're showing, especially for
25 the first five years, again we're looking at a

1 twenty-year program. We will come up with cost
2 estimates. We do the cost estimate based on
3 recent construction cost data.

4 We'll look at the recent construction costs,
5 information on projects that were completed here.
6 Also look at Northeast Florida in general. Look
7 at what's a projection of construction costs
8 that's shown in the next couple of years. Also,
9 we have various construction databases we look
10 at, the means catalog. And those are areas that
11 we'll look at in terms of coming up with some
12 construction costs for programming, for FAA and
13 FDOT funds.

14 Again, we're looking at three phases in the
15 master plan, the first five years being 2003 to
16 2007. The second phase is 2008 to 2012. And
17 then the remaining ten years. Again, by the time
18 you get to the 2009 phase, you're probably again
19 looking at a next master plan update, which will
20 again focus in on that being the next five years
21 of development and its future years.

22 Revenues. We're going to examine the
23 revenues for the past five years on the airport,
24 five to ten years, the aviation, nonaviation
25 revenues, and expenditures to come up with where

1 there's a surplus or a de -- deficits to show --
 2 look at the financial backing on the projects.
 3 Also, we'll examine various funding
 4 programs, the traditional ones being FAA, FDOT.
 5 There are many nontraditional funding programs
 6 we're going to also look at and see how they can
 7 be applicable to development on the airport.
 8 Also, an important part of the master plan
 9 is, with development, what type of economic
 10 impacts that we'll have in the community, direct,
 11 being jobs; indirect, as to exposure to the area,
 12 developments that could have a positive impact to
 13 the area. And with that, we'll come up with
 14 recommendations on the development of the
 15 airport.
 16 Task 10 is our final plan development.
 17 These are drawings that will be submitted as a
 18 graphic representation of what's shown in your
 19 master plan. Obviously, we'll have the cover
 20 sheet, the airport layout plan, which will show
 21 the existing development, as well as the proposed
 22 development over a 20-year period.
 23 Terminal area plans, we'll look at
 24 fixed-base operator maintenance facility. If a
 25 multimodal center is sought for the future, where

1 that would fit with the aviation functions of the
 2 airport. Passenger terminal, if the viability of
 3 the commuter airline service exists, at least we
 4 find that in the master plan, that's one area
 5 we'll look at.
 6 Heliport facility. There's helicopter
 7 activity there. We may look at a dedicated
 8 facility for that type of operations. Also, the
 9 south area general aviation and corporate layout
 10 plan. We had done a couple of layouts, but
 11 nothing was based on actual demand. But now with
 12 demand, we're going to look at the development
 13 along Estrella Avenue and the other areas that
 14 the airport currently owns.
 15 With that, we'll look at the airspace, the
 16 development of the airport, the west side
 17 development of the airport, how it relates to the
 18 available airspace, flight tracks. We'll look at
 19 the approach from the runway protection zone
 20 plans, runway profiles. And then the other
 21 drawings would be the airport property map, land
 22 use, and the access plan.
 23 Task 11 is development staging, as
 24 mentioned. There's going to be the short term,
 25 which will be the five-year -- the five-year

1 development short -- medium term, which will be
 2 the ten-year, long-term twenty years, with a
 3 major emphasis being the five-year and then the
 4 ten-year period. So, it will be an overall
 5 twenty-year master plan process.
 6 That's what we have in terms of our
 7 presentation.
 8 CHAIRMAN GREEN: Okay. Mr. Wuellner, if
 9 that's okay, since we do have so many people from
 10 the public that are here, if we could maybe get
 11 some public discussion, since now we understand
 12 we're at the tip of the iceberg of where we're
 13 supposed to be going.
 14 So, if the public has some questions, maybe
 15 of Don, or if you want to just voice ideas,
 16 that's fine. It's a workshop, and we'll try to
 17 get the board some input, too.
 18 Yes, sir?
 19 MR. WARNER: In terms of financial issues, I
 20 don't know who is looking at those in terms of
 21 your study. Do you look at profit and loss by
 22 profit and loss centers concerning the airport
 23 operations? Where are the revenue centers, where
 24 are your loss centers, in terms of how you fund
 25 things?

1 Secondly, have you reviewed past audit
 2 findings and recommendations over the last three
 3 years? Those will tell you some aspects of what
 4 you need to know in terms of the financial
 5 management of the airport. Like I don't know
 6 whether Grumman leases its property or it owns
 7 its property. Grumman's planning to expand.
 8 So -- and then after that period, it may
 9 reduce. You don't know. So whether -- say that
 10 they build a new structure and it's leased, is
 11 there a provision to where if Grumman no longer
 12 needs it, that it could be used for something
 13 else until such time as that requirement changes?
 14 MR. RANDASS: We looked at the audit
 15 statements and historical revenue expenditures,
 16 and so forth. And then also we have to make some
 17 assumptions, like you mentioned for the future.
 18 We can't tell as to what arrangements I think
 19 Grumman would have for the future. There are
 20 some assumptions we're going to have to make to
 21 qualify.
 22 MR. WARNER: Will you include that in your
 23 plan?
 24 MR. RANDASS: Yes.
 25 CHAIRMAN GREEN: Yeah, I think he said he'd

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1 look at our leases and what we have for now and
 2 how long they are, because that's all a part of
 3 what our Grumman situation is.
 4 MR. MILLER: Yeah, I had one recommendation
 5 for the work plan.
 6 CHAIRMAN GREEN: Could you just tell us your
 7 name for the record?
 8 MR. MILLER: Russell Miller. I was getting
 9 there. Russell Miller. I'm a pilot and a
 10 citizen here in the county, and also a member of
 11 the Pilots Association, as well as a commander
 12 for the Civil Air Patrol. I think y'all may
 13 remember I made a presentation here.
 14 One thing I would be very interested to see
 15 in this work plan, is the staff going to talk to
 16 the existing tenants to find out their plans of
 17 what they're going to expect, to kind of get an
 18 idea of what size facility they're going to need
 19 and where they're going to be at, because it may
 20 affect the master plan.
 21 And additionally, me being a squadron
 22 commander for the Civil Air Patrol, last year, I
 23 came and made a presentation, asking for some
 24 space within the airport to do our job within the
 25 county, and there really just was none. And

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1 we've been working with Ed and his assistant to
 2 try to find some things.
 3 We'd like to find out how the Civil Air
 4 Patrol can get in the master plan and say, "Hey,
 5 we need a place to live." We service the
 6 community here. We're a viable organization here
 7 for the airport that supports the airport. We
 8 need to get involved somewhere along the line.
 9 And that's -- I'd like to see a place in the work
 10 plan that would talk to the tenants or the
 11 potential tenants that have shown interest in
 12 coming to the airport.
 13 There may be some people that are trying to
 14 come to the airport for a long time but no
 15 hangars available, or whatever the reason. If we
 16 can talk to them, we can at least get an idea of
 17 how many hangars we need or what kind of
 18 buildings we need to support the airport and the
 19 community and the organizations at the airport.
 20 MR. RAMDASS: Ed, would you or the board
 21 entertain possibly maybe a tenant initiation
 22 meeting after the committee is selected to -- so
 23 we can get their input in terms of, you know,
 24 maybe develop some form of questionnaire, you
 25 know, that maybe -- a major representative from

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1 the different entities to give their input, go
 2 back and be the voice and get back and fill us in
 3 so we could have some information. Maybe that
 4 could be, you know, something that would give
 5 some input to the process.
 6 CHAIRMAN GREEN: I was going to suggest
 7 something like that, too, maybe not -- because of
 8 the volumes of meetings and time, because this is
 9 so extensive, if maybe the interested
 10 organizations, like the Civil Air Patrol or the
 11 pilots, could put down in writing, just jot down
 12 some notes, too, to make sure that all that input
 13 gets calculated like Mr. George did. That would
 14 help save us some time, too.
 15 MR. CIRIELLO: Madam Chair?
 16 CHAIRMAN GREEN: Mr. Ciriello? Yes.
 17 MR. CIRIELLO: Yeah. Before we go any
 18 further with this, I want something straight in
 19 my mind. I want to follow it up with what Mr.
 20 Gorman was saying. Mr. McClure is sitting over
 21 there not earning his keep.
 22 George, when he showed that document, are we
 23 actually going to sue Earth Tech? I mean, has it
 24 been started? I mean, have you actually gone to
 25 the -- filed the papers for court and all that

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1 for a trial, or where is that really standing
 2 right now?
 3 MR. MCCLURE: Before the -- any suit was
 4 filed, we initiated negotiations with Earth
 5 Tech's professional liability insurance company.
 6 As all -- as most professionals do, they carry
 7 errors and omissions insurance, just as you carry
 8 liability coverage for driving your car, in case
 9 you make an error.
 10 The communication that we received from
 11 their insurance company was that they were not
 12 prepared to negotiate regarding our assertion
 13 that they bear some responsibility for the
 14 situation with the terminal unless and until we
 15 filed suit.
 16 So, I think the day of the last general
 17 board meeting, when y'all were sworn in, we had
 18 filed suit that day. So, in fact, there was a
 19 suit filed in the circuit court here in St. Johns
 20 County.
 21 The corporate representative of Earth Tech
 22 was served with those papers, I believe, on
 23 January 10th. And so, there -- the filing of an
 24 action and getting to the point where it's
 25 resolved, you know, if not successful in

1 negotiations by trial, is something that tends to
2 be a long time. So, no, there's no trial
3 pending, but yes, in fact there is a lawsuit that
4 has been filed in connection with that specific
5 event.
6 MR. CIRIELLO: Then there's a possibility it
7 won't go to trial.
8 MR. MCCLURE: Well, sure. I mean, the --
9 the percentage of cases that go to trial that are
10 filed is relatively small.
11 MR. CIRIELLO: What my line of thinking is,
12 if something happened and we did go to trial and
13 they lost the case and we won, I don't know how
14 some of the other board members are thinking, but
15 if somebody come up with the idea to replace them
16 and get a new consultant, then any of the work
17 that they've done on this master plan would be
18 more or less like changing horses in midstream.
19 It would be chucked out and we'd bring in another
20 new consultant.
21 So, it's -- what my line of thinking is, if
22 something like this happens legally, would they
23 have enough time to complete this master plan, or
24 in midstream are we going to have to change?
25 And that's -- that's what's concerning me,

1 you know. Are they going to be able to follow
2 through completely with this or not because of
3 this pending lawsuit? You get what I'm getting
4 at?
5 MR. MCCLURE: Yes.
6 MR. CIRIELLO: Okay.
7 MR. MCCLURE: The outcome of the litigation
8 does not directly bear upon whether or not you
9 continue to engage them or whether they complete
10 the engagement or not. So, you know, whatever
11 the quantity of our claim is, they're abundantly
12 covered by their insurance company. So, there's
13 no issue as to collectibility if we're
14 successful, at least that I am aware of. So, the
15 fact of one person -- one side or the other being
16 successful has no direct bearing on the
17 completion of this engagement.
18 It's appropriate for the Authority to
19 evaluate all of its professional relationships
20 periodically, to determine whether people are
21 doing a good job for you or not doing a good job
22 for you. And this may be one of those factors to
23 determine who you hire for your continued
24 professional assistance.
25 But, the -- the pendency of the suit itself,

1 by itself, has no effect upon our contractual
2 relationship with Earth Tech.
3 MR. CIRIELLO: Okay.
4 CHAIRMAN GREEN: Well -- and I appreciate
5 that. What I'd like to do is keep this as our
6 workshop forum, because I think whatever
7 information, whether it's from Earth Tech or
8 whatever, these are regulations we're going to
9 have to follow, no matter who's doing it.
10 So, I think since we have all this -- these
11 public people here, we need to get their input,
12 since they spent their time and energy to come
13 here.
14 Yes, sir?
15 MR. RAUHOFER: I'm Warren Rauhofer. I'm
16 with the SAPA group, the Pilots Association. I
17 was asked by several members to bring up
18 something that -- questions and input that they
19 have, one of which is kind of directed I guess at
20 you, Ed, because they -- everybody that is in a
21 hangar was asked to re-sign last October, and
22 then they were going -- I guess the Airport
23 Authority was going to do a review of who or what
24 was going on with the hangars. And there are
25 some people that I guess want to be in hangars

1 that don't -- that don't have a hangar or want to
2 upgrade their hangar.
3 I was wondering, Ed, are you going to put
4 out any information on that at all?
5 MR. WUELLNER: I'm not sure what the
6 question part of it is.
7 MR. RAUHOFER: What -- you did a review on
8 hangar inspections. Some of the hangars were not
9 being used as aircraft hangars.
10 MR. WUELLNER: Right.
11 MR. RAUHOFER: And what was -- what was the
12 outcome? All they wanted to know is, are you
13 going to put on the results of the outcome of the
14 inspections?
15 MR. WUELLNER: Well, those who had a problem
16 were keenly aware of it and were contacted or --
17 and they satisfactorily resolved it or they're no
18 longer here.
19 So, if you were offered a new lease after
20 October, then you -- you met the requirements and
21 we had no issues with the individual or the
22 specific rental or lease of that hangar.
23 MR. RAUHOFER: Okay. I guess my answer to
24 them will be come see you.
25 MR. WUELLNER: They would already have heard

1 from us if they had had a problem.
 2 MR. RAUHOFER: Okay.
 3 MR. WUELLNER: And we -- they're probably --
 4 I don't even -- not specifically aware of anybody
 5 in the room; but, I mean, there may be even
 6 somebody in the room who would -- had already
 7 been contacted by us to clarify the ownership of
 8 the airplane that's in the hangar relative to the
 9 individual in the lease.
 10 MR. RAUHOFER: These questions were asked by
 11 people that wanted to upgrade from one hangar to
 12 the other or wanted to come in. They're renting,
 13 let's say in Herlong and they want to --
 14 MR. WUELLNER: They're on the waiting list.
 15 MR. RAUHOFER: Yeah, they're on a waiting
 16 list, but they are St. Johns residents, St. Johns
 17 citizens.
 18 MR. WUELLNER: Uh-huh.
 19 CHAIRMAN GREEN: What I want to make sure is
 20 that this is input for the master plan. If
 21 you're saying we -- the Pilots Association has an
 22 input, meaning we need more hangar space, that's
 23 great --
 24 MR. RAUHOFER: Yeah.
 25 CHAIRMAN GREEN: -- but with regards to any

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1 lease problems, we need to have that in a
 2 different forum. But I just want to make sure
 3 that the hangar space is an issue, and I think we
 4 all kind of agree with that one.
 5 MR. RAUHOFER: Well, one of the things that
 6 wasn't mentioned today is that the airport is a
 7 tax -- receives tax money from the citizens of
 8 the county. Is this a yearly -- do you look at
 9 this thing yearly to see how much tax --
 10 CHAIRMAN GREEN: Oh, yeah.
 11 MR. RAUHOFER: Okay.
 12 CHAIRMAN GREEN: We have a budget meeting
 13 that lasts quite an extensive time.
 14 MR. RAUHOFER: So then you put -- then you
 15 put the budget into the -- I think this should be
 16 explained in the master plan.
 17 CHAIRMAN GREEN: And I think Don kind of
 18 mentioned one of our key goals, everybody, is to
 19 get this airport off the tax records. And I
 20 heard that mentioned a couple of times in the
 21 proposals, and I think that's a very key item.
 22 MR. RAUHOFER: And one of the things that
 23 many people that are -- want to be -- that are
 24 citizens of -- in the pilot group, and they
 25 are -- are St. Johns County citizens, they wanted

1 me to bring up that there's some place in the
 2 master plan I think that we should give the
 3 citizens who are paying taxes first choice of the
 4 hangars, and another list should be -- should be
 5 formed of people who are not citizens. They --
 6 this was their idea. Not citizens of -- of St.
 7 Johns County. And when -- when the -- all the
 8 hangars have been filled up and there is more
 9 space or hangar space, then you go to that other
 10 list.
 11 MR. WUELLNER: Well, the --
 12 MR. RAUHOFER: This could be incorporated
 13 into the master plan.
 14 MR. WUELLNER: Well, it -- I mean, you could
 15 certainly put the language in there, but the
 16 reality is, it would be illegal to do it in the
 17 way we develop T-hangars.
 18 And the reason being is that you match, in
 19 all our cases -- all our T-hangars have been
 20 built with at least 50 percent State of Florida
 21 grant money, which has a specific prohibition of
 22 limiting how those leases are developed; that is,
 23 that money came from all over the State of
 24 Florida, and therefore is open to anyone. It's
 25 public money and has to be made available to

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1 anyone.
 2 Now, if the Authority chose to choose a
 3 direction with development of hangars that was
 4 specifically local money and/or funded
 5 specifically by the users who would occupy the
 6 hangar, I suspect you could impose whatever
 7 regulations you wanted to and, you know, more
 8 like a condo, or something along that line.
 9 MR. RAUHOFER: So no St. Johns County --
 10 specifically St. Johns tax money goes into those
 11 hangars.
 12 MR. WUELLNER: Well, certainly. But in
 13 addition to that, over half the money in the
 14 T-hangar developments comes generically from the
 15 State of Florida. So, all of the taxpayers in
 16 the State of Florida have contributed in some
 17 form or fashion to the development of that same
 18 T-hangar. So, as a result, there's a prohibition
 19 from excluding those people just by virtue of
 20 residents from renting a T-hangar.
 21 CHAIRMAN GREEN: Yes, sir?
 22 MR. FLEMING: Madam Chairman, Robert
 23 Fleming. I have a question to relate because I
 24 normally attend Authority meetings and have for
 25 many, many years and have been out of -- out of

1 the state for a while.
2 But could someone please refresh me on how
3 the consulting firm has been or will be decided
4 upon, based on this issue that member Gorman
5 brought up, as far as the public relations in the
6 city and in the county?
7 CHAIRMAN GREEN: Ed, did you want -- or did
8 you want --
9 MR. WUELLNER: I can do it. And I'm sure
10 you'll correct me if I'm in left field as usual.
11 The Authority has any option available to it
12 as you move to award a contract at this point,
13 which may occur as early as your next meeting to
14 get this off and up and running.
15 You have the option of using -- because of
16 the consultant selection process that we availed
17 ourselves in selecting Earth Tech as a
18 consultant, you have the option of awarding that
19 contract to Earth Tech, based on a proposal that
20 they'll give you. That's -- that's perfectly
21 legal.
22 Alternatives you have are, if you make a
23 decision not to do that, you will have to comply
24 with the State's Competitive Consultants'
25 Negotiation Act requirements in the selection of

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1 a separate firm to do that work specifically or
2 select a second or replacement general consultant
3 to -- to meet the needs of this study. So,
4 you -- you have all of those options available to
5 you as early as the next meeting.
6 Now, if you make the decision to not award
7 to Earth Tech, that process does take several
8 months to complete, to get those proposals in,
9 to -- to make the selection of a firm who will do
10 that, to negotiate a contract, to ultimately get
11 a contract approved by this board and actually
12 the work begun.
13 So, it -- it does result in several months'
14 delay if you choose not to do that, but you have
15 that option available to you.
16 MR. FLEMING: Thank you. Thank you.
17 CHAIRMAN GREEN: Mr. Cox?
18 MR. COX: Yes. Ed, on page 4 of the
19 presentation that he gave on -- and Don, too,
20 task 6 at the bottom of the page, this is just a
21 question to --
22 MR. WUELLNER: Task 6?
23 MR. COX: -- help identify for me. You were
24 talking about the FAA's -- the FAA forecast, the
25 numbers that were given to them in our forecast

1 of aircraft based here, et cetera, and a lot of
2 other tangential information there.
3 What -- what's the importance -- and clear
4 up for my -- for me, please, why -- and it's just
5 a curiosity. Why is it such a focus for us to
6 get -- to have them approve our forecast?
7 Because it seemed like there's a lot of --
8 MR. WUELLNER: The -- I guess the importance
9 comes from they're paying 90 percent of the
10 study, and --
11 MR. COX: Okay.
12 MR. WUELLNER: -- they require -- they're
13 require to do it.
14 MR. COX: So, our forecast -- I mean, we're
15 looking for grant money. I mean, that's part of
16 the forecast --
17 MR. WUELLNER: Certainly.
18 MR. COX: -- Issue is we're looking for
19 grant money from them. So, the forecast that
20 they -- that we send to them needs to be
21 something that they're going to approve.
22 MR. WUELLNER: Absolutely.
23 MR. COX: Okay. All right.
24 MR. WUELLNER: I think it's one of the few
25 safeguards in the system, is -- is that the

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1 forecast data is very, very critical in
2 developing the capital development program, which
3 ultimately you look to them to help participate.
4 MR. COX: Okay.
5 MR. WUELLNER: And if they aren't
6 controlling the capacity side of it or getting an
7 idea that what you're presenting or what you're
8 forecasting that's developed as a capital project
9 was formed on a rational basis, you get a lot of,
10 "If we build it, they will come" scenario.
11 MR. COX: That -- my sense is it has to be
12 extremely accurate, as accurate as we can make a
13 forecast.
14 MR. WUELLNER: Exactly.
15 MR. COX: That's --
16 MR. WUELLNER: That's the intent. I mean,
17 it doesn't serve any purpose not to try and hit
18 it on the head.
19 CHAIRMAN GREEN: That's a good point.
20 Mr. Mesmer? I'm sorry.
21 MR. MESMER: Does your forecast include C
22 airspace? I hear corporate jets and I hear
23 professional aircraft coming in --
24 MR. RANDASS: We're going to include
25 airspace.

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1 MR. MESMER: Are you going to upgrade to C
2 airspace, and if so, what impact is it going to
3 have on the local airports? It's kind of a
4 selfish question, but --
5 CHAIRMAN GREEN: But that's what we need.
6 We need some input. If that's an important
7 issue, then that's something we need to consider.
8 MR. RAMDASS: Look at the existing airspace
9 and coordinate it -- coordinate any development
10 we have with the airspace. We'll have to work
11 with Jax Center, St. Augustine, so forth.
12 MR. MESMER: That's my next question.
13 MR. WUELLNER: There's also another
14 development aspect to it, because the state is
15 also developing their regional forecast and
16 regional airspace requirements.
17 So, the State of Florida is looking at a
18 bigger picture, yet one more zoom out, if you
19 will, on the lens and saying, you know, if we
20 look at Northeast Florida, what are the airspace
21 restrictions going on there? What are they
22 driven by? What modifications do we need to
23 start working on the federal level and the state
24 level to assure that all these needs can be met?
25 MR. MESMER: And another question would be,

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1 area that just don't have the equipment that
2 would be available to serve, say, a C airspace.
3 It's kind of a selfish question.
4 A lot of us would like to stay in aviation.
5 A lot of us don't want to be mandated out of it.
6 And so, wanting to be -- continue to be a part of
7 the system, I think it's kind of a valid
8 question. And that's my question. And thank
9 you.
10 MR. WUELLNER: I think the last we heard,
11 FAA is actually reevaluating how they do the
12 airspace in general Northeast Florida, covering
13 Daytona northward. And they may or may not make
14 decisions to consolidate facilities. You know, a
15 lot of that's driven exactly by the number of
16 operations and demand on -- on the airspace
17 itself.
18 MR. MESMER: If I can give you a little bit
19 of some of my professional background here. At
20 an airport that we were involved in developing C
21 airspace, okay, it happened to be MacArthur
22 Airport. The little ancillary airports that were
23 outside, MacArthur would be weathered in, and
24 Bayport, for example, would be clear VFR. And we
25 would not be permitted to take off because

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1 who would control it? And that would -- that
2 would be answered at a later date, but it is a
3 question I would like inserted.
4 MR. WUELLNER: In terms of the airspace,
5 it's always FAA's prerogative jointly.
6 MR. MESMER: I'm talking Jax Center,
7 Orlando, Daytona --
8 MR. WUELLNER: Oh, you mean in terms of what
9 control facility.
10 MR. MESMER: Yeah.
11 MR. WUELLNER: Well, that's still ultimately
12 their facility -- their call. It's a function of
13 geography in some respects. It's also a function
14 of -- of the centers of activity.
15 And I wouldn't put him on the spot like
16 this, but you've got the air traffic control
17 tower manager who's, you know, been in that kind
18 of an environment forever. But there's -- they
19 largely hammer out those airspace issues,
20 regionally, with agreement of all the entities
21 and users of that same airspace.
22 MR. MESMER: The reason for my question is,
23 from what I've heard here, there's going to be a
24 tremendous upgrade here and they're forecasting a
25 lot of use. There are a lot of pilots in the

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1 MacArthur controlled the facility. To do so is a
2 violation.
3 And is this what we're going to become
4 involved in here, where this airport, say, might
5 be weathered in and Flagler now is controlled by
6 a C airspace facility and VFR not able to take
7 off?
8 It happens. It happens all the time. And
9 it is a consideration. You can work on this
10 question later on.
11 MR. WUELLNER: Those are real good
12 questions.
13 CHAIRMAN GREEN: Yeah.
14 MR. COX: Can I make just a question before
15 we go any further? Somebody define class C
16 airspace for the nonpilots in here. Not that I'm
17 one, but there's a bunch of people that are going
18 to be reading these public comments, and there
19 are some nonpilots in the room here. So, as an
20 instructor, would you mind defining class C
21 airspace?
22 MR. MESMER: You have D airspace -- or
23 perhaps he could do it better.
24 MR. COX: Yeah. You knew that was coming.
25 MR. MILLER: That way, if it's wrong, you

1 can blame him.
2 MR. MESMER: I can do it for you, if you
3 want to.
4 MR. COX: No, that's fine. I'm just asking
5 for a volunteer. There's one right there.
6 MR. KNIGHT: David Knight, manager, St.
7 Augustine tower.
8 I don't think that you're going to see class
9 C airspace for quite some time down the road.
10 For example, they are generally used for
11 facilities such as an international airport that
12 has a greater volume of commercial traffic in and
13 out and they want to protect that airspace from
14 the VFR-type pilots that are flying through.
15 But primarily class C airspace really
16 indicates that an individual pilot must have a
17 transponder on board and must be talking to the
18 air traffic control facilities in that airspace.
19 Same with class D airspace, as well. The class C
20 is just more restrictive.
21 This particular airport, I would say you're
22 probably looking 20 years down the road, if even
23 then. Okay.
24 In terms of taking a look at the airspace in
25 this area, Jacksonville approach has already done

1 location. Just here. So, what they've done is
2 they've reduced their saturation, their task, by
3 minimizing the number of airports that they
4 control.
5 You may not see it from a pilot perspective
6 except for in the sense that when you ask
7 approach control for something, you're getting a
8 much quicker response, versus listening to ten
9 other airplanes and pilots talking to the
10 controller and he is just babbling as fast as he
11 can go. Okay. There'll be less congestion.
12 The second part of your question regards to
13 looking at airspace between Daytona Beach and
14 Jacksonville. They've already made concessions
15 to work out a shell that goes down towards
16 Daytona Beach to accommodate for that ILS
17 approach. Okay?
18 CHAIRMAN GREEN: Thanks, Mr. Knight. I'm
19 sorry. Mr. Ciriello?
20 MR. CIRIELLO: Yeah. Madam Chair, my ideas
21 or my opinions of this master plan are ideas
22 coming up into the future for how we could get
23 some money from federal -- FAA and FDOT and
24 whatnot to do certain things.
25 This last master plan I think had some

1 so. In fact, on 6 February, they have
2 reorganized their airspace and created a low
3 sector that's up to 5,000 feet that expands
4 between here and Craig Airport, and that's to
5 facilitate the IFR aircraft and any of the VFR
6 aircraft that's flying through this space, better
7 service, because they are becoming task saturated
8 with all the airports.
9 MR. MESMER: Are these climb corridors that
10 you're talking about?
11 MR. KNIGHT: No, it's not a climb corridor.
12 What it basically is a is a pie. Let's say if
13 you say, given the State of Florida, you have
14 within the State of Florida several counties.
15 Okay.
16 What they've done basically is created a
17 little county that covers a small portion within
18 Jacksonville's approach airspace that will deal
19 primarily with the aircraft right here and Craig.
20 So, that one controller talks to aircraft going
21 into Craig, as well as St. Augustine.
22 In addition, too, they're not worried about
23 those that are flying above 6,000 feet. They're
24 not worried about those aircraft that are flying
25 into Gainesville or Lake City or any other

1 nonproductive things in it that were just really
2 not too bright and weren't doable. I think that
3 to keep things simple, that we need to look into
4 the future, and you can only look so good, of
5 things that are practical.
6 Now, if anybody would take a look at this
7 airport, it's locked in. You can come up with
8 ideas of putting in extra runways here and there
9 and doing this and build here and there, but if
10 you put a fence around that airport, you can only
11 do so much with it.
12 You can't extend that runway anywhere,
13 unless you want to get environmental out into
14 that thing. You can't go this way (indicating).
15 You can't move that highway and the railroad.
16 And other than just building some extra hangars
17 in here (indicating), which is money-making but
18 still you're destroying a lot of homes to make a
19 few bucks on a hangar, there's really no way to
20 grow this airport.
21 And when you use the word "growth," that
22 means expand, that airport physically is locked
23 in. It's locked in here (indicating). It's
24 locked in here (indicating). You can't go this
25 way (indicating) because of the direction of the

1 runway, and you can't come over here
2 (indicating).
3 So, when you talk about future growth and
4 ways of coming up with ideas on a master plan to
5 get money out of the federal government and FDOT,
6 this airport is pretty well locked in and is not
7 going to grow. And it's nowhere near capacity
8 for use.

9 Don is talking about population. Well, we
10 have what, 120,000 people in this county? That's
11 total number of people. That's kids included.
12 Grownups, you maybe have 50 percent of that,
13 which would be 60,000. And I'll bet you 5,000 of
14 those 60- aren't pilots. So, if you get another
15 60,000 people in here in the next five years, you
16 might get just a handful of them who are actually
17 pilots and maybe one of them will even own an
18 airplane.

19 So, when you use the word population as
20 towards saying this airport's going to grow,
21 we're going to need this kind of money and
22 everything, I think that's a little bit
23 misleading because, yeah, the population might
24 make the airport being used more, but it's not
25 going to be a reason to expand it physically,

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1 because right now we're nowhere near capacity.
2 You mentioned commuters. Now, I don't know.
3 Mr. Cox goes into bigger airports. But I know up
4 where I come from, there's one airport called
5 Chess-Lambert in Franklin, Pennsylvania. And
6 I've actually been there when a commuter come in.
7 They shut down one engine while people get
8 in and out of this little boxy-looking airplane.
9 It looks like an old C-119. I can't remember.
10 It know it's some kind of a Fairchild, I guess.
11 But two or three people come out with a suitcase
12 to get in it. They come in there very, very
13 rarely. Commuters, unless you're going into like
14 Washington or Dallas -- and he can correct me if
15 I'm wrong -- aren't coming in all hours of the
16 day and night.

17 If you have a commuter in this airport, you
18 might have one come in once or twice a day and
19 drop off 10 or 15 people. And to -- to use that
20 as a reason to look down the road 20 years and
21 put it into a master plan, I think is just a
22 little bit farfetched.

23 So, I think we need to come up with ideas
24 that are really good, solid ideas, good reasons,
25 like when we have the room to build some more

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1 hangars, and this -- and stuff like that.
2 But this airport is physically locked in.
3 It's not going to grow. It's not going to be a
4 commercial airport. You're not going to have
5 707s coming in here all day long. And to think
6 in that light of a master plan I think is just
7 wasting time.

8 CHAIRMAN GREEN: Mr. Cox?

9 MR. COX: Well, I'd like to just -- first,
10 before we go any further, I would like for the
11 board and the public to entertain a notion that
12 we consider adjourning at say around 3:15 or so,
13 I think. We could probably sit here and take all
14 of these points and beat it around until 7
15 o'clock tonight.

16 CHAIRMAN GREEN: I think that's the intent
17 when I made my general comments. Everyone has --
18 it's a business day; I understand that.

19 But I also, along those lines, I kind of
20 spoke about that earlier, encourage the various
21 associations and groups to put something in
22 writing so that we can banter it around the
23 Authority and know your ideas, kind of like
24 Mr. George did, one of our members. So, I think
25 that would help time-wise, too.

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1 MR. COX: To continue my comments, I have to
2 disagree with Joe. Now, whether we -- we may
3 expand the airport physically, is another
4 consideration, but there's no doubt in my mind,
5 and I think anybody that thinks the airport's not
6 going to grow is mistaken. We've got a million
7 people a year moving into the State of Florida.
8 Nocatee is going to have 10,000 homes? Is that
9 close?

10 MR. MESMER: Fourteen --

11 MR. COX: Fourteen thousand homes?

12 CHAIRMAN GREEN: Uh-huh.

13 MR. MESMER: It's going to be a city.

14 MR. COX: Exactly. That's just Nocatee.

15 And that's -- in five years, we're going to have
16 half of Nocatee built, probably. I don't know.
17 I may be a little bit off on that. But that's
18 just Nocatee. And St. Johns County is going
19 to -- is going to grow by leaps and bounds.

20 What is the -- since the tower has been in,
21 how many operations -- what's the largest amount
22 of operations a day, Dave, that we've seen?

23 MR. KNIGHT: Five hundred.

24 MR. COX: Five hundred a day. And that's
25 just during tower operations. So, I mean, that's

1 Just when the tower is open.
2 I disagree that there won't be commuter air
3 service, Joe, because -- and here's the reason:
4 Because Florida's growing so rapidly. And we may
5 not see it next year. It may be five years.
6 But what I think is important for all of us
7 to look at is, that when this does occur, we
8 don't want to have to say, "Well, I wish we had
9 the infrastructure to support this," and we
10 don't. Because I think it will serve the public
11 and this county for the airport to have that
12 infrastructure available and bring in the tax
13 revenue and the revenue and everything else --
14 and a commuter airline, it's not just so much a
15 commuter airline. I mean, all of the other
16 services that we can provide, we land -- we land
17 747s here, don't we?
18 MR. WUELLNER: You could.
19 MR. COX: Could. The airport -- the runway
20 will support that. Whether we extend the runway
21 out farther and have to deal with the
22 environmental agency is just something we'll have
23 to approach in the future. But I think -- I
24 mean, that's something we'd have to approach in
25 the future.

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1 But I think the airport is going to expand.
2 And I think it serves the public and the citizens
3 of the county to move forward with a master plan
4 that's going to assume that the airport's going
5 to be having a lot more traffic.
6 Whether or not we expand the runways out or
7 it's landlocked or not, I think we need to
8 assume, because of the growth of the county and
9 the state, that the airport is going to grow and
10 that we need to be prepared for it, at the very
11 least, prepared for it. Just because we put it
12 in a master plan doesn't mean we're going to do
13 anything. But it's there.
14 MR. CIRIELLO: But explain this, the word --
15 the growth that you're using and expand. Like I
16 said, I made a statement -- of course, you're
17 more knowledgeable than I am, but this airport's
18 nowhere near to capacity being used. We can --
19 there's a lot more airplanes that can land and
20 take off here.
21 And as far as a commuter, I didn't say we'd
22 never get one. I kind of doubt it. But if they
23 only come in here a couple of times a day, what
24 kind of facilities do we need? We have a runway
25 big enough to hold an airplane that carries 30

1 people without a doubt.
2 And we have the -- when that terminal was
3 built, I can remember one of the big excuses for
4 building it -- you know, I mean, expanding it and
5 putting in that area for the -- for the commuter,
6 was the statement was made then, in five years'
7 time after that terminal was built, we would have
8 a commuter. And that terminal's been there a lot
9 longer and we're not any closer today to getting
10 a commuter than we were then. The facilities
11 were there. Baggage door and everything was
12 there for it. So, what facilities are we going
13 to have to go and expand to, to get a commuter?
14 MR. COX: That's a good question. We don't
15 have the facility because that facility over
16 there, I doubt very seriously whether the FAA
17 would come anywhere close to allowing us to use
18 that facility, security-wise, safety-wise, or
19 anything else these days. I mean, it would have
20 worked five years ago. But today, it won't at
21 all.
22 And I think it's important for us to plan
23 for that in the future, to say -- have a
24 different type of a building or improve that
25 building or whatever we need to do for baggage

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1 facilities, security situation, fencing and
2 whatnot for that type of an operation.
3 And even now, we're seeing the corporate --
4 the corporate structure in aviation move towards
5 having to comply with security and safety
6 procedures that the airlines typically and
7 historically had to comply with.
8 Now we're having, in certain places, they
9 search the corporate pilots and they go through
10 screening, et cetera. We don't have that
11 facility available to us. So, if the TS Air,
12 somebody came out now and said, "You know what,
13 St. Augustine; you guys got to do this." We
14 wouldn't be able to do it.
15 MR. CIRIELLO: What kind of a facility are
16 you talking about? For the commuter.
17 MR. COX: I --
18 MR. CIRIELLO: Another new building? Where
19 are you going to put it?
20 MR. COX: I don't know. But I think that's
21 why we are talking about it in the master plan.
22 MR. CIRIELLO: How much would a building
23 like that for all the security and everything
24 you're talking about for a couple of people a day
25 coming here directly --

1 MR. COX: I would hesitate to throw out a
2 number, Joe, but that's --
3 MR. CIRIELLO: Not financially feasible.
4 MR. COX: That's why I'm saying we -- and it
5 may not be financially feasible. But that's what
6 we explore when we talk about it in the master
7 plan.
8 MR. CIRIELLO: I agree that we can explore
9 it and talk about it, but I -- there's two kind
10 of people, optimists and pessimists. I'm a
11 pessimist. I don't do cartwheels till I see
12 something happening.
13 And just because you go and put a lot of
14 money into building and preparing to do something
15 ten years down the road, I'm not going to say it
16 will or won't happen, but I'm not going to be
17 happy until it does.
18 MR. COX: So I'm going to hold you to
19 cartwheels when we build that terminal.
20 CHAIRMAN GREEN: I need to recognize some
21 other people. Bryan, you had a comment?
22 MR. COOPER: Yeah. The comment that I
23 wanted to make was that the difference in opinion
24 on what's going to happen in the future here, the
25 only way to answer that is to come up with

1 other words, direct marketing. You go out and
2 you find what the need is. You find a real
3 buyer. You've really made telephone calls, and
4 the man says, "Yes, I want that."
5 It's like talking to tenants and asking them
6 what they need. And then you build it and you
7 build it to suit, and they use it. That works, I
8 mean, because that's what you see in real
9 viable --
10 MR. WUELLNER: That's exactly why --
11 MR. GORMAN: -- fast expanding communities,
12 what works.
13 CHAIRMAN GREEN: And I think the word is
14 what you're saying is demand.
15 MR. GORMAN: Driven by marketing.
16 CHAIRMAN GREEN: The demand has to be there.
17 MR. GORMAN: Driven by actual market.
18 MR. WUELLNER: And that's exactly why our
19 corporate program, the tenant program has been so
20 successful, is that build to suit.
21 CHAIRMAN GREEN: Yes, sir?
22 MR. RAUHOFFER: I'd like to comment on what
23 Joe said. And he didn't see how the -- this
24 thing gelled out. I spent 35 years with American
25 Airlines as a captain. And my last five years, I

1 accurate forecasts.
2 That's why Ed said earlier and Don said
3 earlier that's one of the most important pieces
4 of this master plan, is to get correct forecasts.
5 And that's exactly why the FAA requires -- it's
6 not the only reason. There's many reasons they
7 require that.
8 But it's -- everything that you talk about,
9 facility requirements, whether or not you need
10 that building, how much -- how big has it got to
11 be, where will we put it, how much does it cost,
12 is all related to the accuracy of that forecast.
13 MR. CIRIELLO: I have no problems with that
14 Bryan, but my only problem is that this airport
15 is only so big and it's -- there's only so much
16 room left and available to do some of this stuff.
17 And I'm saying where are you going to put it?
18 MR. WUELLNER: If I could interject one --
19 one comment to that. And it's just simply, the
20 big danger here in doing any planning study is
21 presupposing the outcome. And the trouble is
22 you'll build the study to what you want the
23 result to be, and that is exactly backwards.
24 MR. GORMAN: The point being, shouldn't we
25 base a lot of this development on marketing? In

1 was director of all operations for Latin America,
2 Caribbean, and Europe, and Southeastern United
3 States.
4 One way you sell a commuter -- to begin
5 with, I'll use the term "tag." You know, you
6 don't sell American Eagle, Comair or Henson,
7 which are, by the way, up in Jax. You sell it by
8 using the frame tag.
9 In other words, if they have a 70-seat or
10 Canadian Jet and they want to land here and
11 they're having a hard time filling the jet up, up
12 in Jax, what -- what we do is we say we have
13 Nocatee, which is going to be 14,000 homes,
14 another city. We've got all of this building and
15 all these people. We want you to come through
16 and come to -- let's say land at Jax first and
17 then we'll sell seats right here in St.
18 Augustine. That's what we do in the airline
19 industry. I spent 35 years in it. That, I know
20 something about. This is how these communities
21 like St. Augustine get commuters. And they have
22 to have somebody that goes out now.
23 The tool that you use to sell Comair and
24 American Eagle to come in here is a master plan.
25 And numbers that we can show that we have

1 population growth, we have industry growth, we
2 have these types of things that will expand -- so
3 that they can sell seats. That's the only thing
4 they care about, is putting fannies in seats.
5 So, that's how you sell them. You sell them with
6 a favorable master plan.
7 And what you're doing now -- as far as the
8 security, Bob Cox was right on. It's going to
9 take -- but over there, to start with, I -- as
10 far as what I can see, you're going to have to
11 bring in x-ray machines and security people and
12 things like that. But there's -- there's room
13 over there to start at the old terminal, I
14 believe, is my opinion.
15 MR. GORMAN: You have to adapt what we have
16 now.
17 CHAIRMAN GREEN: Thank you. Mr. Mesmer, did
18 you have your hand up?
19 MR. MESMER: I was just pointing to him,
20 that he had a question. I'm sorry.
21 MR. PARNELL: Well, thank you for this
22 gentleman. My name is Rob Parnell, and I'm a
23 citizen here in St. Johns County and I'm with
24 Civil Air Patrol. But many years ago, I served
25 in a corporate stint as a planner. And I went to

1 a course on futuring. And it was said earlier
2 here, just because you build it doesn't mean
3 they're going to come. That's not entirely true.
4 The instructor says when you go home and
5 your wife asks you what you learned, don't tell
6 her we learned how to take a bunch of chicken
7 bones and shake them up and that's how you
8 future. He says you decide what your vision of
9 the future is going to be, what you want -- what
10 you want to happen in the future. And then you
11 make all of your decisions to that.
12 And because you have made this decision,
13 that's going to cause this guy to make a certain
14 decision, and that's going to cause him to make a
15 different decision, and so the bulk of these
16 decisions will come on and you will come --
17 attain or come close to attaining your desired
18 future.
19 So, I think that's what we're doing here
20 with the process of the master plan, coming on to
21 find -- to define that desired future.
22 Now, my desired future is to have a spot for
23 the CAP to meet here. That's enough of a
24 commercial for tonight. You heard that answer.
25 CHAIRMAN GREEN: We did.

1 MR. WUELLNER: Yes, sir.
2 MR. PARNELL: You heard that.
3 MR. MILLER: Good man, good man.
4 CHAIRMAN GREEN: I think when we started
5 off, we started out, you know, without any
6 knowledge and we're a little bit wiser today.
7 And I think all of the input has been wonderful.
8 This is going to be a long process. I think
9 we're going to be here for months and months and
10 months, but it's a start somewhere. And I do
11 encourage -- I'm sure the whole board does,
12 again, just to put -- input ideas in writing so
13 we don't forget them and that we put everything
14 down.
15 We do have a meeting February 10th for the
16 Airport Authority board.
17 MR. WUELLNER: I believe you have a workshop
18 or a special meeting on the 5th.
19 CHAIRMAN GREEN: There's a joint meeting, I
20 believe, with the board and the commissioners on
21 February 5th. My understanding is at 9 --
22 MR. WUELLNER: 9 a.m. here.
23 CHAIRMAN GREEN: -- a.m. here. With all
24 that and the tremendous input we've had, I thank
25 the public for coming, definitely. And I need to

1 entertain a motion to adjourn.
2 MR. CIRIELLO: One question, first.
3 MR. MILLER: Can I ask one question, please?
4 Can we be able to be part of the -- I mean, this
5 is just showing the process. We just talked
6 about the process.
7 There's tons and tons of ideas that I have
8 and I know other people have that kind of answer
9 some of -- some of board member Ciriello's
10 questions. I mean, we can do other things and
11 get outside the borders of the airport. And we
12 need to discuss, do we want to, you know. I
13 mean, I think that's what he's trying to say. Do
14 we have a need for it.
15 And if we could have another meeting or some
16 other point in time where we can come in and just
17 nothing more than put a list of ideas up on the
18 board, what we'd like to see and what kind of
19 things we can do, I think that would be very
20 beneficial for everybody in the community and the
21 board.
22 CHAIRMAN GREEN: That's what we suggested.
23 I mean, definitely.
24 MR. COX: I think you suggested that.
25 CHAIRMAN GREEN: To write that down.

1 MR. COX: Bring some written input.
2 CHAIRMAN GREEN: You and the CAP get
3 together and like either have your notes or
4 present it to us kind of like Mr. George did so
5 we have a guideline so we don't forget any of
6 those ideas and we can all discuss them. This is
7 just the first of many, many gather gatherings.
8 MR. MILLER: Okay. Very good.
9 CHAIRMAN GREEN: Good point. Mr. Ciriello?
10 MR. CIRIELLO: In that light, I was just
11 wondering by next meeting if either the staff or
12 the board members or whatever, knowing their
13 schedules, we could come up with a schedule
14 that's made.
15 You know, I mean, we'll have so many
16 meetings on so many days, instead of just saying
17 well, the next meeting. Actually have a schedule
18 of meetings printed in advance that anybody who
19 wants to come can find out whether they can
20 attend or not.
21 MR. WUELLNER: We'll continually update it,
22 but that's -- that's a part of what will be
23 available on the web site, in addition to, you
24 know, we'll provide it to anyone who asks.
25 MR. CIRIELLO: I mean, something that could

1 MR. WUELLNER: It's all -- we're just
2 rolling it into one big workshop time there,
3 so...
4 CHAIRMAN GREEN: There's a motion on the
5 floor. Is there a second on the board? Do I
6 have a second for the adjournment motion?
7 MR. CIRIELLO: Are you allowed to make a
8 motion at a workshop or do you just say adjourned
9 and get out of here?
10 CHAIRMAN GREEN: Well, I think we need to --
11 MR. CIRIELLO: I mean, workshops, you're not
12 supposed to be able to make any motions, conduct
13 any business.
14 MR. WUELLNER: We're done.
15 CHAIRMAN GREEN: All right. Well, then,
16 I'll second. We adjourn it.
17 MR. CIRIELLO: Okay.
18 (Thereupon, the meeting adjourned at 3:10 p.m.)
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1 be made public on a piece of paper.
2 MR. COX: A web site's public.
3 MR. WUELLNER: Once you do one, you can do
4 both.
5 MR. COX: Which is a good point. The web
6 site's supposed to be up when --
7 MR. WUELLNER: I don't know.
8 MR. COX: -- publicly? Some time very soon.
9 MR. WUELLNER: Next -- it should be within
10 the week.
11 MR. COX: I'd like --
12 MR. WUELLNER: It's very well along.
13 MR. COX: -- to make a motion that we
14 adjourn.
15 MR. WUELLNER: I just remind you, you've got
16 the workshop before the 10th meeting --
17 CHAIRMAN GREEN: February 5th.
18 MR. WUELLNER: -- at 2 o'clock.
19 MR. MESMER: I second the motion.
20 MR. WUELLNER: No, no, no. You've got the
21 workshop before the -- on the 10th before the
22 regular meeting, you've got a 2 o'clock workshop.
23 CHAIRMAN GREEN: Correct. And then also a
24 3:45 was a -- to work with the staff type of
25 meeting also.

1 REPORTER'S COURT CERTIFICATE
2
3 STATE OF FLORIDA)
4 COUNTY OF ST. JOHNS)
5
6 I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I
7 was authorized to and did stenographically report the
8 foregoing proceedings and that the transcript is a true
9 record of my stenographic notes.
10
11 Dated this 31st day of January, 2002.
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Janet M. Beason
JANET M. BEASON, RPR-CP, RMR, CRR
Notary Public - State of Florida
My Commission No.: DD102224
Expires: April 30, 2006



Janet M. Beason
Commission # DD102224
Expires April 30, 2006
Bonded Through
Atlantic Bonding Co., Inc.

AIRPORT AUTHORITY WORKSHOP - JAN. 24, 2003

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