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get started. So I think that all of the bugs are worked out on the hangars now and hopefully once we get -- get into the new ones, we can go very quickly on the next two.

The restaurant project is wrapping up, also. They should be installing glass this week. It's rapidly, rapidly concluding and then some interior finish work will be accomplished. That's mostly on the tenant at this point. They can't really do that work until we get out of their hair. Still targeting this fall, late this fall to get something opened. And they're still planning to do that. I just -- I confirmed that about 10 days ago.

Just a note on the hurricane. We had very little issues here. Nothing of really hardly even worth mentioning as a result of that. Kudos, hats off to staff maintenance guys. All of these guys pulled some long hours and put a lot of time in there making sure that things are buttoned up and as safe as humanly possible. I think we did a pretty good job this year of getting notices out in a timely manner to everybody, keeping them informed.

Unusually long event from -- in the context of

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We asked the FBO to kind of go around the corner like they did while we were building the FBO apron or redoing that project, which seemed -there's not a ton of activity in the -- close in to the event, so it seemed to work out as well as possible. What are you doing there? Anyway. Yeah, I'm feeding back now.

Anyway, but being -- by relocating, it opened up that big space, allowed us to use two different gates that front U.S. 1, allowed that to all happen with basically no impact to our T-hangar tenants during the event.

The fortunate part is with no real community damage of substance and very few outages, they were -- a lot of effort on the front end to get mobilized and staged here but were out of here almost 24 hours completely -- completely off property. So it ended up being a good thing. Bought us hopefully another year. We won't see another event hopefully.

And we continue to work with FPL in trying to get something off dead center on the west side of U.S. 1, get something -- get something that's long term available for them that has zero impacts on the airfield. So we'll keep -- we'll keep pressing
that.
Okay. That pretty much summarizes what l've got. Oh, one more note. We are -- we are in the conversations and appraisals stage with Northrop Grumman. The east side -- what's referred to as the North 40 and the land lease underneath it are up for renewal and they have five-year, what do you call them, renewal periods for each one.

We're coming into one that will occur the end of this month or into early October. So appraisals are being wrapped up on both sides. That's usually a pretty straightforward effort. But just to let you know that's -- that's going on and they'll be in all things renewing that lease for another five years on the east side. So that includes that big hangar and about 24 acres of property there, too.

CHAIRMAN GREEN: Any board comments or anything?

MR. KIRA: Anything more about the construction on the corner on Casa Cola? I -- like you said before, I -- I had to make a U-turn --

MR. WUELLNER: Oh. Well -- yeah, the decision this morning was based on input from the contractor and the engineer. We're going to just do an overlay on a good section of Estrella Avenue. That

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lead -- feeds the T-hangars side of that. There's a little bit of widening.

We're waiting on the -- believe it or not we've been waiting a long time on a power -- it's not a power pole. It was -- complicated. It was a power pole until a couple of weeks when they removed the power off it at our request, but now it still has Comcast line hanging on it. So we can't remove the pole until Comcast removes the Comcast line.

So, anyway, the pole is about two foot into the project, keeping them from being able to go crazy and get it done. A great deal of the work's already been done. I would think we're no more than a couple of weeks from having this paved and done.

MR. KIRA: Okay.
MR. WUELLNER: It's -- the roadbed's built. It's -- it's got -- they're doing some rolling on it now compacting. It's been a little wet, so I think that's -- you know, it's got to be kind of a good moisture content to be able to get optimum rolling on that, but it's -- it's coming along very quickly.

We hope Comcast will be out in the next couple
of days to get their end wrapped up and -otherwise we'll pave around the pole and they can remove it later. Sadly, but that's kind of what it's coming down to. We've waited a long time for that.

CHAIRMAN GREEN: Is there anything we can do on the T-hangar roof, our contractor, to move that along? Is there any kind of -- is there any liquidated damages provision or time provision or --

MR. WUELLNER: There is. We're trying -- I haven't seen it yet, but I understand we have a revised schedule that's due out tomorrow morning that would fill in the blanks as to exactly whether we can enforce our liquidated damages and get this going.

We're trying to keep it in context with all four units because we don't want to end up in a -in an adverse match with the contractor ahead of still two other buildings to do. So I'm trying to stay light on our feet to get us at a good conclusion for all of it.

CHAIRMAN GREEN: Okay. I just wondered since we put those in there after --

MR. WUELLNER: Yeah --

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CHAIRMAN GREEN: -- 19 years ago when we went through this.

MR. WUELLNER: It remains a very valid possibility --

CHAIRMAN GREEN: Okay.
MR. WUELLNER: -- at this point. They seem to understand that. It's just -- you know, it's never a good thing to get into that if you have to --

CHAIRMAN GREEN: No, I -- and you have discussed it. That's what I was just wondering, if it had been brought up.

MR. WUELLNER: Oh, yeah, yeah. Many times.
MR. KIRA: Now, in prep to the hurricane, you -- last year you were strapping down buildings.

MR. WUELLNER: Uh-huh.
MR. KIRA: There was no need for that to happen this time.

MR. WUELLNER: Well, actually we didn't know that -- we didn't know that we didn't need to until the last minute. So we -- the units that we normally strap down, were again strapped down.

Now, hope -- by the time we get to next year's season, those buildings don't exist, so they -- the need to strap down should hopefully be gone, too. But we did it one more time. Hopefully it's just
one more time.
MR. KIRA: Yeah, I came by the day after and it was gorgeous.

MR. WUELLNER: It was gorgeous, yeah.
MR. KIRA: Yeah. I mean, the trucks were moving out. The flatbeds were taking out all of the concrete or whatever else was out there.

MR. WUELLNER: Yeah, it's an amazingly efficient process. They're very organized.

MR. KIRA: Saw the school buses, the buses going with the troops and moving -- moving north.

CHAIRMAN GREEN: Mr. Brunson, anything else?
MR. BRUNSON: Yeah. Ed, is there any update on the talk of the conference of the maybe 18 carriers coming here and --

MR. WUELLNER: Yeah. We're -- I'm hoping to have a bigger -- big update for you on the -- at the October meeting, but they're still working with TDC on the event dates availabilities --

MR. BRUNSON: But there's still other people vying for it?

MR. WUELLNER: There is one other -- one other town that we're supposed to know --

MR. BRUNSON: Okay.
MR. WUELLNER: -- ideally by the end of the

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week. But it looks really promising. I'm being told it's all leaning our direction. Hopefully we can keep it leaning that way. Yeah.

MR. BRUNSON: Is there any possibility that -like the Limelight Theater gets grants for things that help the community. Is there any way that we could get some money to help with this?

MR. WUELLNER: Well, they're in -- "they" being TDC, is completely engaged with putting this together with us.

MR. BRUNSON: Okay.
MR. WUELLNER: Whether it ends up directly financially contributing to the event or not, but they're already doing all the liaising and working with the individual hoteliers to make sure that the conference space and the hotels are available.

I understand we've got some four or five properties identified that have different weeks available, but there's time in there to get this done. We're pressing them very hard to make a decision because, as you can imagine, this community doesn't -- I mean, hotels fill up quickly when you get into especially spring.

MR. BRUNSON: Good.
CHAIRMAN GREEN: And I must -- I mean, we have
some type of thought process on the announcement for the restaurant? I'm sure Ms. Saviak's working on that or the restaurant's working on it themselves or --

MR. WUELLNER: Yeah. I do not have a formalized schedule yet, but my -- we'll get -- as soon as I can make the space available --

CHAIRMAN GREEN: Yeah.
MR. WUELLNER: -- to them, we'll be able to roll.

MR. BRUNSON: Do you have a copy of the menu yet?

MR. WUELLNER: I have -- well, you saw the -yeah, I don't. No. Let's go with that.

CHAIRMAN GREEN: Okay. Any other comments for Mr. Wuellner?
(None.)
CHAIRMAN GREEN: All right. Our partner updates, Mr. Dean?

BUSINESS PARTNER UPDATES
COMMISSIONER DEAN: Good afternoon. Is this on?

MR. HARVEY: I don't think so. There we go. COMMISSIONER DEAN: Good afternoon. Hello? MR. KIRA: It's working.

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COMMISSIONER DEAN: Okay. Hello. Hello. 10/4. Okay. Hey, good afternoon. For the record Henry Dean, District 5 County Commissioner.

By way of introduction of the Hurricane Dorian and our county involvement and response, I want to start by saying as an old water manager, that's me, it's interesting that we've had basically 750 years of storms in three years next month.

We've had three 250-year storms in less than three years as of today, so -- but I never put any stock in averages because someone once told me that if you believe in averages, if you have one foot in a bucket of boiling water and one foot in a bucket of ice water, on average you ought to feel about right. But that's my comment on averages.

But we had a few things I wanted to report to you in response to the hurricane. We actually fared quite well, relatively speaking, on our beaches, our north beaches, from Vilano up to J. Turner Butler. Not really much of an impact relatively speaking.

We did have some wash-over you may have seen on TV on A1A, the Coastal Highway, that we tried along with DOT to address immediately that afternoon. But the beaches were not really nearly

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| 1 | completely filled in, obviously. But if we don't Page 18 |
| 2 | get this breach taken care of, it will continue to |
| 3 | fill in, water will continue at high tide. And |
| 4 | when it -- when that happens, it's basically |
| 5 | starting to fill the river back in that we just |
| 6 | spent several million dollars removing the sand and |
| 7 | restoring the river. So it's sort of a headache |
| 8 | we're dealing with, but we're doing the best we |
| 9 | can. |
| 10 | $\quad$ Other than that, we only had about three homes |
| 11 | in Davis Shores that reported receiving a little |
| 12 | bit of water in the first floor. But, I mean, if |
| 13 | you remember Matthew and Irma, we had several |
| 14 | hundred homes in Davis Shores as well as other |
| 15 | parts of the county. |
| 16 | $\quad$ So, all in all, it was -- you know, we were |
| 17 | very very fortunate to really dodge a bullet like |
| 18 | we did. I mean, it could have been -- it could |
| 19 | have been like the Bahamas, which we all are |
| 20 | concerned about. If you've seen reports coming and |
| 21 | the pictures coming out of the Bahamas, it's |
| 22 | unimaginable almost. And that could have been us. |
| 23 | So, you know, thank our stars. Thank God. |
| 24 | With that having been said, it affected our |
| 25 | board schedule a little bit, our meeting schedules. |

as impacted of course as they were with Matthew and Irma, which was huge impacts.

And the other thing I want to touch base on is the real impact for us, for the county, and how we deal with it is the south end of Summer Haven. You may have seen that on the news, too.

The Summer Haven River restoration worked really well with state-appropriated dollars to do that job. The waterway and ports authority here -ports not sports, waterway and ports authority did the restoration. They were able to get out enough sand to take care of re -- reestablishing the berm on the north and middle part of Summer Haven, but we didn't have enough, or they didn't, on the lower end, the south end of Summer Haven.

And so, that -- the hurricane actually caused a breach in that part of the island. That berm is very low. Water and therefore sand started flowing back in. The Corps and FIND are doing an intercoastal dredging this fall and they'll be dredging out sand and moving that sand to this berm. So it will be reestablished at roughly the same elevation as the middle and north end.

But we're also dealing with the problem that Summer Haven River is now blocked again. It's not

Instead of meeting on September 3rd, we canceled that meeting and rolled everything into this coming Thursday, September 12th, which will include the tentative budget adoption, same thing y'all are doing under the TRIM bill. So we'll have our budget adoption.

We are doing basically a continuation budget, but you may have followed several news articles that indicated that we had a pretty good steep increase in our property valuations and we have earmarked $\$ 15$ million in what has been termed a surplus for projects that we have fallen way behind on. Drainage projects, some sidewalks, some other projects dealing with infrastructure.

So we're going to be having discussions this fall as we go forward. We're not going to decide anything Thursday on the disbursement of those funds or allocation of those funds, but we're going to be deciding as we go forward this fall on what projects we're going to rank and do a priority ranking and try to sort of, you know, fund those that, A, we have the money to fund and, B, are the highest priority. That simple. So that's about -unless there are questions, that's about where we stand at the county this month.

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CHAIRMAN GREEN: Thank you, very much. I think with everything that's gone on the past week, that's a lot. Okay. Atlantic, Vinny?

MR. BEYERS: We're good.
CHAIRMAN GREEN: Good? Okay. And, Galin, are you going to wait till -- okay. And then Northrop?

MR. NEHRING: We're good.
CHAIRMAN GREEN: Thank you again for the tour for Northrop Grumman. It was amazing. Tower, Tammy?

MS. ALBIN: Tammy Albin, St. Augustine Control Tower.

Our monthly numbers for August 2019, only 11,241 for the month, leaving us for a total year-to-date of a thousand -- or, I'm sorry, 102,379, which is down about 4 percent from last year, this time last year. About 6,000 , a little over 6,000 operations from last year. Other than that, full staff, everything seems good.

CHAIRMAN GREEN: Okay. Thank you.
Mr. Burnett?
MR. BURNETT: Nothing to report at this time.
CHAIRMAN GREEN: All right. Then we'll go with our first agenda item, the minimum operating standards.

MR. WUELLNER: I -- indulge me a second. I failed to point out that we had provided you a copy of the governmental -- or government relations update that Carol prepared for you.

And there was a -- I think a stand-alone sheet that had the operational -- operations kind of related numbers, fuel, takeoffs and landings, and that kind of stuff. It's -- has been provided to you. I'm not going to go over them. I'll just remind you they're there. MINIMUM COMMERCIAL AVIATION OPERATING STANDARDS

MR. WUELLNER: The one and only agenda item we have for you at this time is that we have -- we are proposing a addition -- additional minimum standard to our minimum commercial aviation operating standards.

After discussions with the FAA Airport District's office, with -- in relation to whether aircraft management services were an area that could or should be regulated by the sponsor, meaning the Airport Authority, and included in our minimum commercial operating standards, and they indicated, yes, that they definitely should be something in there.

So we have proposed a draft new section, which

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is Section M, if my memory's correct, related to commercial operating standards and specifically related to aircraft management services.

We made a number of I would call them scrivener in nature, but minor, you know, corrections on the front end through definitions. They're nothing -- there's nothing really substantive in that. You have a copy of those -those proposed corrections.

Again, the major addition would be Section M. I'm going to try to find you the page number real quick.

CHAIRMAN GREEN: Subpart M.
MR. WUELLNER: Yeah.
CHAIRMAN GREEN: Page 26.
MR. WUELLNER: Yeah. There's a little bit of renumbering that's gone on --

CHAIRMAN GREEN: Okay.
MR. WUELLNER: -- just to accomplish, but yes, that would be your Page 27, thank you, as it relates to it.

But it provides for regulation or providing for the need for either a lease that includes an operating agreement or a stand-alone operating agreement with the Airport Authority for anyone or
any company wanting to do aircraft management services utilizing the airport as a based tenant.

And it provides the basics of what aircraft management is. It's basically covered under Part 91 kind of operations. It provides for a minimum square footage of the leasehold or the property that would be under control in an operating agreement.

We only have two locations that I recall on the airport wherein you could facilitate a stand-alone minimum operating agreement without benefit of a lease as a part of it. One being the FBO, the other being the aircraft maintenance shop on the east side of the facility. Southeast Aero Services has some limited ability to allow another commercial use via their leasehold.

They have -- those -- those require stand-alone operating agreements to conduct those activities or they require that the FBO as a part of their lease, if that's an included activity in the FBO lease in this case, they could embrace that activity and make it a part of their lease.

Heretofore they've shied away from doing that with pretty much anyone. For fairly obvious liability and other reasons, they don't want --

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they don't want direct affiliation.
Atlantic Aviation does not want to be quote, unquote over the top of that operation directly. That necessitates the operating agreement with us. But there is a separate path forward.

Requires some minimum requirements of people engaged in that. They need to be able to show they know -- they're capable of conducting that activity, have any ratings or requirements that FAA requires that are being met. In this case, they're not really too onerous or restrictive.

It does deal with the nature of aircraft management services. They typically -- depending on scope of the agreement with the individual aircraft owner, that could be as simple as providing air -- or pilot services for an aircraft. It could be much more inclusive in that they on their behalf maintain the airplane either by themselves or through others. Those agreements are -- are all across the board depending on who or what the operating agreement's with.

We spell out or try to make clear what the requirements are with the Airport Authority to conduct those activities. For instance, you can't be a maintenance operation without having a
maintenance operating agreement with the Airport Authority.

You -- you know, it's basically making sure that we're regulating or over -- over -- overseeing those activities on the property and requires that to be there.

The other important items requires insurance.
CHAIRMAN GREEN: Uh-huh.
MR. WUELLNER: The insurance is spelled out in a little later section. We added one more line to that. I believe that you're going to find that on Page -- it's kind of small to see, but it's Appendix 1 --

MR. BURNETT: 1.
MR. WUELLNER: -- and it's at the bottom. Looks like it copied or printed it sideways, so it got a little bit small.

Be happy to address any questions, but it's ob -- perhaps obviously our recommendation that you approve the modifications to the minimum operating standards -- minimum commercial operating standards for the airport.

MR. KIRA: I was always --
CHAIRMAN GREEN: Any board discussion?
MR. KIRA: I was always of the opinion that

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part of that business was -- maintenance business was within the FBO itself. I didn't know it was a separate --

MR. WUELLNER: Actually, we --
MR. KIRA: -- line item.
MR. WUELLNER: Our -- our lease with the FBO
requires them to provide maintenance services. We
do allow third party arrangements with our FBO. So
they can contract with someone else to meet that requirement of their lease.

That's -- that's kind of unusual. Not every airport allows that to happen, but it's -- the precedent was set long before I got here sort of under the -- when the flight school, the original flight school, Florida Aviation Career Training, was kind of a part of or facilitated by the FBO lease even before I got here.

So the previous authorities sort of de facto let that happen. So we've kind of allowed it to happen under the FBO lease. Many FBO leases don't allow that at all. The FBO either provides the service or they're not an FBO.

MR. KIRA: Yeah.
MR. WUELLNER: We -- we still term special FBOs as stand-alone, typically stand-alone
maintenance or avionics or charter or something else that we facilitate as special FBOs. But that's primarily a taxation issue for those individual tenants, as you are all aware of. We did that a couple of years back.

CHAIRMAN GREEN: Uh-huh.
MR. KIRA: Looks more like a liability issue than anything else so --

MR. WUELLNER: It is.
MR. KIRA: -- everybody's covered.
MR. WUELLNER: Yeah. And -- and some agreement with the Authority as to what they're doing.

MR. KIRA: Yeah. I understand that.
CHAIRMAN GREEN: Any other board comments?
(None.)
CHAIRMAN GREEN: Public comment,
Mr. Hernandez?
MR. HERNANDEZ: Yeah. For the record, Galin Hernandez, St. Augustine Airport Pilots Association.

We would really like to give you some constructive comments, but unfortunately we haven't seen anything. We don't know of anything. We just found out that this was going to happen a few days

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before when the agenda came out. And it's been typical of just about most of the discussions that have been happening, at least in the time l've been in St. Augustine, we have not received like a copy of what is it that's going to be discussed. So we can't give you a good comment and our opinion of what we're getting because we haven't received anything yet.

And I'd like to see if somehow in the future when something like this comes up, at least a couple of days before, we can get a copy of what it is that the board is going to discuss so we can give you comments on it.

So, at this point I really don't know -- don't have anything about this one in particular.

CHAIRMAN GREEN: Mr. Wuellner, do you want to make a comment? Because I know we've discussed the minimum operating standards at prior meetings.

MR. WUELLNER: Yeah.
CHAIRMAN GREEN: Yeah. I mean, it's been out there, I know, that --

MR. WUELLNER: Well, the minimum operating standards have been in place --

CHAIRMAN GREEN: Right.
MR. HERNANDEZ: But what I'm saying is when
we're going to discuss something like this that you're going to -- you're going to have a document put out, we'd like to have access to the document before we come to the meeting so we can read over it and make a comment if it's -- if a comment is appropriate. Sometimes it just isn't.

MR. WUELLNER: Did you a request a copy of it and we didn't provide it?

MR. HERNANDEZ: No. Didn't know it was going to happen until the agenda was put out, when was it, two days ago, three days ago?

MR. WUELLNER: That would be normal. I mean, when -- I'm not sure what you're looking --

MR. HERNANDEZ: Okay. So what you're saying is when this comes out, we need to request for each particular agenda item to us be sent something? If that's the procedure.

CHAIRMAN GREEN: Well, I think especially one if we're doing it -- have an action on it, I mean, if that's something you're very interested in, then I would definitely encourage to contact staff right away. I mean, that's what -- obviously we did get a copy with the agenda and I went through it --

MR. HERNANDEZ: Right.
CHAIRMAN GREEN: -- yesterday and today. But

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if it's something really important --
MR. HERNANDEZ: We did get a copy of the agenda and that's all we get.

CHAIRMAN GREEN: But if it's something really important and you see something on there, yes, by all means, please contact us.

MR. HERNANDEZ: Okay. So it's -- what you're stating is it's incumbent on us to request it; it's not going to come to as a part of the agenda.

CHAIRMAN GREEN: I think if we had to do that, we'd be copying almost everything that comes out, all of the resolutions that you-all might not -may not care about or something. But if it's something that you see, especially you in your position with SAAPA that's important, please.

MR. HERNANDEZ: Right. Because most of it, we would at least like to take a look at it. Whether or not we read it, that would be incumbent on us.

CHAIRMAN GREEN: Yeah. I would suggest please ask. Anything, Mr. Wuellner, that? Mr. Roberts?

MR. ROBERTS: Thank you. Thank you, very much.

By way of disclosure, my name is Chad Roberts. I represent some Part 135 operators and aircraft managers who are potentially impacted by this. It
has been a source of great friction. One of my clients is actually in litigation with the port authority now on these issues.

My simple suggestion is that this be workshopped and be thought of today as a first reading, as it were, the way legislation is done where it's proposed and put out there.

But if our experience provides any input, it's that these minimum operating standards would benefit from a workshop being kind of a work flow to have the input of the community, like the Pilots Association, the commercial operators, and any -- any other potentially affected parties.

So that's really our request, is to volunteer to participate, give you whatever input we've had that's been a source of friction in the past, that's resulted in litigation in the past, and we think with a little more inclusiveness, it could probably be an improved product.

So, our -- our suggestion is that it be thought of as the first reading today and then workshopped with the community at large to get more input into it.

CHAIRMAN GREEN: Thank you, Mr. Roberts.
MR. BURNETT: Mr. Roberts, do you have any

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comment specifically on Subpart M?
MR. ROBERTS: Well, like the gentleman procedurally is no one's had Subpart $M$, so no one knows what Subpart $M$ is, so that's one of the procedural problems. I don't -- I don't know what Subpart M is.

The agenda merely just said amendments to the minimum operating standards, which is why I came. So we don't have any specific inputs for the same reason procedurally, is that there's been no opportunity to review them and input them, which is what we think a good workshopping work flow would do for it.

And for that matter, for what it's worth, I think the whole minimum operating standards could stand a workshop, but that's, you know, maybe for another day. But I don't have any specific inputs, Counsel.

CHAIRMAN GREEN: Okay. Thank you. MR. ROBERTS: Thank you.
CHAIRMAN GREEN: Mr. Burnett, anything else?
MR. BURNETT: No.
CHAIRMAN GREEN: I have no other public comment. Any more board comment?

MR. BRUNSON: No.

MR. KIRA: No.
MR. MIRGEAUX: In the past when we've established our amended minimum operating standards, did we put them out for public comment?

MR. WUELLNER: We're doing exactly the same thing we've always done currently.

CHAIRMAN GREEN: And it's been on our agenda item a couple of times going through, tweaking certain things.

MR. WUELLNER: Over the years.
CHAIRMAN GREEN: We've discussed it and it's come out in our meetings. It's in our minutes.

MR. WUELLNER: I think the last time we amended them was in '17, if my memory's correct. 2017.

CHAIRMAN GREEN: Okay. Any other board comment?
(None.)
CHAIRMAN GREEN: All right. Well, they were ask -- we're asking for action. So I -- if no more discussion, entertain a motion to -- on the proposed changes to the min -- minimum operating standards.

MR. KIRA: I propose we accept the operating standards updates as -- as have been proposed and

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submitted.
CHAIRMAN GREEN: Is there a second?
MR. BRUNSON: Second.
CHAIRMAN GREEN: Any other further board discussion?

The only thing I'd like to say is I thank
Mr. Roberts and Mr. Hernandez for their comments, but we have gone over these quite a bit and talked about them and, you know, gone over what we need to do as far as liability purposes for the airport.

So, I do encourage anybody, if you have certain questions -- and I do, too, when things come up on the agenda and I'll pick up and call staff and say, What is this? Tell me what's going on. But if you do read our minutes, which are there, it will bring you up to speed on just about everything we have.

All right. I have a first and a second. No more board comments. All in favor?

MR. BRUNSON: Aye.
MR. KIRA: Aye.
CHAIRMAN GREEN: Aye. All opposed?
MR. MIRGEAUX: Nay.
CHAIRMAN GREEN: 3 to 1 passes.

## PUBLIC COMMENT - GENERAL

CHAIRMAN GREEN: All right. Then we're down to our public comments. And then, Mr. Hernandez, I have you and Mr. Roberts for public comments. General public comment.

MR. ROBERTS: Oh, on this issue or just anything?

CHAIRMAN GREEN: Just general.
MR. ROBERTS: No. I think I've spoken to my issue on the airport, thanks.

CHAIRMAN GREEN: All right. No public comments from Mr. Roberts.

MR. HERNANDEZ: I do.
CHAIRMAN GREEN: Mr. Hernandez, go ahead.
MR. HERNANDEZ: Just one thing is l'll get with Ms. Saviak about the -- the operation numbers for the month normally they were given here, but this one it wasn't. And I would assume we're going to get those. I'll get those.

The other thing is I'd like to thank the airport administration, the Authority. I'm also part of the Civil Air Patrol and they -- they provided us this room for a cyber security encampment for our cadets. It was only one of 20 encampments nationwide and it was extremely well

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done.
We had 21 cadets go through the entire cyber security program and there -- the -- we had some adults in the back going through it. We called them the remedial group because they were nowhere close to as good at the cyber security as the cadets were.

We'd like to thank for the -- the
Airport Authority and the board for letting us use the building and the WiFi. It really made a big difference. It was five days, four hours a day, a total of 20 hours of instruction that they got. So I'd like to thank them. And that's the only comment.

CHAIRMAN GREEN: Very good. Thank you. All right. I have no more public comments. Then member comments. Mr. Maguire's not here. Mr. Kira?

MEMBER COMMENTS \& REPORTS
MR. KIRA: I was able to attend the special districts meeting for southeast U.S. last month.

I was expecting to see more special districts from -- from this area down there represented. Like the air -- well, I came from the Airport Authority. I expected to see like the
ports and whatevers and -- and Mosquito Control. They're all special districts.

I was impressed with what I saw there. I mean, I -- I wasn't expecting a lot. I looked at the agenda originally, I wasn't expecting a lot, but I finally -- when I went down there, it was a one-day event, and I was impressed. And I think I'll be attending more of these things. You pick a lot of information of what's going on. So just want to let you know I went down there and I held the flag.

CHAIRMAN GREEN: Okay. Mr. Brunson?
MR. BRUNSON: I have nothing except I'd like to echo what Ed said about staff and -- and what they do here to make it run so good on these kind of days that we have hurricanes. And also echo Henry Dean's.

More people call me on the hurricane than they does -- than they do the Airport Authority. It's just -- but the telephone system setup had the number, and every time I called, they -- the people were polite, answered the question exactly what I wanted to know, and everything seemed to run real good. Except for Carol Saviak's house almost got some water.

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COMMISSIONER DEAN: Well, I -- I'd love to help y'all and Carol, but I only have limited powers.

MR. BRUNSON: Can you fix that in the county for us?

COMMISSIONER DEAN: (Inaudible.)
MR. BRUNSON: That's all I have.
CHAIRMAN GREEN: Okay. Mr. Mirgeaux?
MR. MIRGEAUX: No comment.
CHAIRMAN GREEN: Okay.
MR. KIRA: Could I add one more?
CHAIRMAN GREEN: Sure.
MR. KIRA: I was very impressed with the amount of information coming out of staff during the hurricane.

This -- the information about what airports, what -- what possibilities of -- if you're going to run with your airplane somewhere, there's a -there's a -- someone did some research and found where those airplanes can go. Whether they used it or not, I don't know.

But I was impressed with the amount of really on-time information that was sent out. I had nothing to -- there was nothing to call in about because it was all presented. So, thank you,
staff.
CHAIRMAN GREEN: Excellent. As far as my -Mr. Kira, did you -- were you able to go to the EDC breakfast on the 16 th? Are you able to do that?

MR. KIRA: When, coming up?
CHAIRMAN GREEN: Yeah.
MR. KIRA: I will.
CHAIRMAN GREEN: Okay. I'm right now scheduled for court. I just don't know, but I wasn't sure.

MR. KIRA: I will. The 16th? I'll write it on.

CHAIRMAN GREEN: The 16th of August. That's the next quarterly --

MR. KIRA: September.
CHAIRMAN GREEN: Oh, that was -- no, I'm sorry. After that, it's --

MR. KIRA: Oh.
CHAIRMAN GREEN: No, that's what I'm saying, on the 16th of August I was not able to go. I didn't know if you were.

MR. KIRA: No.
CHAIRMAN GREEN: Okay. So I don't have a report for that. That's fine.

Okay. I also wanted to thank staff for all

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the updates. I think I called Ed once and that was all I needed because they kept coming out with all of the Advisory 1, Advisory 2, Advisory 3.
Everything was wonderful.
I know I'm being repetitive, but anything more on airline service?

MR. WUELLNER: Not currently.
CHAIRMAN GREEN: No -- no rumblings or anything like that?

MR. WUELLNER: Not at the moment.
CHAIRMAN GREEN: Okay. All righty. And I know for Aerospace Academy, I think their next meeting is September 25 for St. Augustine?

MR. WUELLNER: Yes.
CHAIRMAN GREEN: And then the one after that's November 20. So that's here. I think that those -- I think those dates are right.

MR. WUELLNER: I just want -- I wanted to confirm you're getting those e-mails?

MR. MIRGEAUX: I got the e-mail --
MR. WUELLNER: On the schedule anyway?
MR. MIRGEAUX: Yeah, l'll get with you after, but I am getting -- I got the e-mail that the --

MR. WUELLNER: School --
MR. MIRGEAUX: -- leadership changed.


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| yeah [27] 8/7 9/22 |  |  |  |  |
| 11/25 12/12 12/12 13/2 |  |  |  |  |
| 13/4 13/5 13/8 13/13 |  |  |  |  |
| 13/16 14/3 15/5 15/8 |  |  |  |  |
| 15/14 22/14 22/16 |  |  |  |  |
| 26/23 27/11 27/14 |  |  |  |  |
| 27/19 28/19 28/20 |  |  |  |  |
| 30/19 39/6 40/22 41/9 |  |  |  |  |
| year [9] 6/22 8/19 9/7 |  |  |  |  |
| 12/14 16/9 20/15 20/17 |  |  |  |  |
| 20/17 20/18 |  |  |  |  |
| year's [1] 12/22 |  |  |  |  |
| year-to-date [1] 20/15 |  |  |  |  |
| years [7] 9/15 12/1 |  |  |  |  |
| 16/7 16/8 16/10 27/5 |  |  |  |  |
| 33/10 |  |  |  |  |
| yes [7] 4/10 4/14 4/18 |  |  |  |  |
| 21/23 22/19 30/5 40/14 |  |  |  |  |
| yesterday [2] 29/25 |  |  |  |  |
|  |  |  |  |  |
| yet [4] 11/12 15/6 |  |  |  |  |
| 15/12 28/8 |  |  |  |  |
| you [86] |  |  |  |  |

