

CHARLOTTE COUNTY AIRPORT AUTHORITY

MINUTES OF REGULAR MEETING – MARCH 18, 2021 – 9:00 A.M.

5 **1. Call to Order**

2. Invocation

 Chair Herston gave the invocation.

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3. Pledge of Allegiance

4. Roll Call

15 **Present:** Chair Herston; Commissioners Andrews, Coppola, Hancik and Oliver; Attorney Carr; CEO Parish; Mrs. Paglialunga; Mr. Laroche; Mr. Mallard; Mrs. Straw (via video); Mr. Ridenour (via video); Ms. Desguin (via video); Mrs. Harper (via video); Mr. Smith (via video); Mr. Liliberte (via video), and Ms. O'Brien (via video). **Others present:** Jeff Tuscan; Paul Piro; Steven Henriquez; Mark Kistler; Stan Smith; Joe Makray; Commissioner Deutsch; Jim Kaletta
20 (via video); Sarah Thomas (via video); Sarah Beaver (via video); Kari Laroche (via video); David Oliver (via video); others from the private sector, and a member of the press.

5. Citizen's Input

25 **6. Additions and/or Deletions to the Agenda**

7. Consent Agenda

30 Commissioner Oliver pulled the Tie-Down Agreement from the Consent Agenda. **Commissioner Oliver motioned to approve the amended Consent Agenda. Commissioner Andrews seconded. Motion passed unanimously.** Commissioner Oliver commented that she noticed there was no insurance requirement for the aircraft being tied down and that she assumes that's due to the FAA requiring a certain level of insurance. Mr. Parish commented that the FAA does not require insurance. Commissioner Oliver inquired if there was a policy reason for
35 the insurance not being required. Mr. Parish commented that there's very little damage capable by an aircraft tied down on the Airport and that insurance is required for aircraft inside hangars but not sitting on the ramp. Chair Herston opined that the insurance would fall under liability on the owner's part, similar to an automobile driving down the road. Commissioner Oliver commented that the government requires automobiles driving down the road to have a certain
40 level of insurance and that she assumed based upon the language that the aircraft has to be registered with the FAA that the FAA would require something. Mr. Parish commented that the FAA does not require insurance. Commissioner Oliver commented that she's not familiar enough with the topic to know if other airports have insurance requirements for their tie-downs. Mr. Parish commented that they do not. **Commissioner Hancik motioned to approve the Tie-
45 Down Agreement. Commissioner Coppola seconded. Motion passed unanimously.**

8. Secretary/Treasurer's Report

50 Commissioner Hancik reported that revenue year to date is under budget by about \$103,000, expenses are under budget by about \$253,000, that there is an operating gain in profit of about

\$150,000 and that cash on hand is stable at about \$22.5 million. Mr. Parish commented that Hertz is the only one on the Accounts Receivables sheet with a significant amount and that the other is a negative Accounts Receivable. Mrs. Cauley commented that the negative balance is due to a tenant having paid their current months' rent the day before the end of the month. Mr. Parish commented that Staff is working with Hertz although it has to go through bankruptcy and will probably be written off. He commented that the balance sheet continues to be positive with total net position at \$106,148 for the current month. Chair Herston confirmed with Mr. Parish that the check register was from the month of January.

9. Liaison Reports

a) **Punta Gorda City Council** – Commissioner Hancik had nothing to report and commented that Councilmember Miller is not present as he has recently had a surgical procedure.

b) **Board of County Commissioners** – Commissioner Andrews had nothing to report.

c) **Metropolitan Planning Organization/Economic Development** – Chair Herston commented that he will be attending the Charlotte County-Punta Gorda MPO meeting on March 22nd.

d) **Community** – Commissioner Coppola commented that she attended the Charlotte County-Port Charlotte Women's Club and that she received a flyer from Air Trek that she was impressed with.

e) **State Legislation** – Commissioner Oliver commented that no action was taken at the February 23rd Legislative Delegation meeting and that they will meet again some time in November 2021. She commented that Senate Bill 1082 pertaining to diesel exhaust fluid (DEF) has been temporarily postponed and that the House side of the bill is House Bill 77 which has gone through three committees favorably. She commented that the Florida Airports Council's 2021 State Legislative priorities was included within the agenda packet. Mr. Parish commented that he met with Senator Albritton last week, who is the senate sponsor of the DEF bill, and is working with him and the house sponsor to attempt to get more better management practice language in the bill instead of punitive language. He opined that the change will be better as most airports do not run their own FBO's. He commented that he found out today that there is some special district legislation that he is going to look into that would require performance audits on special districts and that airports are not currently listed although the Auditor General tends to read those laws a little more broadly than written, resulting in the potential need for an exemption. He commented that there are no rules or guidelines as to how a performance audit is completed and that the CPA's are saying it's going to cost somewhere between \$7,000 to \$100,000 as they don't know what it's going to entail. He commented that he's looking either for guidance being written into the law to explain what they're looking for or an exemption for airports.

10. Attorney's Report

a) **Update on Ethics Training** – Attorney Carr commented that there was previously discussion relative to whether the Board was going to be required to perform four hours of ethics training. He commented that he found and emailed the statute for that requirement to the Board on January 6th and that Commissioner Coppola then raised the question as to

5 where and how it will be performed and who will pay for it. He commented that he doesn't know that he can opine about those questions and requested that Mr. Parish and Staff determine if any CLE's have been constructed that will satisfy the requirement that came into place in January. He opined that there doesn't appear to be any punitive process if a Commissioner fails to complete the training although it's a requirement by statute. Mr. Parish commented that so far Staff has not been able to find a curriculum and that if a curriculum or presenter can be found online, he will let the Board know. Commissioner Oliver commented that she called the Florida Commission on Ethics in February, that they said all Board members must complete four hours of training in the calendar year pursuant to the statute that Attorney Carr sent out and that the training modules are found at www.Ethics.State.FL.US, which is exactly what is needed and is free. She commented that each individual has to maintain their own certificates of completion as those are not turned in to the Ethics Commission as they don't oversee it. Mr. Parish commented that he was under the impression that the modules mentioned are just the text of the modules. Commissioner Oliver commented that she believes it's an online webinar with the exact topics that are required. Mr. Parish commented that he will find the modules and send the link to each Commissioner. Commissioner Oliver commented that the Florida Bar Website offers CLE's that cover the same material and reports the courses although that course is approximately seven hours long. Commissioner Coppola inquired if ethics classes used to be provided at FAMA. Mr. Parish commented that it was only a session provided on it and that this is a new requirement with specific guidelines.

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25 b) **Vasey Aviation Group, LLC** – Attorney Carr commented that he was asked and fulfilled the task of providing termination options for Vasey Aviation Group. Mr. Parish commented that he did email the Board last night that he is close to working out a mutual termination agreement, that he did work out an agreement with one of the subcontractors that were to be added to Vasey Aviation's contract and that he is working on the second subcontractor agreement. He opined that he'd like the Board to give him another month to work out the agreement. Commissioner Hancik commented that he understands Staff and Counsel are trying to bring the matter to a conclusion and that his position is and will be that he will not support any agreement that is outside the parameters of the original contract unless the action is to cancel the contract and see what might develop. Mr. Parish commented that he will bring back the termination agreement. Commissioner Coppola inquired if there is a condition in the contract where Mr. Vasey violated a fiduciary duty and if any fiduciary duties were still in effect when he went to Punta Gorda City Council. Attorney Carr opined that there is prima facia evidence that Mr. Vasey breached the contract under that and numerous other varied provisions of the contract. Commissioner Coppola inquired as to what the repercussions of that are as he breached the contract. Attorney Carr commented that the technical term is that there is prima facia evidence of a breach of the contract for both the contact of the City of Punta Gorda as well as other matters Mr. Vasey has failed to comply with upon request. He opined that it is prima facia evidence and that the Board can treat the breach however it desires. He commented that the Board can terminate the contract and do nothing to see what happens or can terminate the contract to prevent Mr. Vasey from representing the Airport or providing services while continuing to pay the fees to satisfy the financial obligation. Chair Herston inquired if Commissioner Hancik has any objection to a termination settlement agreement. Commissioner Hancik commented that if the termination settlement agreement is more than the original framework of the contract, he will have a problem with it regardless of if it's money or other provisions. He opined that the simplest way would be to let the contract run out while continuing to pay the monthly

5 payment although cancelling the contract and ending up in a lawsuit would provide the Board with hard evidence of exactly what occurred. He commented that he does not remember anything in the contract where the Airport agreed to pay Mr. Vasey's subcontractors as those individuals were needed by him to fulfill his duties with the Airport. He commented that his position is to pay him off unless Mr. Vasey has an issue with that, in which case he would like to see him in court. Chair Herston inquired if there are additional funds being requested. Mr. Parish commented that there were two contracts attached to the October agenda that were requested to be incorporate into a change order in Mr. Vasey's contract but were never approved. He commented that some of that work was started, that he's negotiated a reduced settlement for one and is working on the other and that it appears the three requested numbers will fall within the \$50,000 that is owed to Mr. Vasey. He commented that he will bring the matter back to the next Board meeting. Chair Herston inquired if there will be liability with the other two consultants if the Board allows the contract to run its course. Attorney Carr commented that there is no written contractual obligation between the Airport and the two subcontractors and that the contracts were tabled and never signed after Commissioner Hancik said previously that he wanted both contracts under Vasey Aviation. Mr. Parish commented that he does have man hour reports from BJSA of work that was completed and that he would like to get the matter off the table so the Airport can move on. Chair Herston opined that if the amount can stay within the amount that would have been spent on the contract that Mr. Parish and Staff should get off and running, which would be the biggest benefit he could see of a settlement agreement. Commissioner Hancik opined that he could agree to that as long as there aren't any weird provisions such as personal liability or exposure as he won't agree to anything like that. Mr. Parish commented that he agrees and that he and Attorney Carr have been working on a response to Mr. Vasey with a third response received late last night that he has not had a chance to completely review. Chair Herston inquired if the Board would like to table the discussion until next month. Attorney Carr commented that the draft received back included an addition from Mr. Vasey to add personal liability and signatures by the Board, which he can assure the Board that under no circumstance he would ever suggest the Board sign anything individually. He commented that Mr. Vasey also required his signature, which he can say that in no uncertain term would he ever sign an agreement with Mr. Vasey for anything. Commissioner Hancik opined that Mr. Parish should bring the matter back next month and that if it's unacceptable the Board can move on from there. Chair Herston confirmed that the Board agrees to table the discussion until next month.

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11. CEO's Report

40 a) **Development Update** – Mr. Parish reported that the inline baggage system is in development and that it is believed that the TSA has approved the scope and fee for the OTA. He reported that the design-build solicitation for the FBO hangar is almost ready to be released, that wetland mitigation phase two is on the Agenda for approval of the contract, and that PFC application number three was submitted to the FAA this month. He reported that the box hangars are in design, that a modification to standard for the runway 4-22 grading has been submitted, a pre-bid meeting was held for building 207 and the 600 series T-hangars, and that comments were received from contractors regarding the delay in current steel fabrication and delivery times. He reported that the roadway network improvements and curbside improvements have been submitted with PFC application number three and will also be resubmitted for possible strategic intermodal funding. He reported that the long-term parking lot expansion is being painted and color-coded canopies are going up, the new

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general aviation center is underway with a change order on the Agenda and the administration building expansion was submitted for permits this month. He reported that Woodlawn Drive is almost complete and the security fencing around the new land purchased is almost closed out although a few minor changes had to be made.

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b) **Marketing Update** – Mr. Parish commented that Mrs. Miller is on vacation but has provided her report to the Board for review. He reported that the Snack Shack is open, the AviEx Website is live, the Google Reviews are up to 4.3, the mask campaign has been very active, advertising is up, screens in the terminal are being replaced, and the Air Show is on the Agenda today.

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c) **Aviation Report** – Mr. Mallard reported on passenger counts, fuel sales and gallons pumped, aircraft ops, and hangar vacancies. He commented that the EAA will be bringing in a B-17 aircraft on April 9th, 10th and 11th and will be giving rides similar to the Ford Tri-Motor.

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12. Old Business

a) **Service Plaza Site** – Mr. Parish commented that there was a lease offer for the site at the corner of Viking Ave and Piper Road for a service station. He commented that the Board's thought at the time was that it should be more of a concession agreement, which he agreed with. He commented that he sent out the concession list to the company which came back with some redlines and that in the meantime he's had at least two other inquiries. He opined that at this point the best thing to do would be to put an RFP out for that corner, which would be a combination of a service plaza similar to what RSW has with a cell phone lot. Chair Herston inquired if the provided contract summary will be what is requested within the RFP. Mr. Parish commented that the contract summary is the redlined version that was received back and opined that at the end of the day an RFP will be released with options to fill in so that the best choice can be picked. Chair Herston confirmed with Mr. Parish that the contract summary says .5 cents per gallon of fuel dispensed. Chair Herston inquired if 1,000 gallons are sold, what the correct way to find the amount would be. Mr. Parish commented that it would be half a cent per gallon and that the Airport currently receives \$0.50 per gallon on the fuel sold to rental cars however the Airport has to maintain the system, tank and insurance. Commissioner Oliver commented that she supports putting this out to RFP, that the service station is in the Master Plan, that it's important for the Airport to diversify income streams and that this a great option to do so. **Commissioner Oliver motioned to put the ground lease for construction and operation of a gas station and convenience store out for RFP. Commissioner Andrews seconded.** Commissioner Coppola inquired if this will be in the same location as the original one that the Board previously disagreed with the location of. Mr. Parish commented that it will be in the same location as the original one was in the Master Plan. Commissioner Hancik commented that he can recall a discussion about the matter where the entire Board was not in favor because of the location. He opined that he doesn't have any problem with going out to RFP to see what comes back although the final decision should still be open for discussion. Mr. Parish commented that the previous meeting where the matter was discussed was only the inquiry to the Board to determine if a standard lease or concession type lease was desired. Commissioner Coppola inquired if there is a better location. Commissioner Hancik commented that there is another gas station on the corner of Jones Loop and Piper Road. Mr. Parish commented that the Airport doesn't make any money from that gas station.

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Commissioner Hancik opined that money isn't always everything. Commissioner Coppola commented that she doesn't believe the design of the last building was great. Mr. Parish commented that renderings were of some of the company's existing stores and there is not a rendering for the location being discussed. Mr. Parish commented that the service plaza will include a right turn lane that will reduce traffic along Piper Road, traffic into the plaza will enter on Piper and exit on Viking Ave, and that it will not be built until there is a third lane entrance. Commissioner Hancik opined that he would like full disclosure in the RFP as to who the companies are. Mr. Parish commented that many companies own multiple stations with multiple brands and that the Airport will have to work with their branding. Commissioner Andrews opined that the Board should look at it and discuss it further once the results come in. Chair Herston inquired if the Board will need to approve the RFP before it goes out. Mr. Parish commented that Staff will put it together and bring the received responses back to the Board. **Motion passed unanimously.**

15 13. New Business

a) **Audit Presentation** – Mr. Tuscan presented the audit presentation (see attached). Commissioner Oliver commented that the audit packet list operating revenue at about \$13,271,000 however the CATS report that goes to the FAA has operating revenue as \$11,804,172. She commented that the audit list operating expenses as about \$11,126,000 and the CATS report is \$9,659,000. She commented that it nets out identically but is curious as to the difference is between what is being reported to the FAA and what is in the audit. Mr. Tuscan commented that he would assume expenses are net down against fuel revenue. He commented that fuel sales are gross in the audit and that the cost of fuel is in expenses. He commented that within the FAA report the cost of fuel is netted against the revenue. He commented that in government gap reporting you cannot net anything as the Board has to approve a budget. He commented that if you were to net expenses it wouldn't show as an expense and one could make it look like the only thing accomplished was taking in a net revenue without spending a cent. Commissioner Hancik inquired if the net pension liability is actual cash kept on the side or an accounting recognition of what the liability is. Mr. Tuscan commented that you aren't currently allowed to cash fund the account. He commented that the financials discuss the return on the investment made for FRS as the state invest the assets and produce a summary of the amount of net return. He commented that the net return varies by year and that the biggest change in liability occurs if the number of employees increases, the average age of employees decreases, or there is a reduction in the return rate to be closer to the actual average rate of return. Commissioner Hancik opined that Mr. Tuscan did an excellent job and that Staff has been watching nickels and dimes. Mr. Tuscan commented that once the audit is approved he'll work with Mrs. Cauley to file and e-file where applicable. Commissioner Hancik inquired if the audit is sent to the FAA. Mr. Parish commented that this is the single point audit for the FAA and DOT. **Commissioner Hancik motioned to approve the audit for Fiscal Year 2019-2020 as presented. Commissioner Coppola seconded. Commissioner Hancik amended his motion to approve the audit by Tuscan and Company for Fiscal Year 2019-2020 as presented. Commissioner Coppola accepted the amended motion. Motion passed unanimously.**

b) **2021, 2022 and 2023 Air Show Agreement** – Mr. Parish commented that an agreement is normally presented every year that there is an Air Show however this agreement is for three years even though there may not be an Air Show one of the three years. He commented that

5 a lot will depend on the Airports construction schedule and that he didn't want to have to
bring the matter back to the Board if an Air Show can be held in 2022. He commented that
the agreement has been reviewed by both parties' attorney although there has been an
agreement that both can utilize the same attorney. He commented that the agreement was
10 produced a few years ago in concert with a few other airports, that there was a lot of mashing
of teeth when it was first presented and opined that everyone is onboard with it now.
Attorney Carr commented that he would like to clarify that the dates are to be determined
as the agreement has to be in place prior to obtaining performers. He commented that he is
the attorney involved for both sides at mutual consent on a pro bono basis for each side. He
15 commented that the general form was developed from an extensive Air Show package that
was put together. He commented that much to the dismay of the Air Show when it was first
presented years ago, niches have been worked through and it has been determined that the
agreement sets forth in detail the responsibilities of both sides as opposed to limiting them.
He commented that in consult with the Air Show he has been informed that they are very
happy with the detail as the responsibilities are clearly outlined. Commissioner Hancik
20 confirmed with Mr. Parish that fuel credits will be decided upon an annual basis depending
on who is performing that year. Commissioner Oliver commented that she did not see a
force majeure provision and that she'd like to verify that the Airport has no liability if there
is an act of God, pandemic, or matter that does not allow the Air Show to operate after
securing performances. She inquired if omitting that provision was a policy decision. Mr.
Parish commented that it was not, that the agreement was not developed post Covid, and
that he has not witnessed that provision put into any Air Show agreements. He opined that
the Air Show community will follow the CDC guidelines, that the Airport won't have any
25 liability, and that it would be the Air Show's decision to stop the event. Chair Herston
inquired if Commissioner Oliver said the provision was somewhat trendy. Commissioner
Oliver commented that it is very big in the legal communities to discuss the force majeure
provisions and whether or not it applies to Covid. Commissioner Hancik commented that
the Director of the Air Show, Mr. Smith, is present and may have input on the matter. Mr.
Smith, President of the Florida International Air Show, commented that in the past and
30 during last year none of the Airports were liable for anything as everything falls on the Air
Show. He commented that the Air Show obtains their own insurance, which releases the
Airport from any liability, and that after the Board meeting he is flying to the Southeast
Conference of Air Shows in Georgia where a lot of the similar matters, including Covid
preventions, are being discussed. He commented that he hopes by October the Covid
35 preventative measures won't be so critical although the planning will be in place should any
extra Covid relief stations be needed such as sanitization stations or mask availability. He
commented that Covid is something that all Air Shows are responding to and that the
conference he's attending has a full two-hour presentation on it. He commented that it
should not be expected that the Airport is liable in any way and that he has not seen any
40 contract with a provision that says the Airport itself is liable. Commissioner Hancik
commented that he would imagine that if something develops between now and then that
there will be an opportunity to work with the Air Show to resolve the matter.
**Commissioner Hancik motioned to approve the Air Show Agreement for 2021, 2022,
and 2023 as presented. Commissioner Andrews seconded. Motion passed
45 unanimously.**

- c) **EG Solutions Agreement Amendment – Wetland Mitigation Phase 2** – Mr. Parish commented that amendment four to the EG Solutions contract has been provided for the second phase of the wetland mitigation project. He commented that the fee is \$141,327, that

all negotiations have been completed, and that Staff is in agreement with the fee. Chair Herston opined that it is a good price for all of the services provided and inquired what the total is for the impact of mitigation. Mr. Parish commented that it's a little above 50 acres. **Commissioner Andrews motioned to approve the Agreement Amendment of Wetland Mitigation Phase 2 with EG Solutions for \$141,327 as presented. Commissioner Hancik seconded. Motion passed unanimously.**

d) Change Order for New General Aviation Center – Mr. Parish commented that the change order is for the Airside Civil Package on the General Aviation Center (GAC). He commented that the GAC is funded three different ways through the FAA, FDOT, and PFC funds. He commented that the change order is for some unforeseen conditions on utilities as a new large pipe needs to be installed due to the County requesting that some old ductile iron force main be cut instead of supported as there is no way to support it. He commented that the cost is \$108,000. Chair Herston confirmed with Mr. Parish that the force main being replaced is on Golf Course Boulevard. Chair Herston commented that he was the design engineer record for Challenger Boulevard. Mr. Parish commented that there are two force mains on Challenger Boulevard, which he designed one and Chair Herston designed the other, that he is comfortable with and that this one is an old one on Golf Course Boulevard. Chair Herston commented that it is \$672.23 a linear foot. Mr. Parish commented that the amount is not just the cost of replacement. Chair Herston commented that he is aware that 350 linear feet is needed for the perforated underdrain and that there is a sand out of the middle of the state that has K factor of about 250 feet per day. He commented that he used the sand the other day in North Port, that it would cut down the length and cost per linear foot and inquired if it has been looked into. Mr. Parish commented that the unit cost are in the contract so he'd like to continue using unit cost so there is no need to go back to anyone with a new product. **Commissioner Andrews motioned to approve CEO Parish to execute the change order with Ajax Paving Industries of Florida, LLC in the amount of \$108,425.14 as presented. Commissioner Oliver seconded. Motion passed unanimously.**

e) Diversification of Revenue Streams – Commissioner Oliver commented that she sent Mr. Parish a couple of articles about diversification of revenue streams. She commented that the Airport has been incredibly fortunate that the leisure market has been resilient through the pandemic and allowed for the Airport to stay in the black. She commented that the Airport is also lucky that a significant amount of CARES Act funding was received to maintain full employment of valued Staff. She commented that she is concerned that in the future there could be regional things that affect the Airport more directly that would not allow for eligibility for federal grant and opined that this is a good time to complete some strategic thinking about how revenue streams can be diversified so that it is not solely dependent on tourism and commercial airline. She commented that the Airport has a thriving general aviation community, but she would like to see the Board review non-aeronautical revenue such as solar, increasing tenant rentals, development in the airpark, and cargo in order to better position the Airport to be more attractive to companies looking at coming to the region. She commented that it was discovered through the AIPP process that people are interested in the region as the community is well positioned between metropolitan areas to make it a good spot to bring more business to the Airport. She commented that she hasn't heard the Board do a lot of strategic planning at the meetings in terms of how to diversify revenue streams and opined that she feels this might be a good opportunity to do so. Chair Herston commented that the Board has to be careful about off-Airport entities or

5 investments in other entities. Mr. Parish commented that the Authority is limited to on the
Airport and in his recommendation, limited on investment, even on the Airport grounds for
non-aviation. He commented that he would like to point out that through what Mrs. Miller
has been completing with the AviEx and interactive parcel viewer that the ability for any
10 land developer or site selector to visit the website to pick a location and see the detailed cost
now exist. He commented that Staff is actively working with a number of non-aviation users
and that those negotiations take years. He commented that he and Mr. Quill started working
with Publix in 2002 and the deal was not closed until 2005 or 2006. He opined that there is
opportunity, he would love to discuss it, and that it was discussed a lot during the Master
15 Plan and the financial plan development although he is always willing to set a special
meeting or workshop to discuss it further. He commented that he has had discussions with
Commissioner Oliver regarding solar, how the FAA has tightened those requirements, and
that the Airport doesn't have a lot of land that lends itself to that. He commented that when
it comes to commercial distribution and freight, although he doesn't believe a lot of air
20 freight will come into Punta Gorda due to location, there is a large freight company looking
at the Industrial Park who may fly things in. He commented that Staff is dealing with two
other operations, one of which is a current tenant who is considering bringing in air
operations and the other has been a tenant in the past and is thinking about bringing in at
least truck freight to the area. He commented that there are a lot of things happening and
25 that one of the problems airports in general have is that they must lease land. He commented
that large corporations have no problem leasing land and the smaller companies want to
own the land. He commented that if the Board would like to set a meeting to brainstorm he
can bring in someone in the area to go through the development that's happening and
discuss available opportunities for the Airport. Commissioner Coppola commented that the
30 Airport has done long-term land leases for companies and inquired if a boat company was
interested at one time. Mr. Parish commented that there was a boat building company
interested but they couldn't wrap their head around not owning the land. Chair Herston
commented that the boat company may still be around and that he doesn't like the ECAP
zoning as it limits the Airport. Mr. Parish commented that the ECAP zoning is on its third
35 revision and is much better than it used to be. He commented that he was adamantly against
ECAP zoning as the Airport's consultant when it passed however it did the one thing the
Airport was looking for which was restricting residential, which was a good thing. He
opined that a lot of the onerous requirements were pushed through and that the last revision
was a good one. He commented that he's meeting with a few people next week on corridor
studies, that he'd like to meet with them to see what is happening around the Airport and
opined that he can bring them and a commercial relator in to walk the Board through what
is happening and what opportunities are available. Commissioner Oliver commented that it
sounds great and thanked Mr. Parish.

40 **14. Commissioner's Comments**

Commissioner Coppola thanked Mr. Tuscan for his excellent work and presentation. She
inquired if pertaining to air freight anyone has looked into electronic companies that are in Long
Island that are leaving due to increased taxes. Mr. Parish commented that one of the issues is
45 that the State of Florida does not offer significant money for those companies which is resulting
in a lot of them going to Alabama. He commented that where money is being offered is to places
on the east coast where they lost a lot of the high paying jobs due to NASA's shutdown of the
shuttle. He commented that you can see Melbourne has gained a lot of large electronic

companies because the state is pushing the money in that direction to replace the lost income. He commented that the Airport does work with Enterprise Florida and Space Florida. Commissioner Hancik opined that as a result of the lively conversation had at the February 22nd Emergency Meeting regarding legislative efforts that the Board should be aware of the fact that the Airport has numerous people to watch legislative affairs. He commented that this includes a lobbyist, the Florida Association of Special Districts, existing Staff, and another person in the process of being hired that will represent the Airports interest in Tallahassee, with the ADO, and in Washington, DC. He commented that there is a lot of coverage and opined that there is an issue with one state representative as displayed during the February 22nd meeting pertaining to what information was withheld but should have been discussed. He opined that the Board should consider at some point in time if the state legislative liaison for the Board should be maintained, as well as other positions that were established by former Commissioner Seay.

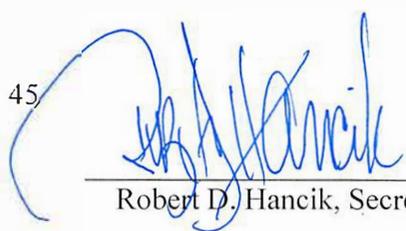
Commissioner Oliver opined that Commissioner Hancik’s last comment was directed at her and that she is being accused of doing something that she strongly objects that she did. She commented that as she said at the last meeting she cannot call other Commissioners as it would be a violation of the Sunshine Law and that the only place for her to address that matter was at an open Board meeting with all of the Board members. She commented that she discussed and disclosed the event at the very first Board meeting that she had the opportunity to do so. Commissioner Hancik commented that for people that would like to review history, he suggests reviewing the Emergency Meeting minutes from February 22nd as to what was and was not said. Commissioner Oliver commented that Mrs. Miller drew her attention to a Resolution that was published in the early 1990’s at a time when the Board was going through a lot of strife and personal attacks in which they released the Resolution to show that they were united in pursuit of what is best for the Airport. She commented that she would state that she recommits to that as she would like to see the Airport move forward, that she’s tired of the personal attacks, and that before she was sworn in other Commissioners on the Board, including one in particular, were sending negative letters to the editor attacking her character. She opined that it is inappropriate and that the Board is there to run the business of the Airport which she would like to see continue and move forward in order to attract new businesses and do what is in the best interest of the community. She commented that the AIPP is done and over with and that she’d like to see the Board move on together.

Commissioner Andrews thanked everyone for attending.

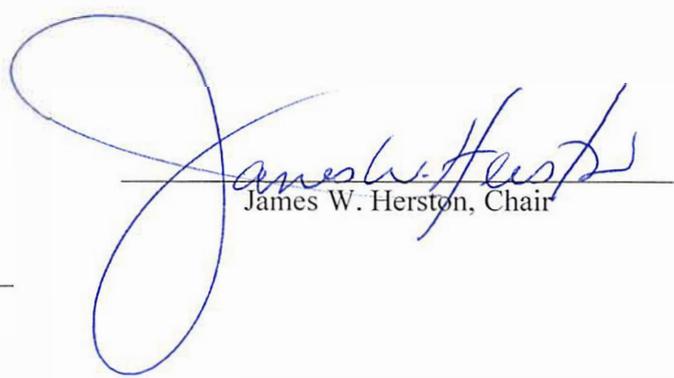
Chair Herston commented that Staff and Mr. Tuscan did a great job and recognized members of the audience.

15. Adjournment

Meeting adjourned at 10:39 a.m.



 Robert D. Hancik, Secretary/Treasurer



 James W. Herston, Chair