



AIRPORT COMMITTEE AGENDA

Tuesday, April 11, 2017 - 2:00 PM

Conference Room A, City Hall, 169 SW Coast Highway, Newport, Oregon 97365

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder at 541.574.0613.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MINUTES

3.A. March 14 2017 Draft Minutes

[March 14 2017 draft minutes.pdf](#)

4. DISCUSSION ITEMS

4.A. Water and sewer service to the airport

[Memo water Sewer to airport 2017 dt.pdf](#)

4.B. Fuel Policy

[Fuel Policy 2017 \(1\).pdf](#)

5. OPERATIONS REPORT

5.A. Operations report and related materials

[Operations Report for April Meeting 2017.pdf](#)

[Memo on camping for eclipse 2017.pdf](#)

[Memo for fee schedule 2017.pdf](#)

[Copy of Airport Fees Comparison 2017.pdf](#)

[Newport Airport Pavilion Draft 170317.pdf](#)

6. COMMITTEE COMMENTS

7. PUBLIC COMMENTS

8. DEVELOP NEXT AGENDA

9. ADJOURN

March 14, 2017

2:00 PM

Newport, Oregon

The City of Newport Airport Committee met on the above date in Conference Room A, Newport City Hall. In attendance were: Committee chair Jeff Bertuleit, committee members Susan Reese, Ralph Busby, Terry Buggenhagen, and Mark Watkins. Committee member Jim Shaw had earlier advised he would not be able to attend. Also in attendance: City Manager Spencer Nebel, City Council liaison Laura Swanson, Airport staff Lance Vanderbeck, and Committee staff Bob Fuller (Public Works).

1. The meeting was called to order by committee chair Jeff Bertuleit at 2:00 PM.
2. Roll Call
3. Approval of Minutes: Motion was made and seconded to approve the draft minutes from the February 14, 2017 meeting. The motion passed on a unanimous voice vote.
4. Discussion/Action Items
 - A. Fuel policy discussion Vanderbeck reviewed his fuel policy memos (included in packet) outlining the fuel purchasing process and pricing methodology. He noted the airport is currently operating under method #1 as noted in the January 9th 2017 memo.
 - a. Reese asked about the 10% discount for local pilots, what is the benefit for the airport and who is included in "local pilots"?
 - b. Bertuleit advised the fuel policy under discussion is for Jet-A fuel, which would not affect local pilots, most of whom use avgas.
 - c. Busby noted the fuel discount for local pilots acts as an incentive to buy more av-gas locally, create goodwill with local pilots, is not uncommon with similar airports, and amounts to about \$3,000 annually, or less than 1% of the airport's budget.
 - d. Bertuleit noted the policy also contributes to turn-over of avgas inventory, which has a nine-month life before it has to be re-tested and, if the avgas fails the test, has to be recycled and revenue is lost.
 - e. Reese suggested City Council should probably formally approve such a discount so it's out there for public view.
 - f. In response to a question from Watkins, Vanderbeck noted the Jet-A fuel discount for Lifeflight is included in their contract with the City.

- g. Bertuleit suggested there not be an actual dollar amount quoted in a fuel policy regarding any charges over the City's purchase price, but perhaps use a percentage.
 - h. The consensus of the committee is to approve the policy as noted in the March 1st memo, and move forward with rate-setting. The committee expressed their appreciation to Vanderbeck for his work done on the fuel policy issue.
- 5. Operations report: Vanderbeck reviewed the monthly operations report (included in packet).
- 6. Committee comments
 - a. A discussion ensued regarding plans for the August 21st eclipse event. It was noted camping at the airport could be a revenue source for the airport, and it was suggested the airport work with the Port of Newport in planning for overflow camping at the "out-of-fence" area at the airport.
 - b. The committee would like Vanderbeck to move ahead with researching costs, fees, and facilities for this event.
 - c. Buggenhagen asked about the status of building more hangars. Bertuleit said he has a contact who can brief the committee regarding hangar construction costs in detail at another meeting.
- 7. Public comments: None
- 8. Develop next agenda: Water and sewer service to the airport-discussion.
- 9. Adjourned at 3:10 PM.

Memo

To: Airport Committee
From: Lance Vanderbeck
cc: Spencer Nebel
Date: 4/4/17
Re: Water & Sewer to airport.

Good afternoon all,

On February 9th City Manager Spencer Nebel, Public Works Director Tim Gross, and Community Development Director Derrick Tokos, and myself had a meeting to discuss the possibility and issues of getting water and sewer to the airfield.

Some challenges that were pointed out during that meeting was cost and density. At this time the airport by itself doesn't have the density needed to sustain a sewer pipe and sewer pump station. We need the surrounding residential neighborhoods to connect in order for sewer service to be sustainable.

The other challenge to get sewer to the airport is the cost of development and extending it from its current location. The estimated cost is in the millions of dollars. Which without the support of the surrounding neighborhoods would be a burden for the Airport to shoulder alone.

Bringing water to the airport is not as big of a hurdle to get over, but does come with some cost for development and installation. Currently the Airport pays on average \$550 per month in water utilities to Seal Rock Water District. One point that was made during the meeting was in regards to the water pressure. When we are added to the City's water system the airport is at the end of the line. Unfortunately, it is at a low pressure level and a pump station would need to be added to bring the water pressure to legal minimum levels. The cost to build the pump station that would provide the correct pressure for projected fire flows that we would need is in the \$500,000 range.

It is anticipated that sewer will be extended when septic failures in the Surfside neighborhood require a public sewer system. It should also be noted that South Beach Urban Renewal District will have funding for a final round of projects prior to its expiration. It is anticipated that these discussions will take place later this year. Sanitary Sewer extension is an eligible expense for these funds. As discussions ensue on projects for the final round of URA projects, it will be important for the Airport Committee to continue advocating for opportunities to secure funding for utility expansion to the airport. It is also clear that this will be a long term effort to secure these utilities.

Thank you for your time,

Lance Vanderbeck
City of Newport
Airport Director

CITY OF NEWPORT, OREGON
ADMINISTRATIVE POLICY

<p>Subject: Fuel pricing policy for Newport Municipal Airport</p> <p>Effective Date: TBD</p> <p>Issued by: Lance Vanderbeck</p>

Purpose to outline procedures for aviation fuel pricing at Newport Municipal Airport.

Scope This policy applies to City of Newport aviation fuel pricing.

Policy It is the policy of the City of Newport’s owned & operated FBO to follow best practices pricing aviation fuel in a competitive range that does not burden the Citizens and produces profit for the City of Newport.

- Objectives**
1. Providing operating revenue for the Newport Municipal Airport.
 2. Keeping aviation fuel pricing competitive with the local area airports with in a 60-mile radius of Newport on Airnav.com.
 3. Maintain a discount program for bulk fuel orders and contract fueling.
 4. Changing prices promptly on signage, point of sales machine, Self-serve point of sales machine, and FBO cash register to reflect new fuel prices.
-

Procedures When new fuel loads are received at Newport Municipal Airport the Airport Director will review the price per gallon paid by the City and price the fuel selling price accordingly with surrounding local markets.

You can’t determine the price we pay, although that would be nice!
Fuel pricing for the local area will be found on Airnav.com and pricing

will be set according to need and demand of the Airport; and not to be sold for less than \$0.75 cents above per gallon fuel load purchase price and no more than \$2.00 above per gallon fuel load purchase price according to the last fuel prices paid by the airport.

The Airport Director will review the Airnav.com average fuel price each week to determine average fuel costs for airports within a 60-mile radius of Newport. If the Airnav.com price is higher or lower than the current pump price by more than \$0.20, the pump price will be adjusted to the average, provided that the price will provide a return that falls within the range outlined earlier based on the last price paid for the purchase of fuel.

Once a sale price has been established all pricing signs, point of sales machines, Self-serve point of sales machine, FBO cash register, Multi-Service point of sale web page, and internet pricing web sites will be changed to reflex the new price.

Jet-A Pricing

Jet-A purchasing discount program will be as follows

All Newport Municipal field tenants under current City of Newport hangar leases purchasing Jet-A shall receive a \$0.15 per gallon discount on all Jet-A purchases regardless of the amount purchased.

NOTE: Do they get a volume discount as well?

All transient aircraft purchasing Jet-A will get a discount on same time fueling order.

01 gallons to 50 gallons will pay full price per gallon

51 gallons to 75 gallons gets \$0.05 discount per gallon

76 gallons to 101 gallons gets \$0.07 discount per gallon

102 gallons to 250 gallons gets \$0.10 discount per gallon

Anything over 250 gallons gets \$0.15 discount per gallon

In addition, the City may enter into a long term fueling purchase agreement for the sale of Jet Fuel with the City of Newport.

AV-Gas Pricing

Av-gas purchasing discount programs will be as follows:

AV-Gas Re-fueler - For airfield tenants under current leases with the City of Newport; a \$0.15 discount per gallon that will be given when fuel is pumped out of the AV-gas re-fueler.

AV-Gas Self-Serve tank -Newport Municipal Airport field tenants have the option to purchase a pre-paid fueling card good for a 10% discount per-gallon off the AV-gas Self-Server tank posted price. First time card owners will pay a \$25 fee for the self-serve smart card. The smart card is required to have no less than \$200 loaded on the card each time. Should a card need to be replaced there is a \$50 replacement fee. The card can only be used at the City of Newport's owned AV-gas Self-Serve tank.

Some things for consideration are:

- 1) We may want to up the return to the City from \$0.75 to \$0.90 as the minimum base to account for the discounts in jet fuel and AV-gas to assure a minimum \$0.75 return to the City.
- 2) Type of revenue return from the pre-paid fuel card 10% discount. The Committee may want to explore this. Currently the with a 10% discount the City has averaged \$0.68 return per gallon. Which would be below the \$0.75 minimum. Is staying with a 10% discount for pre-paid fuel cards the best option moving forward?
- 3) It may be good to look at the price separation between the two AV-Gas pumps. It is currently at \$0.10. A couple of examples are at Corvallis there is a \$0.50 price difference, at Eugene there is a \$1.45 difference, in Salem there is a \$0.52 difference, and at McMinnville there is a \$0.35 difference.
- 4) Airnav.com does not split out Self-Serve price and Full service price. The average includes all prices pre-gallon. For example, on AV-gas, Self-Serve average price would be \$4.13 per gallon, and Full service average is at \$5.33 per gallon. Should they be split out to find the average?

We have been busy preparing for Life Flight's arrival. We have been moving stuff out the upstairs offices, switching out doors, and painting walls. Life flight is having signs made to be put up on the FBO facing the field and at the airport entrance.

I have talked with Spencer and we are going to be re-keying the FBO and updating the 20-year-old fire and security alarm. The fire and security alarm are finished and I am waiting to hear about the cost for re-keying the building. We are working on drafting a Key agreement that will be provided to the FBO tenants and T-hangar tenants for one more leave of security.

I attended the Oregon Aviation Managers Association (OAMA) meeting March 5-7 in Salem. The Three-day conference covered several topics to include State of Oregon legislative update, PDX protest/demonstrations experience, FAA presentation, UAV test range update, AOPA briefing, and a Legislative Reception.

I attended the Oregon Department of Aviation Board meeting that will follow the OAMA conference in Salem. We were awarded the COAR grant that I put in for; a COAR grant for a seismic resiliency study for the airfield during a Cascadia event. I have sent off the project scope and am waiting for the contract to be sent back from the State for signature. During the Board meeting at the OAMA conference we were provided a Summary of Proposed 2017 Aviation Legislation:

House bills

HB 2109 – Prohibits sale of leaded avgas after January 1, 2022

HB2121 – increases fuel tax by 5 cents in 2023 and each 5 years thereafter.

HB 2288 – Lottery Bonds for Connect Oregon

HB 2709 – Permits Law Enforcement agency to use Unmanned aircraft system for investigation unlawful taking of wildlife.

HB 2715 – Creates Hillsboro and Troutdale Airport Authority as division of Port of Portland

HB 2437 – Increases aviation fuel tax for aviation related education and training programs.

HB 2743 – Directs LCDC to establish pilot program to implement master plan for econ development on land adjacent to airport in rural area.

HB 3046 – Prohibits law enforcement agency from requesting that another public body acquire information through operation of UAS.

HB 3047 – Creates exception for UAS to be able to fire projectile in certain circumstances.

HB 3048 – Prohibits person from operating UAS so that drone comes within 50 ft of individual without consent of the individual.

HB 3049 – Provides that person may not operate UAS to hover over privately owned premises of another for more than 60 seconds.

Senate Bills

SB 27 – Abolishes Pilot Registration fees

SB 115 – Prohibits sale of leaded avgas after January 1, 2022

SB 128 - Creates Hillsboro and Troutdale Airport Authority as division of Port of Portland

SB 189 – Establishes Legislative Task Force on benefits of Airport Subsidies

SB 757 - Directs Department of Aviation to allow public education institutions to register all UAS used by a single instructor for \$5.00.

SB 5504 - Oregon Department of Aviation Budget Bill

SB 5506 – Capital Construction Bill

Senate Joint Resolution 7 - Requests that Congress authorize and appropriate funding for United States Coast Guard's air facility in Newport perpetuity.

I also attended the FAA Northwest Mountain Region Airports Conference March 20th -22nd. The Northwest Mountain Region consists of Colorado, Idaho, Montana, Oregon, Utah, Washington, and Wyoming. There was well over 500 airport managers, airport engineers, and airport support staff in attendance. Some topics discussed where Engineering Workshop on Airfield Geometry and common problems for the region. Air traffic today, Civil UAS operations, Generating Airport Revenue, AIP 101, Planning for Opportunities, Part 139 updates, Compliance policy on Non-Aeronautical use of airport hangars.

I will be presenting to the Destination Newport Committee a Power Point about the airport during their April meeting. Thank you all for your input and helping polishing it up.

Connect Oregon Grant update. Both the Ground Link and Ceilometer have been installed. The Ceilometer was an easy swap out tested 100%. It was put fully into service, and is working perfectly. The Ground Link is fully installed and we are working on the fine tuning with Sector 6. They can hear us, but we are faint.

The pavilion is still in the drafting phase. I have attached the first drafts of the pavilion and am working with Jim Shaw to get feedback to the arctic to get final plans drawn up.

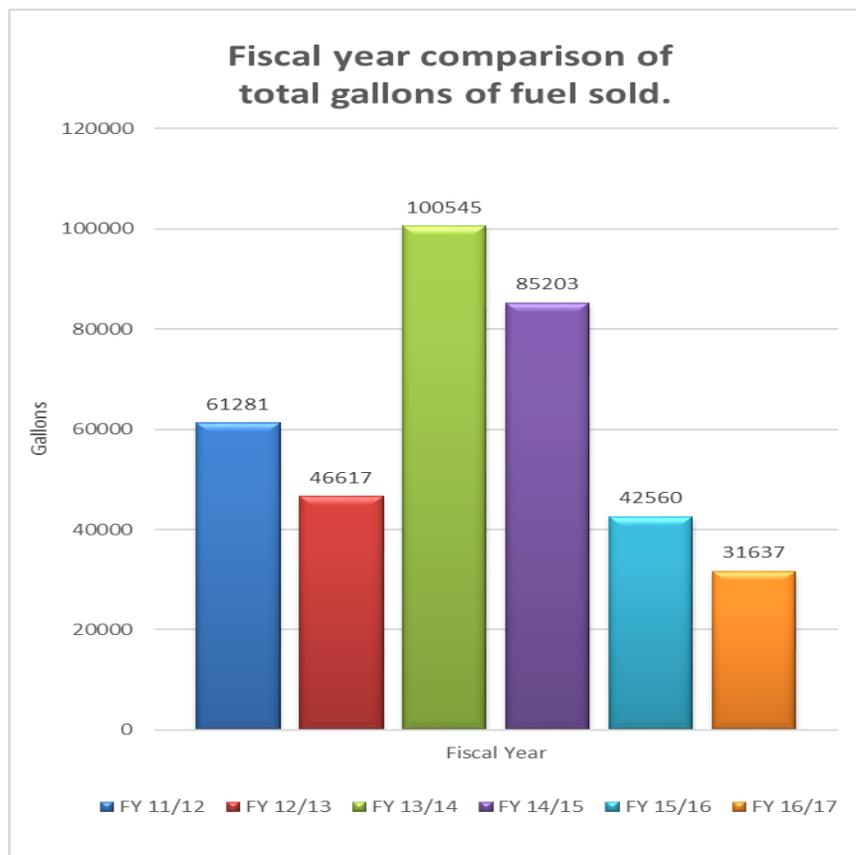
Operations Equipment – We had the Jet-A truck annual serviced, oil, filters, greased, belt tightening, new alternator had to be put in. A few other issues where spotted and are on the schedule to be serviced. The rear leaf spring pins are almost rusted through and need changed, the air break hose to the back breaks are shot and need replacing along with a new low fuel pressure warning light.

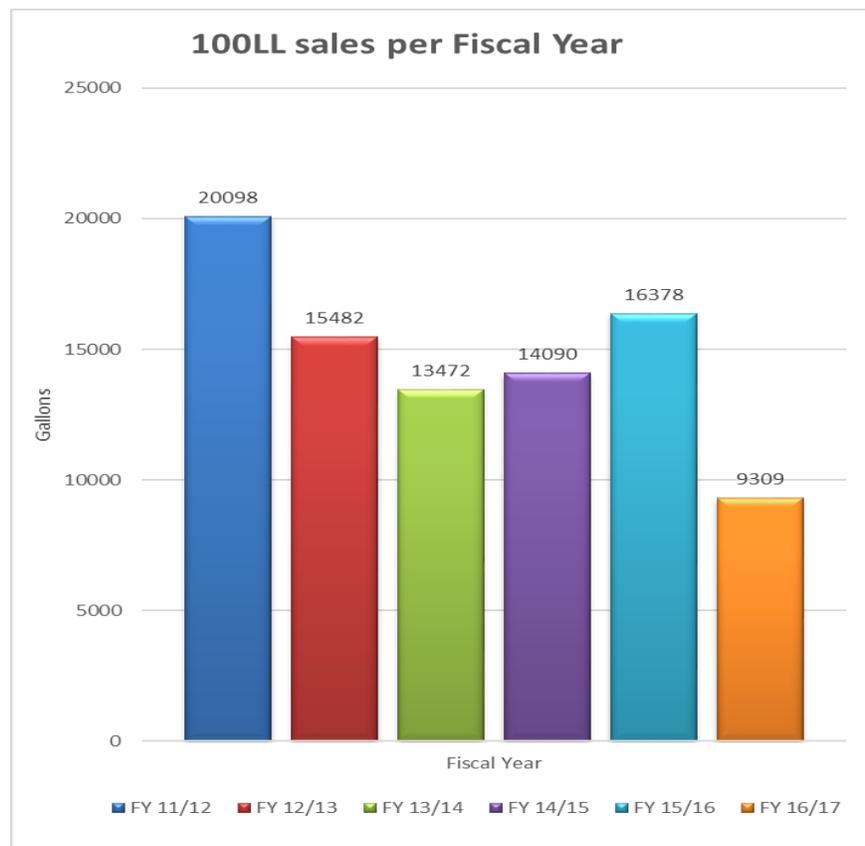
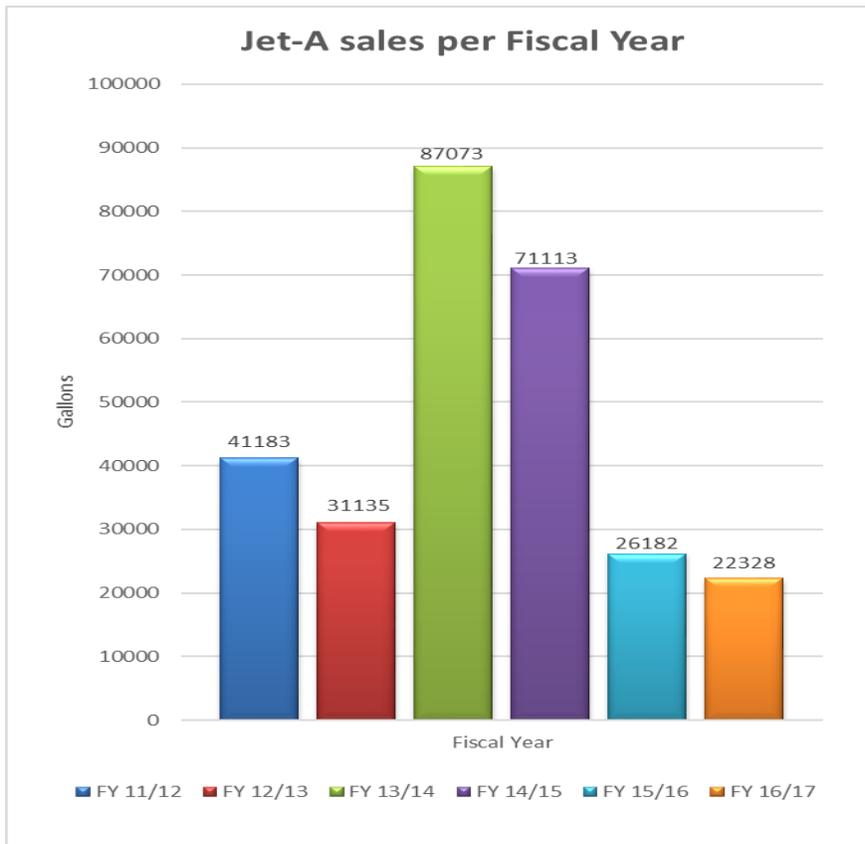
I have gotten the list back of issues with the Kubota tractor. The entire exhaust system has rusted out and needs replaced including the turbo. The Land pride 20-foot mowing deck was also sent in for annual service, and it needs two new drive lines, one new PTO gear box and the blades will be replaced.

Runway 34 PAPI's flight check came back finding trees in the RPZ. We are contesting their findings and have request the FAA engineering department come down and do their own ground survey. They have agreed and will be here in late March to do their own ground survey of the RPZ end of runway 34. The FAA engineering department was down and shoot the approach from the ground and they did not find any trees. So there is an internal discussion between the FAA engineering department and FAA Flight Check.

Following is how we finished the month of March 2017.

Aircraft Quantity			Fuel Consumption				
Month	IN	OUT	Tot.A.O	Jet A	Av Gas	Self Serve	Total
July	430	429	859	6869	841	840	8549
Aug	332	334	666	3231	1062	1271	5564
Sept	327	325	652	2298	722	979	3999
Oct	297	293	590	1720	140	452	2312
Nov	235	241	476	1706	155	429	2290
Dec	240	242	482	3009	76	546	3631
Jan	264	269	533	1678	113	432	2223
Feb	274	279	553	1208	196	289	1693
Mar	217	220	437	609	224	543	1376
Apr	35	34	69	0	0		0
May			0				0
Jun			0				0
Cur. FY	2651	2666	5317	22328	3528	5781	31637
FY 15/16	4263	4234	8497	26182	7854	8524	42560
FY 14/15	3686	3572	7258	71113	5985	8103	85201
FY 13/14	3199	2914	6113	87073	4098	9374	100546
FY 12/13	3121	3083	6204	31135	4430	11049	46614
FY 12/11	3219	3181	6400	41183	4275	15823	61281
FY 10/11	3023	3085	6108	73458	4119	12004	89581
Average	3419	3345	6763	55024	5127	10813	70964





Rental Cars					
CY	2013	2014	2015	2016	2017
JAN	2	2	11	4	2
FEB	5	4	8	4	23
MAR	9	5	7	4	14
APR	4	5	10	7	0
MAY	14	9	8	4	
JUN	9	12	28	8	
JUL	22	16	30	16	
AUG	24	3	25	10	
SEP	14	10	14	16	
OCT	8	5	13	9	
NOV	14	2	11	3	
DEC	1	1	4	7	
Total	126	74	169	92	39

We did not do to bad with sending out rental cars & crew cars with March's weather.

Courtesy Cars Loaned Out						
	2012	2013	2014	2015	2016	2017
JAN	0	0	33	23	28	21
FEB	2	0	16	17	23	21
MAR	2	0	29	41	25	32
APR	2	0	28	36	42	0
MAY	9	0	29	20	45	
JUN	14	0	19	43	48	
JUL	10	28	39	41	52	
AUG	0	27	19	38	43	
SEP	0	25	25	32	31	
OCT	0	35	12	22	14	
NOV	0	22	19	29	22	
DEC	0	8	10	16	17	
Total	39	145	278	358	390	74

I have attached our local area's fuel prices for Jet-A and 100LL.

Jet-A prices within 65 miles of Newport, OR 97365

Jet A

\$3.20—\$4.96

Average \$3.77

KONP Newport Municipal Airport Newport, OR

Newport Municipal Airport Phillips 66 FS \$3.90

KCVO Corvallis Municipal Airport Corvallis, OR

Corvallis Aero Service EPIC FS \$3.70

6S2 Florence Municipal Airport Florence, OR

Florence Airport Volunteer Group SS \$3.20

KEUG Mahlon Sweet Field Airport Eugene, OR

Atlantic Aviation

EPIC FS \$4.96

KSLE McNary Field Airport Salem, OR

Salem Aviation Fueling @ Salem Air Center

EPIC FS \$4.49

KTMK Tillamook Airport Tillamook, OR

Tillamook Airport Phillips 66 PS \$3.39

KMMV Mc Minnville Municipal Airport Mc Minnville, OR

Cirrus Aviation

Epic \$3.50

77S Hobby Field Airport Creswell, OR

Creswell Airport Phillips 66 SS \$3.20

17S Chehalem Airpark Newberg, OR

Precision Helicopters PS \$3.89

2S6 Sportsman Airpark Newberg, OR

Sportsman Airpark independent FS \$3.45

100LL Avgas prices within 55 miles of Newport, OR 97365

100LL

\$3.99—\$5.74

Average \$4.78

KONP Newport Municipal Airport Newport, OR

Newport Municipal Airport Phillips 66 SS \$5.00 or with pre-paid fuel card. \$4.50 FS \$5.10

KCVO Corvallis Municipal Airport Corvallis, OR

Corvallis Aero Service EPIC SS \$4.85 FS \$5.35

6S2 Florence Municipal Airport Florence, OR

Florence Airport Volunteer Group SS \$4.60

7S5 Independence State Airport Independence, OR

Nutsch Aviation Phillips 66 SS \$3.99

Independence Aviation LLC SS \$4.19

S12 Albany Municipal Airport Albany, OR

Infinite Air Center, LLC EPIC SS \$4.39

KEUG Mahlon Sweet Field Airport Eugene, OR

Atlantic Aviation EPIC SS \$4.42 FS \$5.74

S30 Lebanon State Airport Lebanon, OR

LebanAir Aviation independent SS \$4.47

KSLE McNary Field Airport Salem, OR

Salem Aviation Fueling @ Salem Air Center

EPIC SS \$4.85 FS \$5.37

KTMK Tillamook Airport Tillamook, OR

Tillamook Airport Phillips 66 SS \$4.55

KMMV Mc Minnville Municipal Airport Mc Minnville, OR

Cirrus Aviation

Epic SS \$4.60 FS \$4.95

I have included some pictures from March.



We had 2 groups from the Siletz Tribal Head start program come out to the airport on a field trip. This was February 25th, I forgot to put in the last report.





Memo

To: Airport Committee
From: Lance Vanderbeck
Cc: Spencer Nebel
Date: 4/4/17
Re: Eclipse Dry Camping.

Good afternoon all,

Below is the response from the Port of Newport and what they are doing for dry camping during the upcoming eclipse event.

From: Bill Hewitt
Sent: Monday, March 13, 2017 12:42 PM
To: Kevin Greenwood <kgreenwood@portofnewport.com>
Subject: RE: Solar Eclipse

Hi Lance,
We are going to charge 80 dollars a night for dry camping during the eclipse with a 2-night minimum. We expect decent behavior in our park, we have not had problems in the past, we usually have extra security during special events and that helps a lot, just having a police presence. We are currently full in all our hookup sites. Once we get our parking lot lined we are going to offer dry camp reservations, hopefully by the beginning of May or sooner. So currently we do not know how well 80 a night will go over and if we will get many reservations. Hope this helps.
Sincerely

Bill Hewitt
RV Park Manager



Phone: (541) 867-3321
Fax: (541) 867-3352

Memo

To: Airport Committee
From: Lance Vanderbeck
cc: Spencer Nebel
Date: 4/4/17
Re: Airport Fees

Good afternoon all,

I have included an Excel spread sheet of comparison fees charged at other airfields. The airfields that were chosen are based on Municipality owned, operated, and similar size; Ashland, Hermiston, Columbia Gorge, Grants Pass, Corvallis. I also included a comparison of fee from the State of Oregon.

Some things I would like to look at is how our fee structure is set up and clean up the service descriptions. A couple of examples are; off-street parking in unpaved areas is \$175 per year; we need to better define where those areas will be. Currently, the only unpaved area would be our long term parking lot and we have a \$5 per month charge for parking. Another example is airport fuel flow fees are currently restricted to airplanes only. I think we should include Helicopters too, or a wording change from airplanes to aircraft.

Please read over the Excel spread sheet and let me know if there are other areas that may need to be cleaned up or better defined or fees that may need to be changed.

Airport Fees and Charges

Services Description	Ashland	Hermiston	Columbia Gorge Airport	Grants Pass	Corvallis	State of Oregon
<u>Airport Landing Fees - section 5-1</u>						
1. A landing fee of \$0.50 per thousand pounds gross aircraft weight shall be paid for each landing of any aircraft with a gross weight in excess of 3,500 pounds.	0	0	0	0	\$.50/1000lbs over 12,500	Class 1 \$15/m Class 2 \$24/m Class 3 \$44/m Class 4 \$66/m Class 5 \$88/m Class 6 \$120/m Min. Guarn. Cat. II \$275/m Cat. III & IV \$175/m Cat. V \$75/m
2. Aircraft operated by the federal and state governments are exempt from the landing fees.						
3. The City may agree with tenants that the rent paid by the tenant shall include a component to cover the landing fees. The monthly rent shall be calculated to include a component for landing fees in an amount reasonably estimated to cover the estimated average landing fees expected to be incurred per month. A tenant that pays rent that includes a landing fee component shall be deemed to have paid the landing fees for all operations of the tenant during the month, regardless of the number of actual landings, and shall not be entitled to any refund based on the number of actual landings.						
<u>Airport Fuel Flow Fees - section 5-1</u>						
Fuel Flow Fee ... \$0.15per gallon	\$0.07	0	\$0.07	\$0.25	\$0.05	\$0.08
Fuel deliveries to airplanes of less than 5,000 pounds gross weight are exempt from the fuel flow fee.						
<u>Lease Rates for T-Hangars Space - section 5-2</u>						
1. Basic Rate for Non-Commercial Aircraft T-Hangar Ground Lease @ \$180.00 per month (Basic Rate of \$180.00 effective in year 2006, and leases commencing on or after January 1, 2007, shall be determined based on the CPI change).	\$180	\$65 -\$175		\$160	\$136 -\$173	
2. A security deposit equal to one month's lease payment shall be paid upon entering into a lease for a T-hanger.						
3. The lease terms shall be adjusted from for the initial lease term, and any renewal or extension term(s), and commencing every year thereafter from January 1 to July 1. The Basic Rent shall be increased in the event there shall be any increase using the Bureau of Labor Statistics Consumer Price Index for Urban Consumers (CPI-U). The Base CPI shall be the CPI as determined for the month ending January 31, 2015. Each year, prior to the September 1st adjustment date, the City shall obtain the CPI-U increase determined for the end of the month of January preceding the July 1 adjustment date (the "Adjustment CIP"). In any year in which the Adjustment CPI is less than or equal to the Base CPI, the Basic Rent shall continue at the rate in effect on the date the lease term commenced or the adjusted rate in effect at the commencement of the renewal term. In no event shall the Basic Rent be reduced to an amount less than the original Basic Rent or previously adjusted Basic Rent, whichever is greater. Base Rates shall be adjusted after giving a 30 day notice, approximately August of each year.						
4. Each lease shall be for a term of five (5) years, with an option for renewal, subject to reasonable modification of the terms and provisions of such lease at the time of any such renewal.						
<u>Lease Rates for Hangars Space other than T-Hangers - section 5-2</u>						
1. Non-Commercial Aircraft Hangar Ground Lease: \$0.22 per square foot per year (base rate), based upon the area designated in the lease or as referenced on the City's "hangar layout plan." The Base Rate shall be annually adjusted on September 1st to reflect the percentage increase, if any, in the CPI-U from the index available for January 31, 2015. Base Rates shall be adjusted after giving a 30 day notice, approximately August of each year.	?	\$.15/sqft	\$.30/sqft	\$.38/sqft	\$.25/sqft	\$.09 - \$.29/sqft
2. Commercial Aircraft Ground Lease: \$0.015 per square foot per year (Base Rate), upon the area designated in the lease or as referenced on the City's "hangar layout plan." The Base Rate shall be annually adjusted on September 1st to reflect the percentage increase, if any, in the CPI-U from the index available for January 31, 2015. Base Rates shall be adjusted after giving a 30 day notice, approximately August of each year.						

Off-Street Parking Space - section 5-3						
1. Unpaved: \$175.00 per year (Base Rate). The Base Rate shall be annually adjusted on July 1 to reflect the percentage increase, if any, in the CPI-U from the index available for January 31, 2015. Base Rates that were not annually adjusted pursuant to Resolution No. 3290 shall be adjusted accordingly.						
2. Paved: The City shall determine the amortized cost of the pavement and add that figure to the unpaved amount.						
Limited Aeronautical Activities - section 5-4						
A. Mobile Mechanics: Limited Activities Licenses for Mobile Mechanic services shall pay a license fee determined by either of the following, at the licensee's election:	\$300/yr	Negotiated		\$50-\$200	Cat II \$25/m Cat III & IV \$20/m Cat V \$15/m	
1. \$120.00, which license shall then be valid for a period of 120 days from the date of issuance of the license, in which event the mobile mechanic may perform aircraft mechanical services on one or more aircraft at the Newport Airport.						
2. \$25.00, which license shall then be valid for a period of 14 days from the day of issuance of the license; provided however, that the licensee shall only be permitted to work upon one aircraft (which the licensee shall declare prior to commencement of work). If licensee wishes a license to work upon another aircraft, an additional license fee shall be paid by the licensee in accordance with this section.						
Limited Aeronautical Licenses other than Mobile Mechanics - section 5-4						
Persons holding a limited aeronautical activity license other than for mobile aircraft mechanic services shall pay a fee of \$150.00 per year, which shall include the fee for one activity authorized under the terms of the license. An additional fee of \$35.00 per year shall be charged for additional commercial activity/activities as set forth in each of the following subsections permitted under the activity license, (e.g., conducting two activities under subsection (b) would be a total additional fee of \$35.00, conducting one activity under subsection (b) and one activity under subsection (c) would be a total additional fee of \$70.00):	\$300/yr	Negotiated		\$50-\$200		
a) Charter						
b) Sightseeing, Advertising and/or Photography						
c) Flight Training and/or Aircraft Rental						
d) Sales						
e) Aircraft Repair (except Mobile Aircraft Mechanic)						
f) Sales of Aircraft Parts and Avionics						
Fire Department Standby Fee - section 5-5						
A fee of \$199.00 for each hour, or any part thereof, during which a City Fire Truck is on standby at the Airport for non-governmental aeronautical operations.		\$100/day	\$500/day			
A Fire Department Standby Fee for scheduled airlines and municipal, state and federal agencies may be set by resolution or agreement.						
The City Council may, upon request, waive fees resulting from Fire Department standby at non-profit public events at the Newport Airport.						
Vegetation - section 5-5						
Any person wishing to obtain to harvest or remove any vegetation upon the Airport premise shall pay a fee of \$200.00 per year. The Airport Manager shall determine the areas within the Airport premise that contain harvestable vegetation or vegetation that may be removed; the license shall be limited to the harvestable/removable vegetation as set forth in the license.						
Firewood - section 5-5						
Any persons wishes to obtain firewood from the Airport premises shall pay a fee of \$10.00 per cord. The Airport Manager shall determine the areas within the Airport premises where firewood may be obtained.						
Long-Term Vehicle Parking - section 5-5						
Any person wishing to leave a vehicle at the Airport shall pay a fee of \$5.00 per month.						
Aircraft Tie-Down Fee - section 5-5						
A daily fee of \$3.00 shall be assessed to aircraft tying-down overnight at the Airport in areas designed by the Airport Manager or designee. This fee shall not exceed \$40.00 per month/	\$7/n \$47/m	\$2/n \$15/m	\$3/n	\$30/m	\$10-\$20/m \$3/d	

Transient Hangar

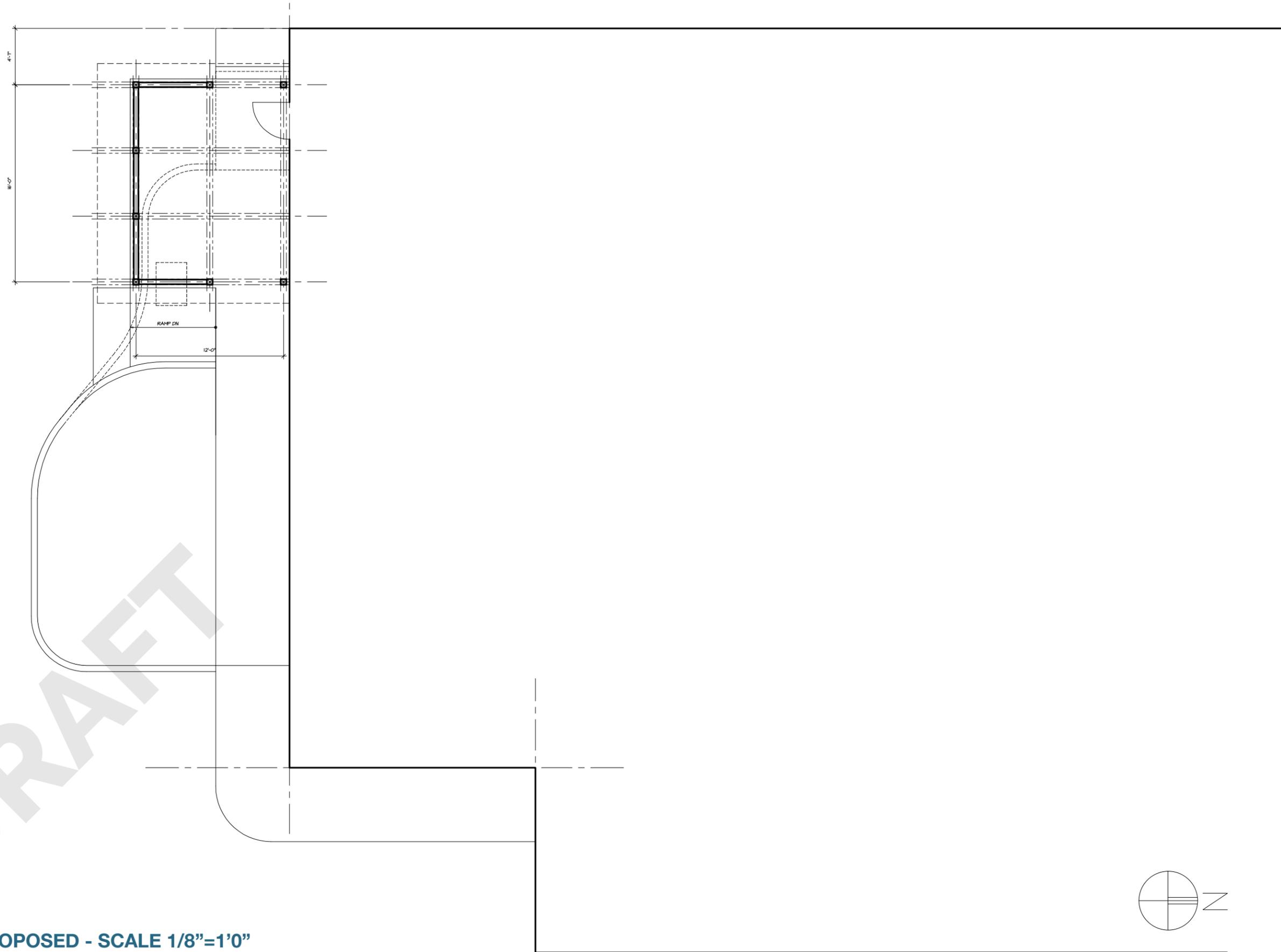
\$15 small, \$25 Medium, \$75 Large not to exceed \$240/month			\$100/n	\$3/n	



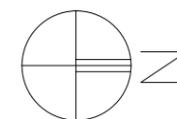
CITY OF NEWPORT AIRPORT - PAVILION ADDITION

PRELIMINARY SUBMITTAL - 17 MARCH 2017

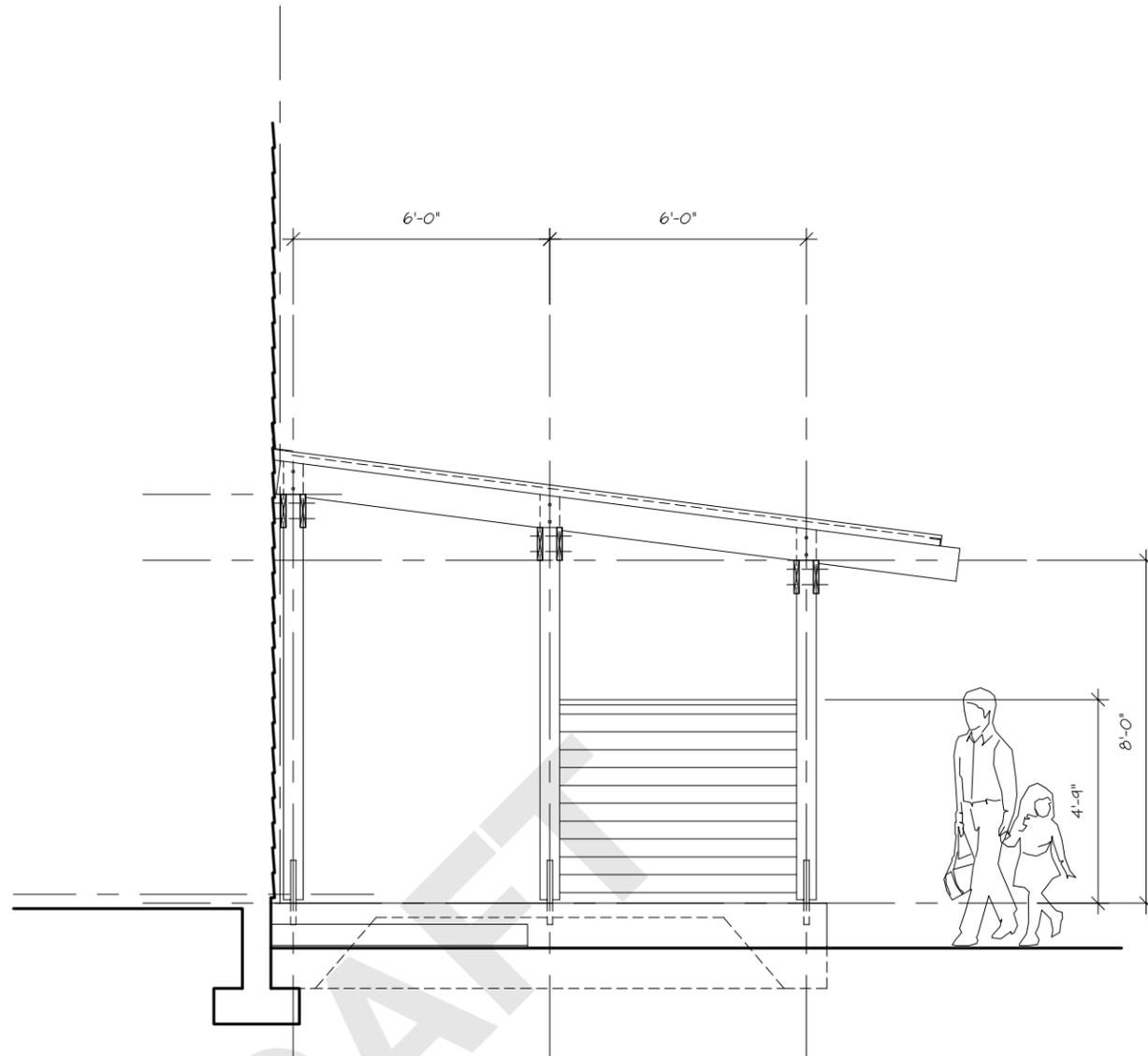
capriarchitecture
DHGoebel, Architect



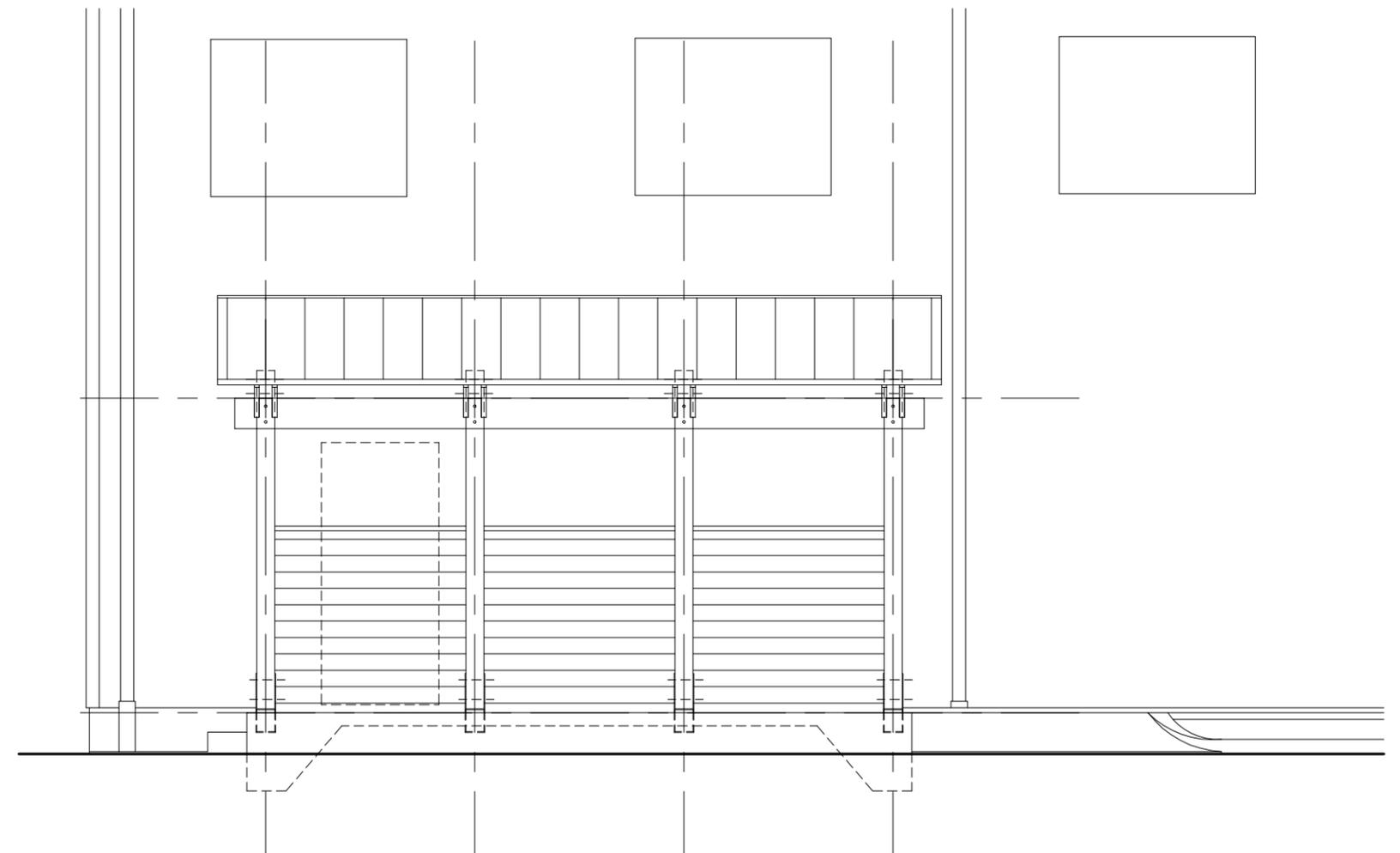
SITE PLAN PROPOSED - SCALE 1/8"=1'0"



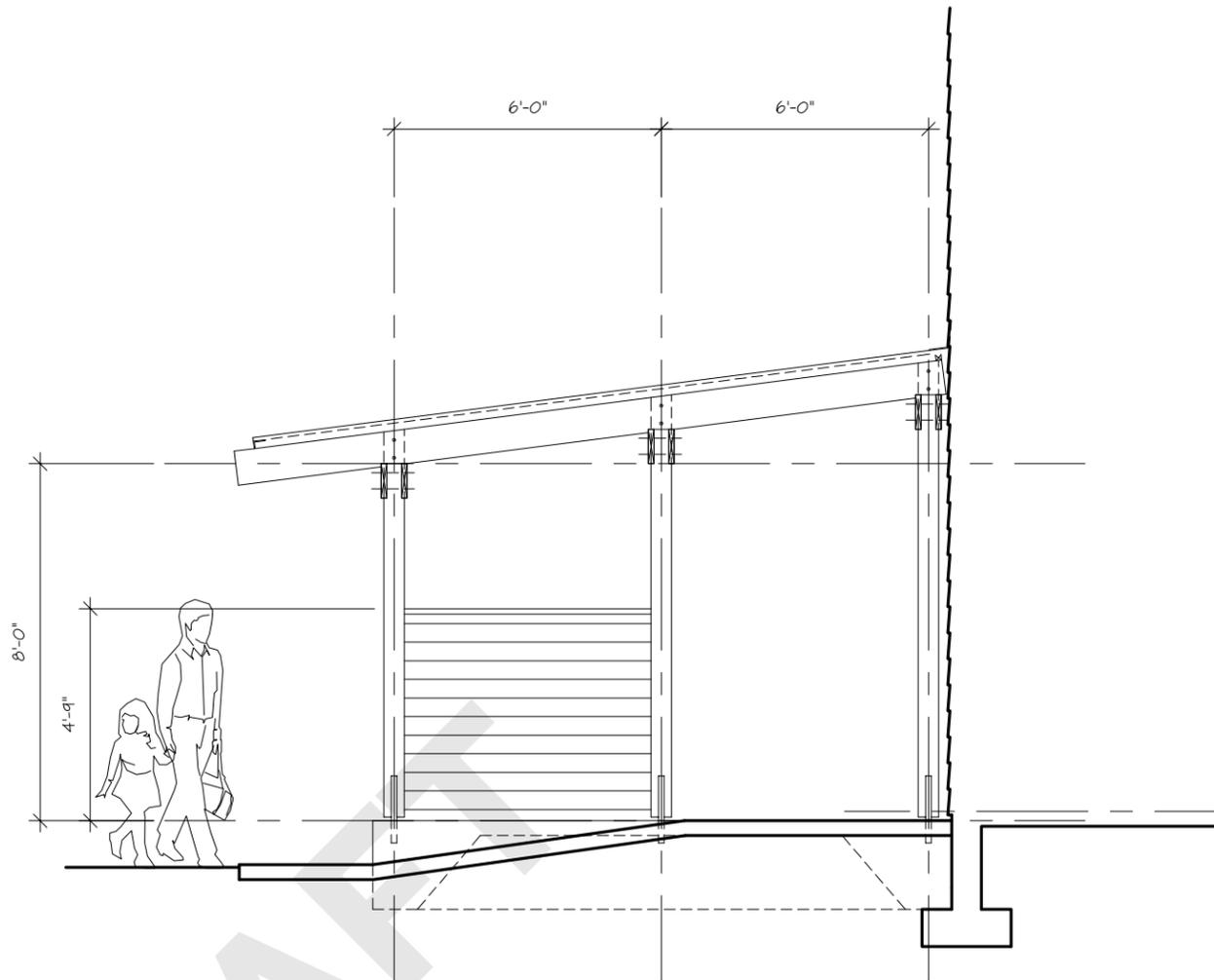
A1-1



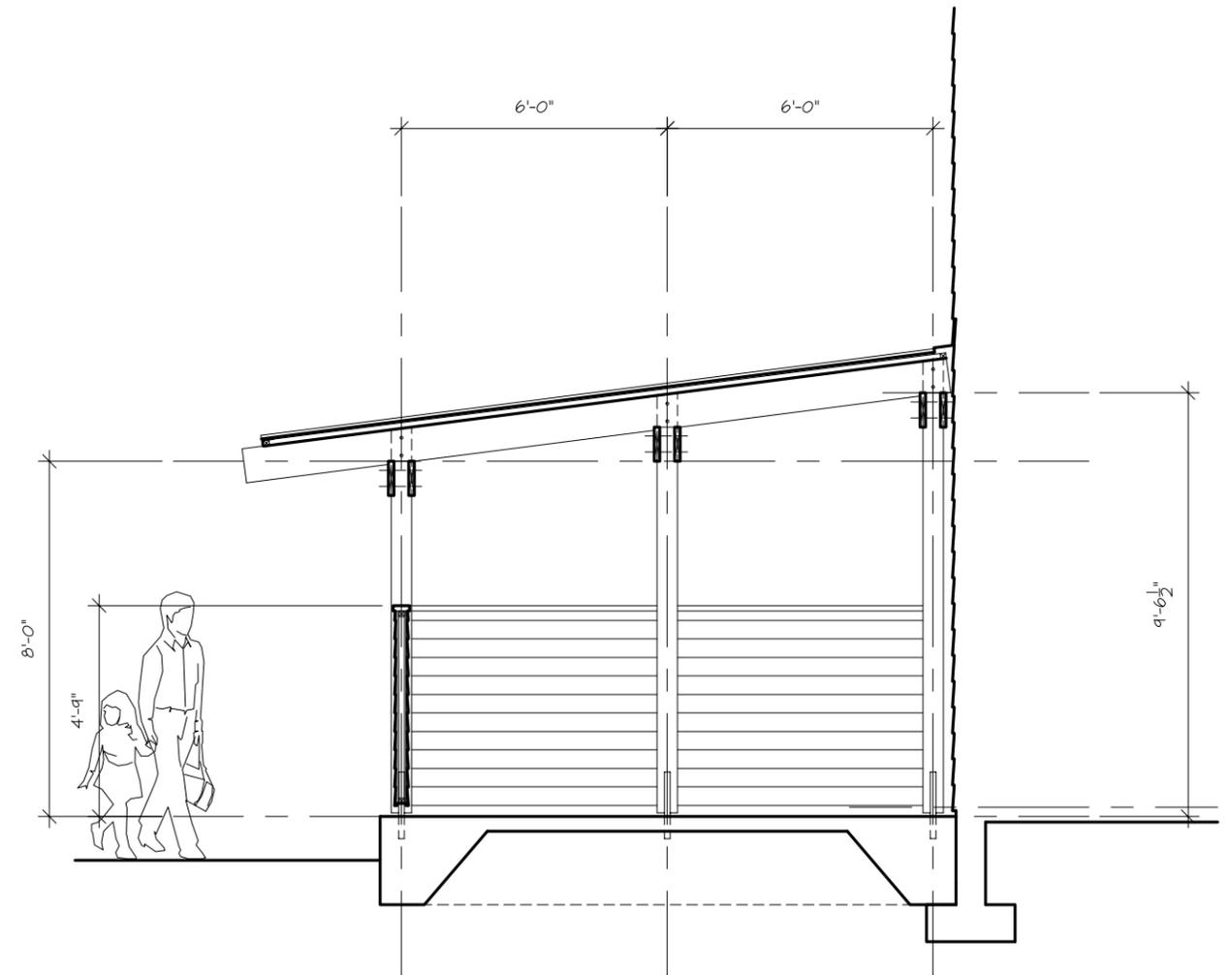
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



BUILDING SECTION

DRAFT