

**CITY OF NEWPORT
AIRLINE SUSTAINABILITY TASK FORCE
NOVEMBER 4, 2009
MEETING NOTES**

The meeting was called to order at 3:00 P.M. In attendance were Patricia Patrick-Joling, Mark McConnell, Mike Schulz, Jim Voetberg, Penelope McCarthy, Ross Schultz, Peggy Hawker, Mark Watkins, Burt Lippman, Don Lindley, Don Mann, and Richard Kilbride. Also in attendance were Steve Salisbury and Greg Stanton.

SELECTION OF CHAIR AND VICE CHAIR

Lindley was selected as Committee Chair, and Lippman was selected Vice-Chair.

SET TASK FORCE GOALS AND DEADLINES

McCarthy read the following excerpt from the notes of the October 7, 2009 meeting of the Airline Sustainability Task Force, "It was agreed that additional information would be required to establish goals. This information includes: an historical timeline; copies of the revenue guarantee agreement with SeaPort; statistics from other airports with unsubsidized commercial air service; a copy of the Mead Hunt study; marketing information from SeaPort; information on current flights; demographic information; and SeaPort's recommendation of a sustainable option."

A discussion ensued regarding factors that affect sustainability, including the physical layout of the airport, landings and visibility, funding, infrastructure, overhead, and marketing. It was noted that the Task Force needs information from SeaPort Air, including the cost per flight, without overhead.

A discussion ensued regarding load factors, ticket prices, and the impact on the current air service subsidy. It was suggested that with an interline ticketing agreement, usage might increase. It was also noted that the lack of an interline baggage agreement can be a greater issue than ticket cost.

It was suggested that the city investigate partnering with Coos Bay for airline service. Kilbride volunteered to take the lead in meeting with Coos Bay representatives. Steve Salisbury reported that he has spoken with representatives from Coos Bay, and they are open to discussing a cooperative arrangement.

Greg Stanton reported that Newport misses fuel sales, and suggested that a provision for fuel purchases in Newport be made a part of a new agreement. It was noted that SeaPort is considering purchasing some fuel in Newport.

The Connect Oregon III grant opportunity was discussed, and it was noted that Newport is considering applying for additional airline service subsidy monies. It was suggested that water and sewer lines, a parallel taxiway, and hangars might be more sellable.

It was noted that the Task Force's charge is to make recommendations to the City Council on all matters related to sustaining air service.

Discussion ensued regarding the survey cards utilized by SeaPort Air, and the cost of security. It was noted that SeaPort would like to make a presentation to the Task Force, in Portland, and the Task Force could meet with the Port of Portland on the same date. It was suggested that SeaPort make the presentation in Newport, and that Port of Portland officials be invited to Newport. This meeting has been scheduled for December 2, 2009, at 1:30 P.M., at City Hall.

Discussion ensued regarding how SeaPort arrived at the cost of \$918 per flight from Newport. Lippman and Jincks would like a copy of the RFP for air service.

Kilbride suggested investigating whether the airport would be better suited as a component of the Port rather than the city. He asked what is involved in establishing a regional airport or airport district.

Having no further business, the meeting adjourned at 4:26 P.M.