

Jan. 9, 2018

2:00 p.m.

Newport, Oregon

The Airport Committee met on the above date in Conference Room A at City Hall, 169 SW Coast Highway.

In attendance were: Committee Members Jim Shaw, Terry Buggenhagen, Jeff Bertuleit, Mark Watkins, Susan Reese Painter and Ralph Busby. Also in attendance were: Airport Director Lance Vanderbeck, Deputy City Recorder Gloria Tucker, City Council Liaison Laura Swanson and audience member Dean Sawyer.

Absent was: Committee Member Ken Brown.

APPROVAL OF MINUTES

MOTION was made by Buggenhagen, seconded by Watkins, to approve the minutes of the Dec. 12, 2017 meeting. The motion carried unanimously in a voice vote.

DISCUSSION/ACTION ITEMS

Part 139 Issue

Vanderbeck introduced the Part 139 Issue.

Buggenhagen asked if fire insurance would increase for the airport or the city if the ARF Truck was relinquished.

Watkins said that wasn't considered but it wouldn't make a significant change to the insurance.

Painter said she did not consider Option 3 in the Master Plan to be realistic. She said she didn't think the airport would be able to get the certification back. She said for the airport to have any hope for commercial air service in the future, the airport needs to keep Part 139. She said to let go of the certification would be a step backwards.

Vanderbeck said the airport's FAA CERT inspector is willing to speak to the committee about the certification.

Watkins said he believes it is not a wise move to give up the certification because of the direction of the airport's growth and development. He said the resiliency study may lead to FEMA's use of the airport. He said he would hate to see the airport regress. He said the requirements and cost are not burdensome, and it would be a mistake to get rid of the Part 139.

Buggenhagen said he agreed with Watkins and Painter. He said in his experience, it is very difficult to regain certifications.

Busby said he would not keep the certification because the city saves money. Secondly, he said the choice isn't entirely up to the airport. He said the FAA can withdraw the certification if it wants. He said if he thought the airport would have commercial air service within the foreseeable future, then he would say don't get rid of it. But, he said, he doesn't see that happening in the next two or three years.

Watkins suggested having the CERT inspector visit the committee. The committee agreed.

Swanson said the city council has no timeline for needing an answer on the certification.

Goal Setting Session

Tucker introduced the Goal Setting Session. Bertuleit added a fifth goal: Explore commercial/industrial development of AOA property.

MOTION was made by Buggenhagen, seconded by Watkins, to recommend five goals for 2018-2019 — expansion of water and sewer services to the airport, pursue commercial and/or private-for-hire airline service to facilitate regional travel to the Central Coast, explore the possibility of constructing additional T-Hangars, work with Destination Newport and others to develop marketing, and explore commercial/industrial development of AOA property. The motion carried unanimously in a voice vote.

Fee Schedule

Vanderbeck introduced the Fee Schedule. Busby suggested the firewood fee should apply to permits not cords of wood. Painter suggested the various parking fees be consolidated into one fee. Busby suggested the landing fees apply to heavier aircraft. Busby also said the mechanic fees section should be removed.

Finance Director Mike Murzynsky entered the meeting and said that any businesses operating in Newport at any time, such as mechanics from another area, need to apply for business licenses through the city.

Painter suggested the overnight tie down fees change to a flat \$5 fee.

MOTION was made by Busby, seconded by Watkins, to apply the landing fee to aircraft 12,500 pounds or more for a \$20 flat rate, eliminate section 5.4 in fees and recognize that business licenses apply to service providers, consolidate parking fees into a \$180 yearly fee and prorated monthly, apply the firewood fee to \$25 per permit, and raise the overnight tie down fees to a flat rate of \$5. The motion carried unanimously in a voice vote.

Security Cameras at Box- and T-hangars

Vanderbeck introduced the Security Cameras at Box- and T-hangars. He said the cost would be \$30,388 for sufficient cameras and Wi-Fi service. Bertuleit said the cost was too high. Busby suggested cameras that record and rerecord on cards or motion-sensitive cameras.

The committee came to the consensus to have Vanderbeck look at cheaper alternatives for security cameras at the airport.

OPERATIONS REPORT

Vanderbeck read the operation report included in the Jan. 9, 2018 packet. Vanderbeck suggested rejecting the bid for the airport pavilion and rebidding in March.

The committee came to consensus to rebid the project.

COMMITTEE COMMENTS

Bertuleit asked Vanderbeck to look into the possibility of having solar panels at the airport.

ADJOURNMENT

Having no further business, the meeting adjourned at 4:15 p.m.