

From Art:

- ☐ How will the daily “Glider Facility Fee zzz z ok km iit a t no I was” be collected?
 - a) Under the definition of “commercial operator”, what does the phrase “operates services” mean? The reason I am asking is that the document appears to categorizeng-A ed. Bit a person who operates services for profit at the airport performing flight instruction or ground in my school as a “commercial l t m operator” and would be subject to the \$1000 “on. Operator Fee”. This appears to broadly apply to any flight instructors who perform flight instruction at the airport including a hypothetical flight instructor employed by UVU who performs touch-and-goes with their student on a Saturday morning. Will any paid instructor who lands or takes off at Nephi be subject to this fee?

From Bret:

- Seth talks of the time spent on responding to “complaints about gliders”. I’ll bet the complaints come from a view that “airports are for power planes”, and gliders have last priority. I doubt the issues are safety. If so this focus on gliders is “unjust discrimination”. Perhaps we are too willing to be last priority.
- Why would there be a glider fee, and not an ultralight, gyroplane fee? The new services they propose to implement don’t even help glider pilots.
- Glider pilots seldom use wifi, water, (pilot lounge?) outside of events. We already pay for taxi light repair when we have events. There doesn’t seem to be a rationale for a glider fee.

From Frank:

I think that we also may want to emphasize that many glider pilots have made a substantial commitment to the Nephi airport. Each individual and the club spend between 15-20K for hangars. Others build hangars in excess of 100K. (We could add up these numbers to demonstrate the overall contribution to the airport development (~200k). I think that we should emphasize that this move about fees feels a little bit like a violation of our trust placed into the city with regards to airport operations.

Do we know what the plans for hangar construction are? This is item 1 on their agenda. As an owner of a glider hangar I think we may want to ask for a commitment that we do not have to move the hangars for the next 5 years or so.

From Ron Gleason

- Just became aware of this so trying to catch up.
- On the statement from the USA BOD
 - ‘We the members of the Utah Soaring Association ...’ I would like to see it say ‘we the USA BOD ..’ because I am not sure how many people with the club know about what is happening with the proposal.
- Instead of stating ‘Against the proposed fee schedule ..’ how about suggesting alternatives to the proposal. The city has indicated the need(s) to cover additional costs for running/managing the airport and we should figure out how to get in sync with them. All municipalities are struggling with covering increased budgets.

- With this said, since I just became aware of this I do not have specific ideas on a different fee structure.
- If the club has not been in discussions with the airport advisory board on this idea/plan would an approach of 'can we sit down and discuss alternatives' make sense?

From Tim:

Are these double (triple) charging. I come to fly for a day. \$4 for the glider, \$3 for parking, and \$5 for tie down, \$12 total. How will these fees be assessed and paid?

From Ben:

This really does change the relationship with Nephi from “collaborative” to “transactional”. I would bring solutions with all this opposition. Suggesting a **liaison** between USA and Nephi Airport Mgmt would put someone in the room who has our interests when these discussions are happening. I think this idea should also hold true for CAPS, Jumpers, Acro guys, etc. It would also be a conduit for guiding airport development/operations in favor of the specifics needed for gliders (e.g. additional taxi ways).

If money is truly the goal here, lets see if we can establish a Nephi Airport Fund to funnel money in, rather than compulsory (and randomly conceived) airport fees. If we held more competitions, a portion of those proceeds could be placed into the fund to offset ongoing airport expenses and earmarked for glider specific airport improvement, maintenance, operations, etc.

From Brad:

- 1.) You all have made very good points for the discussion
- 2.) Does the city know about the availability of federal funds for airport improvement? See Julie's comment via email reply to Bret's message.
- 3.) Jonathan, please report back to the club as to what transpires during today's meeting

If you are commenting on the below statement please use the suggesting instead of editing in top right hand corner

Proposed Statement from the Utah Soaring Board of Directors:

Statement Against the Proposed Fee Schedule at Nephi Municipal Airport

We, the members of Utah Soaring Association Board of Directors, would like to express our concerns with regard to the proposed fee schedule at Nephi Municipal Airport. This picturesque valley has blossomed into a world-renowned gliding destination, thanks in no small part to the tireless efforts of our club and Bruno Vassel. Over the years, we have invested countless hours promoting Nephi as a haven for pilots of all skill levels, attracting enthusiasts from across the globe.

The Utah Soaring Board of Directors believe that the proposed fee hikes threaten to choke the life out of soaring and other aviation related activities in Nephi. In more detail we believe that the significant increases in trailer tie downs, glider facility, event fees and other operational costs place an undue burden on individual glider pilots and a small club like ours. The commercial operator fee imposed on gliding instruction would immediately cease training at the Nephi Airport. This risk of financial exclusion runs counter to the very spirit of soaring and the founding principles of the City of Nephi.

The club and its membership are concerned that the proposed changes are sending a message to all users of the airport, and especially the soaring community: Nephi is no longer open to the sky. The proposed changes will dissuade potential newcomers, squeezing out current pilots, and ultimately diminishing or completely eliminating the vibrant community the gliding club has nurtured here. In addition, if fewer pilots are utilizing the airport it will be less attractive for out of state pilots and this could impact on the organization of future national and regional glider competitions, which in the past, resulted in a substantial financial influx into the community, benefitting hotels, restaurants, and other businesses.

Nephi Municipal Airport boasts unique geographical advantages that make it a premier gliding site. Imposing exorbitant fees jeopardizes this exceptional resource.

We urge the Nephi Airport Advisory Committee to reconsider this detrimental proposal that places a heavy burden on those pilots who are committed to support the Nephi community over the long run. Instead, the soaring club proposes that we develop a collaborative and transparent approach towards the identification of future budgetary and planning needs and fee assessment that involves all stakeholders and ultimately serves Nephi and the airport community with the goal of fostering the growth of gliding and aviation in Nephi. In the past the Club has made a commitment towards Nephi airport and we want to reiterate that we are interested in continuing this commitment ensuring its accessibility and sustainability for generations to come.

Nephi's skies belong to everyone. Let's keep them open.

Sincerely,

Utah Soaring Association