



City Hall Conference Room
300 W. Crowell Street
Monroe, North Carolina 28112

5:00 PM - September 12, 2022

MEETING AGENDA

- 1. Call to Order and Welcome Guests**
- 2. Minutes for Approval**
- 3. Department Report**
 - a) Monthly Reports: Operations, Finance**
 - b) Project/Grant Status Report**
- 4. Aerowood Aviation/Cirrus Now Event**
- 5. Aerowood Aviation Request to Conduct Self-Fueling**
- 6. Adjourn**

Next Meeting:



**Monroe Airport Commission Regular Meeting
City Hall Conference Room
5:00 pm – June 13, 2022**

Chair: Mr. Lynn Keziah (Council Member Keziah left at 5:48 pm, and Board member Wilfong presided for the remainder of the meeting as Acting Chair)

Attending Members: Ms. Hayden Desio-Munn, Mr. David Dotson, Mr. Patrick Furr, Mr. Howard Heda, Mr. John Stephens, Mr. John Wiggins, Mr. Gary Wilfong

Staff in Attendance: Mr. Peter Cevallos, Mr. Brian Borne, Mrs. Ashley Britt, Ms. Dawn Robinson

Engineer of Record Attendee: Mr. Pat Turney

Guest: Mr. Doug Crump and Mrs. Carmen Crump

1. Call to Order and Welcome Guests

Chair Lynn Keziah called the meeting to order at 5:00 pm on June 13, 2022, welcoming the Commissioners, staff, and guests in attendance.

2. Minutes for Approval

a.) Approval of the minutes for the April 11, 2022 meeting was requested.

Motion: Mr. David Dotson made the motion to approve the minutes of the April 11, 2022 meeting.

Second: Mr. John Wiggins

Action: The motion to approve the minutes passed unanimously with the following votes:

AYES: Ms. Hayden Desio-Munn, Mr. David Dotson, Mr. Patrick Furr, Mr. Howard Heda, Mr. John Stephens, Mr. John Wiggins, Mr. Gary Wilfong
NAYS: None

- 3. Special Presentation – Carmen Crump:** Chair Lynn Keziah formally recognized Mrs. Carmen Crump on her retirement from the City with a proclamation signed by the Mayor. Mr. Cevallos also recognized Mrs. Crump for her service of 10 years at the Airport, and presented her with an engraved vase from the Commission and staff.

4. Department Reports

Presenter:

Mr. Peter Cevallos

a.) Operations

Summary:

Mr. Cevallos briefed the following for monthly operations: there are 4 active Notice-to-Airmen (NOTAMs): one for the advisory on radio altimeter use being unreliable (this is a blanket advisory the FAA has issued in light of the 5G rollout); three “FDC” NOTAMs associated with the Airport’s arrival and departure procedures. Mr. Cevallos briefed aircraft operations for May totaled 3,894 operations, with 708 departures and 721 arrivals. Under Aircraft Services, Mr. Cevallos briefed the following for May: 545 customers fueled, 548 were towed, and 346 were provided other services. Fuel totals for March are 57,840.1 gallons of fuel being dispensed with 13,676.1 being AVGAS and 44,164.0 Jet-A. Current fuel prices are \$6.60 for Self-Service AVGAS and \$7.20 for Full-Service AVGAS; for JET-A, prices are \$6.60 for Self-Service, and \$7.50 for Full-Service. Board member Wilfong asked if the Airport’s fuel price is comparable to other airports. Mr. Cevallos provided an explanation and rationale behind the formulation for setting the retail price of fuel at the Airport, demonstrating how he uses an analysis of pricing for airports within a 50-mile radius to determine if the price is a favorable range. Board member Stephens asked if Mr. Cevallos knows if customers go to other airports because of the Airport’s fuel prices. Mr. Cevallos responded that while there are customers that seek out other airports because of our prices, these are in the minority.

Mr. Cevallos concluded the operational report with presenting the current Airport’s occupancy as 70 tie-downs, 20 T-hangars, and 49 leasing hangar and office space; and 150 transient customers overnighted in May, with 9 being hangared.

b.) Financial

Summary:

Mr. Cevallos presented May's Year-to-Date Budget Report, stating that the Airport's revenues had a substantial increase over projected end of year budget outlook; this increase was attributed to fuel sales. He added that expenditures are also trended slightly higher than forecast, again in part for the increase of fuel purchase that was made to support the increase in fuel sales.

c.) Project/Grant Status

Summary:

The following is being reported for the current airfield projects:

- Airport Layout Plan Update: Mr. Cevallos explained that this item will be covered later in the meeting.
- Quonset Hangar Reactivation: Mr. Cevallos stated that the work on the office space has been completed; pending Mr. Brandon Atkinson's availability, Mr. Cevallos and Mr. Atkinson would complete final walk-through of the facilities.
- Runway 05/23 Obstruction Removal Project: Mr. Cevallos state that the applications for required environmental permitting have been submitted.
- The Rehab of Aprons D, E, F: Mr. Cevallos reported while there is no change to status/no new update to report on this project, he stated the Airport Engineer and he were working with the NC Department of Transportation on the final funding and scope of work to complete the project. He went on to describe how there were limitations on which funding source the State would use for this project, and the Airport Engineer was adjusting the project scope of work to best meet the funding availability, and still complete the overall project objective. Mr. Cevallos stated he would follow-up with the Commission once the approval and timing of the project bidding matched the construction grant funds availability.

5. **Approval of Hangar Plans and Lease Amendment with Charlotte-Monroe Hangar 1, LLC**

Presenter:

Mr. Peter Cevallos

Summary:

Mr. Cevallos presented an amendment to the lease the City signed with Charlotte-Monroe Hangar 1, LLC to construct a 15,000 sq. ft. aircraft storage hangar. He stated the original parcel size in the lease was 200 feet by 100 feet size, or 30,000 square feet, and through the negotiations, this parcel would allow the lessee to adequately place their proposed

hangar, allowing a 25-foot buffer around the entire building. He further reminded the Commission that the required payback rate was calculated to be \$0.42 per square foot, per year based on the total cost that the City had invested in the Corporate hangar area, prorated for the size of the property that defined the leasehold. The resulting lease payment would be \$12,764.

Mr. Cevallos stated per the terms in the lease agreement, Charlotte Monroe Hangar 1, LLC presented the Airport staff with their hangar site plans for approval. Mr. Cevallos presented a schematic of the hangar site, and described the proposed hangar's size of 18,500 square feet, and the major features. Mr. Cevallos explained that the leasehold has to be increased to properly accommodate the proposed hangar, from 30,000 square feet to 37,060 square feet. This increase of nearly 25% to properly accommodate the proposed improvements would increase the annual lease payment, from \$12,764 to \$15,765. Mr. Cevallos concluded stating that all other items in the lease agreement remain the same.

Board member Wilfong asked about the status of 'Project Barrel'. Mr. Cevallos responded that that this project is on indefinite hold as the prospect is focusing on other company initiatives. Mr. Cevallos provided the background of the project, including the proposed location of the facilities. He described the events leading up to, and his understanding of the prospect's rationale to place the project on hold for now.

Motion: Mr. John Wiggins made the motion to approve the proposed hangar plans and recommend City Council approve the lease amendment with Charlotte Monroe Hangar 1, LLC, increasing the size of leasehold by 7,060 sq. ft. and increasing the annual lease payment by \$3,001; and, authorize the Interim City Manager to sign the lease amendment.

Second: Mr. John Stephens

Action: The motion to approve the proposed hangar plans and recommend City Council approve the lease amendment with Charlotte Monroe Hangar 1, LLC passed unanimously with the following votes:

AYES: Ms. Hayden Desio-Munn Mr. David Dotson, Mr. Patrick Furr, Mr. Howard Heda, Mr. John Stephens, Mr. John Wiggins, Mr. Gary Wilfong

NAYS: None

6. Final Approval of Airport Layout Plan Update

Presenter:

Mr. Peter Cevallos

Summary:

Mr. Cevallos stated that staff has received notification from the N. C. Department of Transportation and FAA that the Airport's ALP Update has been reviewed, and both agencies recommend approval. To achieve formal conditional approval of the plan requires first the signature of the City, then formal acceptance by signature from the State. It is the intent of staff to move forward on formal, and final adoption, of the ALP Update. With City Manager coordination, it would be staff's intent to present this final version of the ALP Update at the next City Council Strategic Meeting, scheduled to be held in July. The final version describes all previously presented information and plans that detail the Airport's growth for the next twenty years. Staff will continue to focus on developing the Airport according to the presented phases, along with the major capital projects that will enhance the Airport's capability.

Mr. Cevallos presented the list of projects that staff will focus on for the first five-year phase of the Airport's development plan. He explained how the list is organized, reviewing the first set of projects, the project description and proposed cost; he explained the projects on this list are eligible for grant funding. Mr. Cevallos confirmed a question from the Board that each project on the list that is eligible for grant funding would require a ten percent local match from the City. He then showed those projects that had either low priority for grant funding or were not grant eligible. Board member Furr asked about the listing of a maintenance hangar. Mr. Cevallos explained while this item was shown on the list, he also pointed out the associated cost and how that cost was derived. Mr. Cevallos shared that fulfilling that project would require a number of coordination due to its complexity. Mr. Cevallos went on to state the State is aware of the projects on this list that were eligible for grant funding, and that they support the overall airport development plan. He stated that staff would now be able to have a dialogue with the State and FAA for grant funding based on this list.

Board member Wilfong asked for explanation on how projects get funded. Mr. Cevallos stated that currently there are a number of funding opportunities, and the State has to weigh all these requests using the FAA project ranking system. Mr. Cevallos explained that for all sixty-three state airports, the commercial airports such as Raleigh, Charlotte, Wilmington have a different process to obtain the grant funding as their projects are grander in scale, size and complexities; further, they have a direct dialogue with the FAA for those grants. Mr. Cevallos explained that for the general aviation airports such as ours, the State Division of Aviation reviews the submitted projects against the same priority ranking that is established by the FAA, and then determines if and when the project can

proceed, based on funding availability. Mr. Cevallos also clarified to the Board that this was a list of priorities, and that the sequencing of projects would not necessarily occur all at once or in immediate succession. He stated that all is based on the current availability of grant funds, and that added available grants funds such as the Bi-partisan Infrastructure Law (BIL) which could possibly fund large items on the list such as the runway rehabilitation sooner than later. Mr. Cevallos concluded his explanation with stating that he and the Airport Engineer would work with the State's Division of Aviation to determine the timing and scope of work

Motion: Mr. John Wiggins made the motion to approve the Airport Layout Plan Update as presented, and recommend this update be forwarded to City Council for their consideration and approval.

Second: Mr. Howard Heda

Action: The motion to approve the Airport Layout Plan Update as presented, and recommend this update be forwarded to City Council for their consideration and approval passed unanimously with the following votes:

AYES: Ms. Hayden Desio-Munn Mr. David Dotson, Mr. Patrick Furr, Mr. Howard Heda, Mr. John Stephens, Mr. John Wiggins, Mr. Gary Wilfong

NAYS: None

7. Adjourn

The Acting Chair Wilfong requested a motion to adjourn.

Motion: Mr. Howard Heda made the motion to adjourn.

Second: Ms. Hayden Desio-Munn

Action: The motion to adjourn passed unanimously with the following votes:

AYES: Ms. Hayden Desio-Munn Mr. David Dotson, Mr. Patrick Furr, Mr. Howard Heda, Mr. John Stephens, Mr. John Wiggins, Mr. Gary Wilfong

NAYS: None

MONTHLY AIRPORT OPERATIONS REPORT

MONTH OF AUGUST 2022

AIRFIELD STATUS

AIRFIELD CONDITION = **GREEN**

CURRENT NOTAMS 1 Aerodrome: Radio Altimeter unreliable (**5G related**)
3 FDCs: associated with arrival and departure procedures

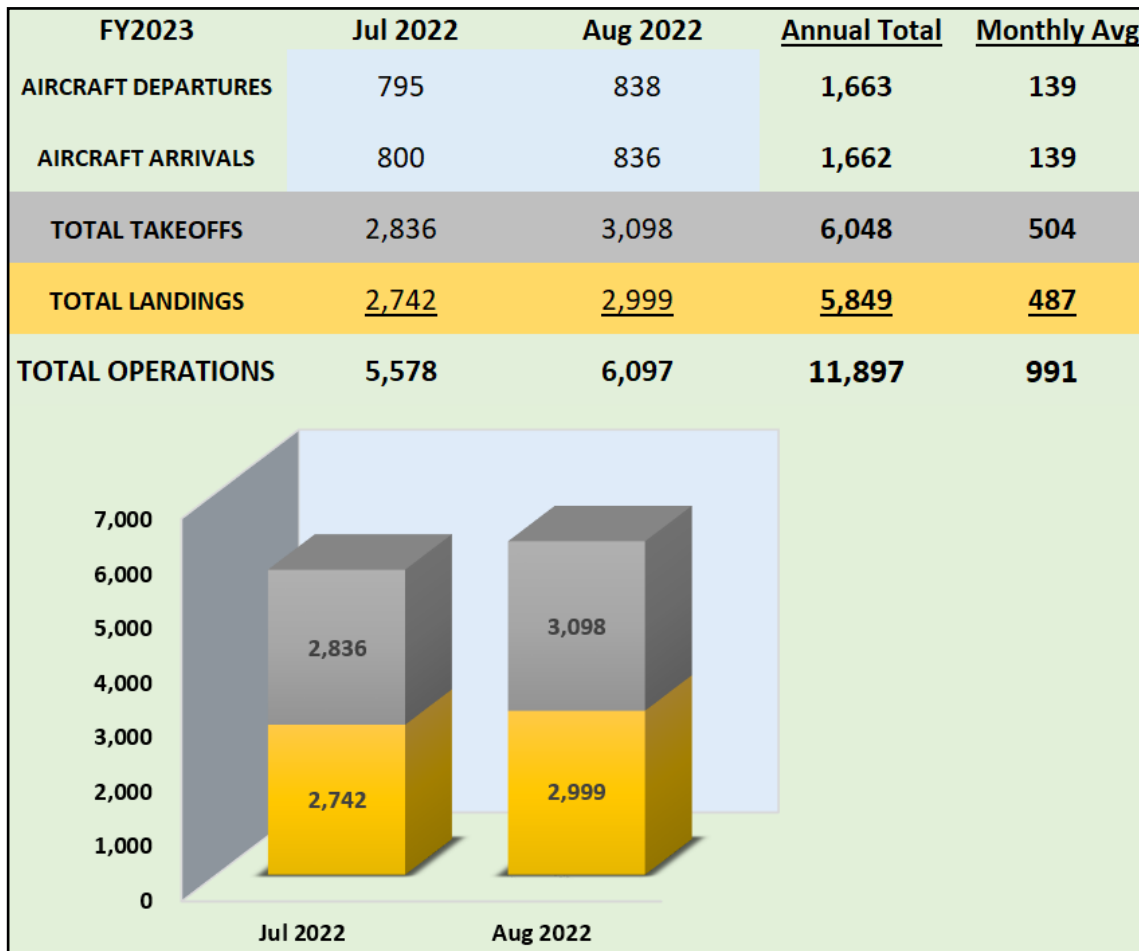
AIRCRAFT OPERATIONS

TAKEOFFS = 3,098

LANDINGS = 2,999

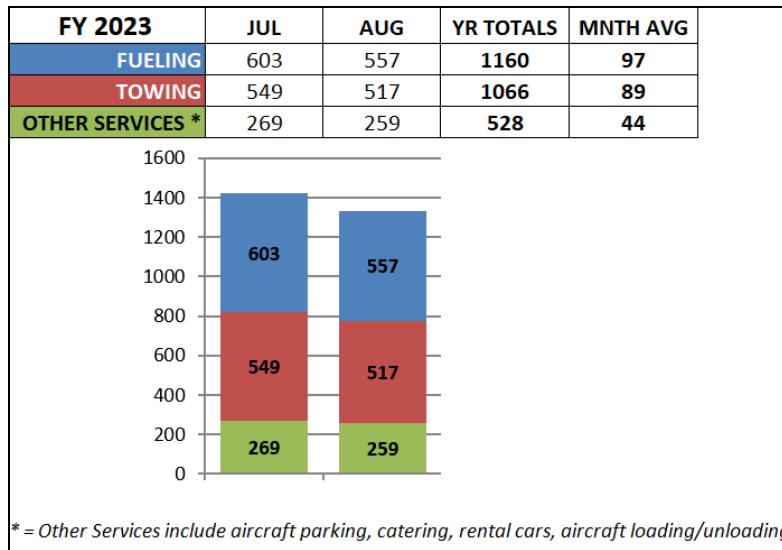
DEPARTURES = 838

ARRIVALS = 836



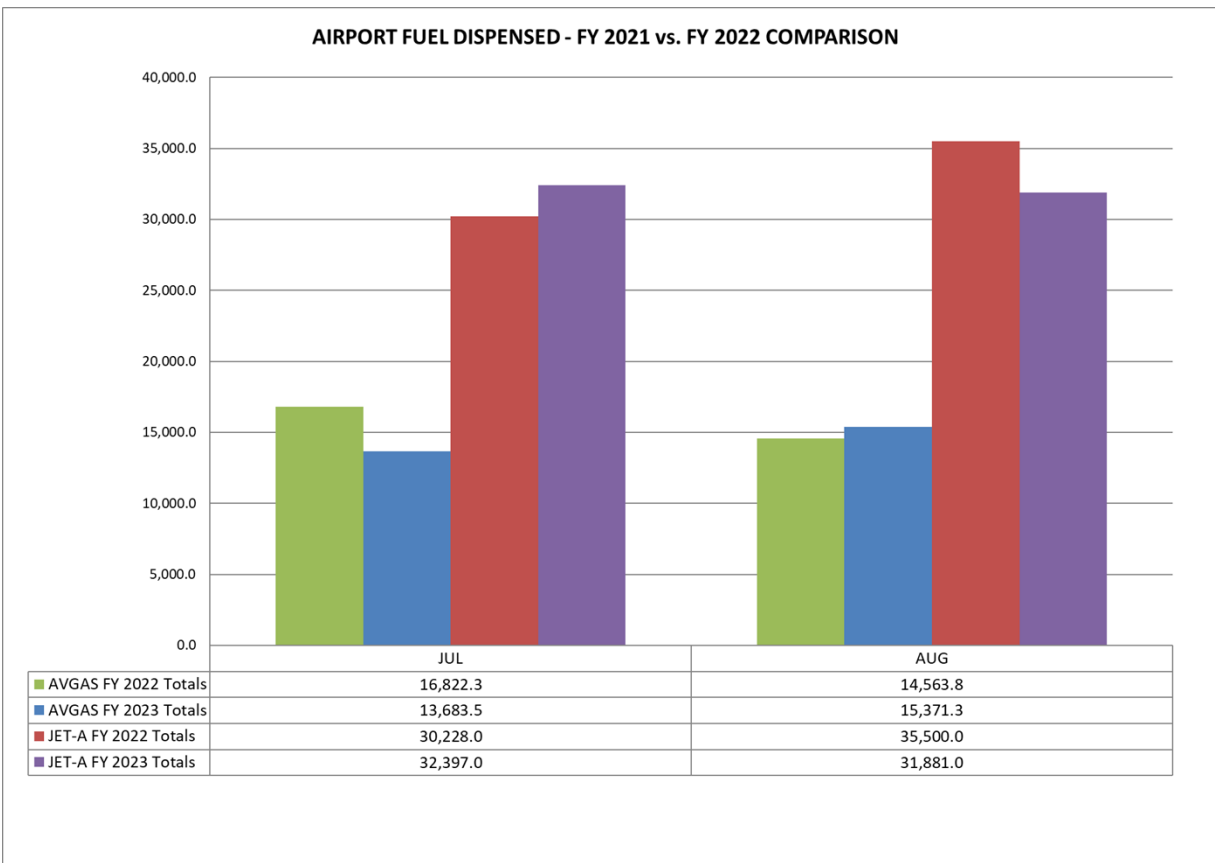
AIRCRAFT SERVICES

CUSTOMERS SERVED: FUELED = 557 TOWED = 517 OTHER = 259



FUEL

DISPENSED: AVGAS = 29,054.8 GALS JET A = 31,881.0 GALS **TOTAL = 60,935.8 GALS**
ON HAND: AVGAS = 9,101 GALS JET A = 8,530 GALS **TOTAL = 17,631 GALS**
CURRENT PRICE: AVGAS = \$6.50 SS JET A = \$6.15 SS
 \$7.00 FS \$7.20 FS



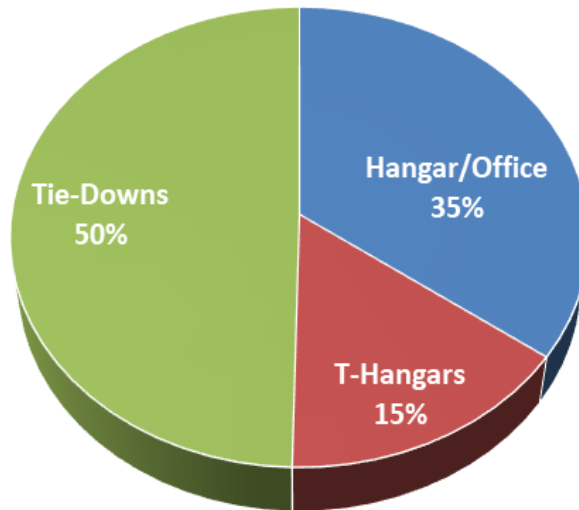
OCCUPANCY

BASED CUSTOMERS (LEASED SPACE):

HGR/OFFICE* = 51

T-HGR = 20

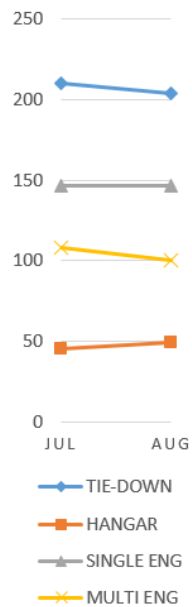
T/D = 71

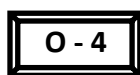


* = Value includes both Bulk Hangar & total Hangar occupancy

TRANSIENTS OVERNIGHTING:

FY2023	JUL	AUG	TOTALS	AVG
TIE-DOWN	210	204	414	83
HANGAR	45	49	94	9
SINGLE ENG	147	147	294	27
MULTI ENG	108	100	208	19





August 2022 Monthly Budget Report - AIRPORT



		AUG 2022			2022 YTD		
Account Number	Account Desc	Budget	Actual	% Used	Budget	Actual	% Used
580 Airport Fund		0.00	35,184.05	100.00%	369,517.00	75,989.80	20.56%
00 No Department		0.00	(197,663.47)	100.00%	(2,145,643.00)	(391,285.93)	18.24%
1000 General Revenue		0.00	(197,663.47)	100.00%	(2,145,643.00)	(391,285.93)	18.24%
86 Airport		0.00	232,847.52	100.00%	2,515,160.00	467,275.73	18.58%
8620 Airport-Operations		0.00	230,894.60	100.00%	2,428,970.00	464,273.36	19.11%
8630 Airport-Customs Service		0.00	1,952.92	100.00%	86,190.00	3,002.37	3.48%
Grand Total:		0.00	35,184.05	100.00%	369,517.00	75,989.80	20.56%



STAFF REPORT

TO: Monroe Airport Commission

VIA: Brian J. Borne, City Manager

DATE: September 13, 2022 Meeting

FROM: Peter Cevallos, Airport Manager

SUBJECT: Aerowood Aviation / Cirrus Now Event

SUMMARY STATEMENT

Aerowood Aviation is hosting a Cirrus Now Event at their Hangar #6. The event is to promote the new training facilities at the Quonset Hangar, and to further promote their partnership with Cirrus Aircraft.

REVIEW

Aerowood Aviation, in collaboration with Cirrus Aircraft, is hosting a Cirrus Now event at the Airport September 23, 2022, from 6:00 pm to 9:00 pm. This event is similar to the same type of events that Aerowood has hosted at their facilities, and is used to promote the partnership they have with Cirrus Aircraft. The theme, objective of this year's event, is to promote the new training facilities at the Quonset Hangar and other services afforded existing and potential Cirrus Aircraft owners. The event is by invitation only, and will be handled by Cirrus Aircraft. Aerowood has obtained an event permit from the City, and will work with Airport staff to ensure minimal disruption to the Airport's normal activities during the event.

RECOMMENDATION

Staff recommends Airport Commission approve Aerowood conducting this event at their Hangar #6 facilities per the plan Aerowood has submitted.

Attachment(s):
Aerowood Aviation – Cirrus Now Event Summary

AEROWOOD AVIATION – CIRRUS NOW EVENT (September 23, 2022)

Cirrus Aircraft (best-selling aircraft in its category) has chosen Aerowood in the past to host their annual “Cirrus Now” event which most recently came to Monroe in 2018. With recent success in aircraft purchases (20+ set to arrive in the next two years) and major updates coming to the flight school, Aerowood has again been chosen to host this event in 2022. In partnership with us, Cirrus have chosen September 23rd from 6 to 9 pm. Here are the logistics that we have:

Site

Aerowood is proud of our modern, clean, state-of-the-art facilities and our goal is to display them for our guests. We will do this by hosting the event in hangar 6. I envision guests entering the hangar through the main door. The bulk of the event will be on the hangar floor where two piston engine aircraft and one jet Cirrus Aircraft will await them along with vendors, a musician, food, and drinks.

Parking

The parking lot between hangar 5 and 6 (marked “primary” on the map) to be the first parking lot to fill up. From there, we will marshal guests to the parking that lines the back of hangar 4 and the US Helicopter hangar. Lastly, we plan to use the parking lot in front of Quonset Hut. Aerowood is willing to provide one person to man Gate 9 to allow guests to drive through as well as 2-3 people to marshal guests to the correct parking areas.



Considerations

I understand certain considerations will need to be made beyond these plans. The first thing that come to mind are making sure that Harris Teeter will not be affected by the event and making sure certain planes are re-located appropriately from tie-downs and hangars to make space for the event.

Primary Point of Contact: Adam McClinton, Aerowood Aviation, 502.751.5648 (c)



STAFF REPORT

TO: Monroe Airport Commission

VIA: Brian J. Borne, City Manager

DATE: September 12, 2022 Meeting

FROM: Peter Cevallos, Airport Manager

SUBJECT: Aerowood Aviation Request to Conduct Self-Fueling

SUMMARY STATEMENT

Aerowood Aviation is requesting for permission for a Mobile Fueling Permit for their flight school operations.

REVIEW

Aerowood Aviation is requesting for permission for a Mobile Fueling Permit for their flight school. They make this request under the Monroe Airport Rules and Regulations (§131.07(B)), and cite the reason to invest in a mobile self-fueling truck as a cost-saving measure to their flight school operations. A large part of cost for the flight school operation is the purchase of fuel for their aircraft. Aerowood currently purchases approximately 60,000 gallons of fuel a year from the City, and receives a volume discount as described in the City's Fee Schedule. It is common practice for airports to provide volume discounts to those operators that purchase large quantities of fuel, and the volume discounts that City has on its fee schedule is comparable to the same type that would be found at a number of other NC airports, as shown in the attached table.

As a response to this request, a copy of the ordinance has been provided to Mr. Atkinson, Aerowood Aviation CEO, so that all requirements are understood and part of this request. Mr. Atkinson has acknowledged this requirement, and is interested in working with Airport staff to ensure the fueling system that is introduced meets all the safety requirements.

RECOMMENDATION

Staff is requesting the Airport Commission provide further direction on permitting Aerowood Aviation a Mobile Fuel Permit.

Attachment(s):
Aerowood Letter Requesting Self-Fueling
Airport Rules and Regulations Excerpt – Aircraft Fueling
NC Airports Fuel Discount Comparison (table)



Mr. Cevallos,

Please allow this letter to serve as a formal request from Aerowood Aviation for approval from the Airport Board and City of Monroe for a Mobile Fueling Permit for the flight school under the Monroe Airport Rules and Regulations (§131.07(B))

We have had to make the decision to invest in a mobile self-fueling truck, due to the significant impact that the reduction in the volume discounts has had on the flight school, effective July 1, 2022. The volume discount rate that had remained in effect with the City for over 12 years and then was cut by 75%. This change has dramatically affected the impact of our operation in Monroe.

Consequently, we have made arrangements to purchase the fuel from Shell directly and now request a permit for our use of a mobile self-fueling vehicle for Aerowood. Should you have any immediate questions, please don't hesitate to reach out to me personally. Thank you for your consideration and we look forward to hearing from you.

Sincerely,

Brandon Atkinson,
Aerowood Aviation LLC

**EXCERPT – CITY OF MONROE CODE OF ORDINANCE,
CHAPTER 131: CHARLOTTE-MONROE EXECUTIVE AIRPORT
(AIRPORT RULES AND REGULATIONS)**

§ 131.07 FUELING AND DEFUELING AIRCRAFT.

A. General Requirements.

a. Excluding self-fueling operations, all aviation fuels and oils for sale at the Airport will be dispensed only by the City. No other company, group, or individual will be allowed to transport, store, fuel or otherwise introduce petroleum products to the Airport without the express written permission of the City. Only then will this operation be allowed in areas designated by the City and which meet all operational and safety procedures and requirements.

b. No MOGAS (automotive fuel) will be brought onto the Airport for the purpose of transferring such fuels to any aircraft which is at the Airport and is not owned by the person dispensing such fuel. All uses of MOGAS will be in accordance with all applicable FAA and industry guidelines and regulations.

c. No fuel storage and/or dispensing equipment shall be installed or used at the Airport without the prior written approval of the City. All such equipment shall be kept in a safe and non-leaking condition.

d. No aircraft shall be fueled or defueled while the engine is running, or being warmed by applications of exterior heat, or while such aircraft is in a hangar or enclosed space except for turbine-powered helicopters, which may be hot fueled so long as the pilot and fuel provider are familiar with and implement safety procedures for such fueling.

e. Smoking or lighting of an open flame is prohibited within 100 feet of any fueling operation.

f. No person shall operate any radio transmitter or receiver or switch electrical appliances off or on in an aircraft during its refueling or defueling.

g. During refueling, the aircraft and the fueling dispensing apparatus shall both be grounded to a point or points of zero electrical potential.

h. No person shall use any material during fueling or defueling of aircraft which is likely to cause a spark or be a source of ignition.

i. Adequate fire extinguishers shall be within ready reach of all persons engaged in fueling or defueling aircraft.

j. Fueling hoses and equipment shall be maintained in a safe, sound and non-leaking condition and shall be approved by the National Board of Fire Underwriters in all respects and parts.

k. All hoses, funnels, and appurtenances used in fueling and defueling operations shall be equipped with a grounding device to prevent ignition of volatile liquids.

l. Persons engaged in the fueling and draining of aircraft fuel shall exercise care to prevent overflow of fuel. Persons responsible will take proper measures to remove any volatile liquid when it is spilled.

- m. Any company, group or individual performing fueling and defueling operations shall have accessible necessary containment and absorbent materials to contain the maximum potential of a spill.
- n. All spills, in excess of one gallon, should be reported to the City immediately.

B. Self-Fueling.

- a. Pursuant to FAA requirements that public airports allow owners/operators of aircraft to self-fuel, the City hereby institutes Self-Fueling Regulations in order to facilitate safe and functional installation and operations at the Airport.
- b. *Permit.* Prior to engaging in self-fueling activities, an owner/operator must obtain a Self-Fueling Permit from the City which shall not be unreasonably withheld. Upon receipt of a completed application to self-fuel, the City shall promptly act on an application to engage in self-fueling in a timely manner.
- c. Permittees shall comply with all duly enacted or promulgated Federal, State and local laws, regulations, ordinances, and codes as they may apply to the installation and operation of self-fueling farms, equipment and activities including but not limited to fire codes, building codes, and safety regulations.
- d. Only persons or entities with active hangar leases at the Airport shall be permitted to install a fuel farm for self-fueling purposes. At the termination of a Permittee's use of a self-fueling facility, the disposition of the self-fueling equipment shall be the same as for other equipment installed or used by the lessee at the Airport as provided for in the lease.
- e. It is the responsibility of the Permittee to insure that only aircraft owned, operated, or utilized by the Permittee shall be self-fueled at the Permittee's self-fueling facilities and their operation.
- f. The installation and cost of all self-fueling equipment shall be the sole responsibility of the Permittee. The City shall not incur any expense in regard to self-fueling facilities and their operation.
- g. Self-fueling fuel farms shall include only above-ground storage tanks. Prior to the installation and use of such fuel farms, the City must approve Permittee's facility and its installation. Detailed plans and specifications sealed by a registered engineer of Permittee's facility and location shall be submitted to the City for appropriate review. Only an appropriately licensed general contractor may construct fuel storage facilities. Facility construction shall not commence prior to written approval by the City. Once approved by the City, the Permittee shall not make changes to the specifications without receiving additional written approval from the City.
- h. Permittee shall, at its sole expense, maintain its self-fueling facilities and equipment in a presentable condition consistent with best management practices.
- i. The Permittee shall be responsible for any clean-up of any site on the Airport that becomes contaminated due to the self-fueling installation or operation of the Permittee.
- j. Permittee shall provide liability insurance coverage for its self-fueling operations in limits that are stated in the Permittee's lease, or if no lease exists, in the minimum amount of one million dollars (\$1,000,000.00) per occurrence. Further, by accepting a permit to engage in self-fueling from the City,

the Permittee agrees to indemnify and hold the City, its agents and employees harmless from any and all claims, costs, loss, or expenses arising from Permittee's self-fueling operations. Indemnification shall also include environmental claims, clean-up costs, loss, or expenses due to any fuel spill or contamination due to a Permittee's self-fueling operations.

k. Mobile self-fueling of aircraft may only occur upon prior issuance of a Mobile Fueling Permit. Prior to issuance of a Mobile Fueling Permit, appropriate City staff must inspect and approve all equipment associated with a Permittee's mobile self-fueling operations. Mobile fueling equipment may only be operated or stored upon surfaces that are within the weight-bearing capacity of such surface. Mobile fuel trucks may only be fueled at locations that are approved by the City. No truck-to-truck fueling shall occur. All other applicable fueling requirements of Permittees as set out herein shall apply to mobile self-fueling.

l. In the event of any alleged violation by a Permittee of these Self-Fueling Regulations, the CITY shall give written notice to the Permittee of such alleged violation and the grounds for same. The Permittee shall then have a period of thirty (30) days to cure such alleged violation. Upon failure of the Permittee to take appropriate action, the City may take such action as necessary to correct the violation including but not limited to revocation of the Self-Fueling Permit. Serious safety violations which pose an imminent hazard to persons or property may result in immediate action by the City without such prior notice and cure period.

m. Permittee must pay a flowage fee as established in the Fee Schedule of the City unless exempted under § 131.07(B) (n).

n. Permittee owning a hangar at the Charlotte-Monroe Executive Airport, installing a permanent fueling facility at the airport, and requiring no assistance in fueling and storing aircraft from the City is exempt from flowage fees.

NC AIRPORTS FUEL DISCOUNT COMPARISON*June 2022***Base Customers:**

<u>Volume</u> <u>Gallons Per Month</u>	<i>Monroe</i> <i>Previous</i>	Monroe Current	<u>City of</u> <u>Statesville</u>	<u>Franklin</u> <u>County</u>	<u>Rutherford</u> <u>County</u>	<u>NE Regional</u> <u>Airport</u>	<u>Plymouth</u> <u>Municipal</u>	<u>Duplin</u> <u>County</u>
500-1000	<i>\$0.05</i>	\$0.05	\$0.35	\$0.00	\$0.10	\$0.25	\$0.00	\$0.05
1001-2000	<i>\$0.10</i>	\$0.05	\$0.35	\$0.10	\$0.10	\$0.25	\$0.00	\$0.15
2001-4000	<i>\$0.20</i>	\$0.10	\$0.35	\$0.20	\$0.10	\$0.25	\$0.00	\$0.25
4001-6000	<i>\$0.50</i>	\$0.15	\$0.35	\$0.20	\$0.10	\$0.25	\$0.00	\$0.25
6001-8000	<i>\$0.75</i>	\$0.20	\$0.35	\$0.20	\$0.10	\$0.25	\$0.00	\$0.25
8001-10000	<i>\$1.00</i>	\$0.25	\$0.35	\$0.20	\$0.10	\$0.25	\$0.00	\$0.25
10000+	<i>\$1.20</i>	\$0.25	\$0.35	\$0.20	\$0.10	\$0.25	\$0.00	\$0.25

Transient Customers:

300-800	<i>\$0.05</i>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
800-1200	<i>\$0.10</i>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1200+	<i>\$0.15</i>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00