

SUPPLEMENTAL AGENDA REPORT

Ordinance: Adoption of an Ordinance to [Amend Port Ordinance 4430 to Adjust Certain North Field Rates and to](#) Authorize a Four-Year Extension of Multiple Agreements with General Aviation Tenants at the North Field and Anticipated FY2019-20 Revenue of \$502,680. **(Aviation)**

MEETING DATE: 6/13/2019

AMOUNT: \$502,680 (FY 2019-20) Revenue

PARTIES INVOLVED: 151 General Aviation Tenants
at Oakland International Airport as Listed on Exhibit A

SUBMITTED BY: Bryant L. Francis C.M., Director of Aviation

APPROVED BY: J. Christopher Lytle, Executive Director

ACTION TYPE: Ordinance

EXECUTIVE SUMMARY

This action would give first reading to an ordinance that extends the term by four (4) years for 151 existing agreements with tenants utilizing general aviation facilities at the North Field of Oakland International Airport (“OAK”), [and amends Section 9 of Port Ordinance 4430 to adjust certain North Field rates, and implement annual increases in such rates for existing general aviation facilities.](#) The Board would delegate authority to the Director of Aviation to execute the extension amendments (the “*Amendments*”) to implement the proposed changes.

BACKGROUND

In accordance with the By-Laws and Administrative Rules ~~(revision dated June 13, 2013)~~, the Executive Director, or his designee has the authority to designate and assign space in the Airport Aviation or airport area for temporary occupancy for various general aviation (“GA”)¹, or other aviation related facilities.

¹ General Aviation (“GA”) is defined as all civil aviation operations other than passenger and cargo air services operations for remuneration or hire. GA flights range from gliders and powered parachutes to corporate jet flights. The majority of the world's air traffic falls into this category, and most of the world's airports serve general aviation exclusively. GA covers a large range of activities, both commercial and

Pursuant to this delegation, over the past several years, the Port has entered into 151 agreements with tenants occupying space throughout the North Field of OAK. Exhibit A² is a detailed listing of each tenant, the location of identified GA facility, current monthly rental rate, and the FY2019-20 estimated revenue. Specifically:

- All are month to month agreements with the right of either party to terminate upon thirty (30) days written notice;
- Total estimated revenue for FY2019-20 is \$502,680; and,
- All of these agreements have a defined expiration date of June 30, 2019.

There are two agreement models used for the affected GA facilities: (1) Application and Agreement for Assigned Ramp or Tie-down Space and (2) Application and Agreement for Hangar Space. Both agreement forms have been previously reviewed and approved by the Port Attorney.

As noted above, the term of the agreements for the tenancies listed on Exhibit A is on a month-to-month basis. As recommended by the Port Attorney, the existing 151 agreements must be amended since they will be expiring on June 30, 2019. Upon Board approval, amending the existing agreements would be a straight-forward process; whereas, negotiating new agreements would be time-consuming and an inefficient use of Port staff time, and would not generate additional revenue.

ANALYSIS

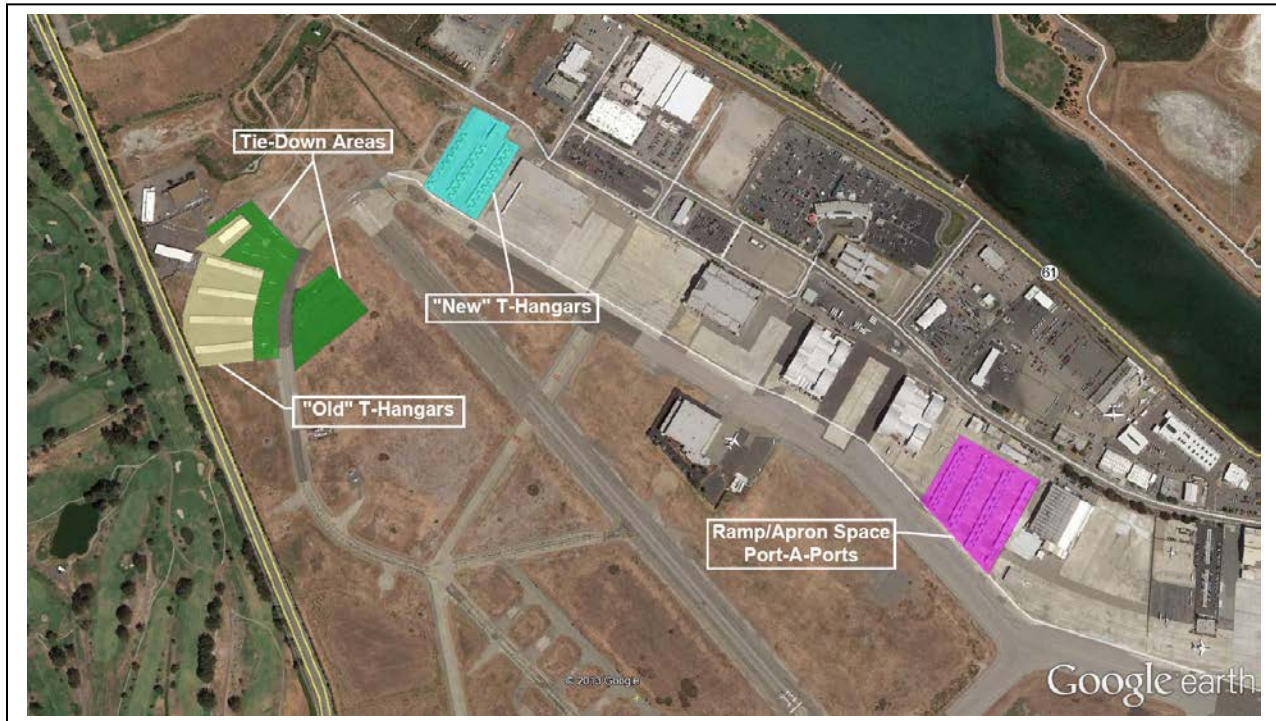
The two existing forms of agreements cover the GA facilities in the North Field identified as (and illustrated on the aerial photograph):

1. Ramp/Apron Space (i.e., land) under privately owned Port-A-Ports: portable aircraft storage facilities that are privately owned. “Portable” is a misnomer as it would be almost impossible to move these aircraft storage facilities. There are 60 such Port-A-Port ramp/apron spaces: 58 are occupied and 2 are vacant.
2. Port-Owned Port-A-Ports: “portable” aircraft storage facilities that are owned by the Port; also known as the “New T-Hangars”. “New” is a misnomer as these facilities were constructed by the Port in 1975. There are 37 such hangars: 26 are occupied and 11 are vacant.
3. Port-Owned T-Hangars: permanent aircraft storage facilities that are owned by the Port; also known as “Old T-Hangars”. There are 5 Port-owned buildings, constructed in 1957 and 1968 subdivided into 43 tenancies with 100% occupancy.

non-commercial, including flying clubs, flight training, agricultural aviation, light aircraft manufacturing and maintenance.

² Exhibit A is provided so the Board may collectively review and approve each tenancy.

4. Tie-Down Areas: uncovered parking spaces for privately owned aircraft most with tie-down anchorages; 40- and 50-foot lengths. There are 86 40-foot Tie-Downs and 5 50-foot Tie-Downs; 23 are occupied and 68 are vacant.



Northwest Corner of the North Field – Oakland International Airport

Extension of Term

The proposed *Amendments* will extend for a period of four (4) additional years (through June 30, 2023³) all tenancies listed on Exhibit A. Except for rental rates discussed below, no other terms and conditions of the existing agreements will be modified: premises, authorized use, and specifically, the right of either party to terminate the agreement with 30-day written notice shall remain in full force.

Annual Adjustment of Rental Rates:

The FAA requires that airports be financially self-sufficient and charge rents that will maximize revenue. Further, the FAA allows airports the flexibility to establish rental rates

³ Pursuant to Ordinance No. 4480 adopted by the Board of Port Commissioners on June 28, 2017, seventy existing agreements at the Airport – including space/use permits with airline services providers – were extended to June 30, 2023 (subject to 30-day termination by either party). It is proposed that the Agreements referenced in Exhibit A, as documented in the *Amendments*, have a term expiring concurrent with these other previously extended agreements.

based on either (i) a cost-recovery basis for capital expenditure plus maintenance, or (ii) FMRV.

Cost Recovery: As noted in the descriptions of these GA facilities, based on their age, all capital costs have been fully depreciated and maintenance costs for the buildings and surrounding aprons are minimal. Therefore, basing rents on cost-recovery would not be applicable.

Fair Market Rental Value: In 2013, Port staff had all four categories of North Field GA facilities professionally evaluated and appraised for their respective FMRV's within the Bay Area GA marketplace. The findings of the professional appraisal effort determined that a majority of these GA facilities at OAK were being charged FMRV rates, with no further need of adjustment.

Based on the professional appraisals, in December 2013, Port staff requested an increase in certain North Field rates (Ramp/Apron space with tenant-owned Port-A-Port, New T-Hangars and Old T-Hangars), a decrease in certain North Field rates (40-foot and 50-foot Tie-Downs), and annual Consumer Price Index (CPI) adjustments. The first CPI adjustments for all GA rates was made July 1, 2014. The rates were adjusted by first applying the ~~Consumer Price index~~ (CPI) factor and then rounding up to the nearest whole dollar. As a point of reference, the CPI adjusted rates that will go into effect on July 1, 2019 and would impact the tenancies shown on Exhibit A are as follows:

Hangar Area (Port-owned Hangars)	Monthly Rates
Port-A-Port (760 square feet)	\$314.00
Port-A-Port (1,000 square feet)	\$380.00
T-Hangar (840 square feet)	\$321.00
T-Hangar (960 square feet)	\$366.00
T-Hangar (1,110 square feet)	\$425.00
T-Hangar (1,152 square feet)	\$441.00
T-Hangar (1,596 square feet)	\$609.00

Hangar Area Between Hangar 6 & 7, and South of Building L-606 (Port-owned Hangars)	Monthly Rates
T-Hangar (1,060 square feet)	\$495.00
T-Hangar (1,340 square feet)	\$623.00

Hangar Area (Privately owned Port-a-Port)	Monthly Rates
Ramp Space (780 square feet)	\$168.00
Ramp Space (1060 square feet)	\$229.00
Ramp Space (1340 square feet)	\$291.00
Ramp Space (2050 square feet)	\$441.00

Tiedowns	Monthly Rate	First 8 Hours or Fraction Thereof	Each Additional 8 Hours or Fraction Thereof	Maximum Total Daily Rate
40 feet or less	\$80	\$6	\$3	\$12
50 feet or less	\$97	\$7	\$4	\$15

The monthly rates set forth above will continue to be increased (but not decreased) each year through June 30, 2023, by CPI. No other terms and conditions will be modified: base rental rate, premises, authorized use, and specifically, the right of either party to terminate the agreement by 30-day written notice shall remain in full force.

BUDGET & STAFFING

During the development of the FY2019-20 Operating Budget, the CPI increase for GA tenants was not contemplated. Approval of this AR will result in incremental revenues of approximately \$37,656 in FY2019-20. There is no staffing impact.

MARITIME AVIATION PROJECT LABOR AGREEMENT (MAPLA)

The matters included in this Agenda Report do not fall within the scope of the Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) and the provisions of the MAPLA do not apply.

STRATEGIC PLAN

The action described herein would help the Port achieve the following goals and objectives in the Port’s Strategic Business Plan (2018-2022).

<https://www.portofoakland.com/wp-content/uploads/Port-of-Oakland-Strategic-Plan.pdf>

Goal: Grow Net Revenues

Goal: Improve Customer Service

LIVING WAGE

Living wage requirements, in accordance with the Port’s Rules and Regulations for the Implementation and Enforcement of the Port of Oakland Living Wage Requirements (the “Living Wage Regulations”), do not apply to these agreements as the tenants do not employ 21 or more employees working on Port-related work. However, each tenant will

be required to certify that should living wage obligations become applicable, the tenant shall comply with the Living Wage Regulations.

SUSTAINABILITY

The tenants have not proposed any development for the leased area. If the tenants decide to develop the site in the future, the tenants must comply with the 2000 Sustainability Policy and complete the Sustainability Opportunities Assessment Form.

ENVIRONMENTAL

This action has been determined to be categorically exempt from requirements of the California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15301, Existing Facilities, which exempts the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. No changes to the premises or use are proposed.

GENERAL PLAN

This action does not change the use of any existing facility, make alterations to an existing facility, or create a new facility; therefore, a General Plan conformity determination pursuant to Section 727 of the City of Oakland Charter is not required.

OWNER-CONTROLLED INSURANCE PROGRAM (OCIP)

The Owner Controlled Insurance Program (OCIP) does not apply to the matters addressed by the Agenda Report as they are not capital improvement construction projects.

OPTIONS

1. Adopt an Ordinance that provides for the following:
 - a. Amend the agreements between the Port and the 151 GA tenants listed on Exhibit A, extending the term of the agreements for four years, terminating on June 30, 2023 as documented in the proposed *Amendments*.
 - b. Amend Section 9 of Port Ordinance 4430 to reflect the rates set forth in this Agenda Report, subject to additional annual CPI adjustments until June 30, 2023.
 - c. Authorize the Executive Director's execution of the *Amendments*.

This is the recommended action.

2. Do not approve the proposed *Amendments* to the 151 GA as outlined above which would result in the termination of almost all GA activity in the North Field at OAK.

3. Do not approve the proposed *Amendments* to the 151 GA as outlined above and as proposed by Staff, but recommend different terms and conditions and instruct Staff to negotiate with the GA tenants directly.

RECOMMENDATION

It is recommended the Board adopt an Ordinance:

- Approving *Amendments* to the 151 agreements with the GA tenants listed in Exhibit A;
- Amending Section 9 of Port Ordinance 4430 to reflect the rates set forth in this Agenda Report, subject to additional annual CPI adjustments until June 30, 2023; and,
- Authorizing the Executive Director to execute the *Amendments* to the 151 agreements with the GA tenants listed in Exhibit A, and any other documents to effect the proposed transactions.

All subject to approval by the Port Attorney as to form and legality.

EXHIBIT A

North Field General Aviation Tenants (New T-Hangars)				
Tenant	Facility	Location	Monthly Rent	FY19/20 Revenues
Timothy Brennan	T-Hangar	878A	\$ 380	\$ 4,560
Timothy Brennan	T-Hangar	878B	\$ 380	\$ 4,560
Mark Baird	T-Hangar	878C	\$ 380	\$ 4,560
Harry Saddler	T-Hangar	878D	\$ 380	\$ 4,560
William Kimmerer	T-Hangar	878E	\$ 380	\$ 4,560
Julius Timbol	T-Hangar	878F	\$ 380	\$ 4,560
Cyrus Baseghi	T-Hangar	878G	\$ 380	\$ 4,560
Claus Weisemann	T-Hangar	878H	\$ 380	\$ 4,560
Mike Charlie, Inc/Sergio Mello	T-Hangar	878J	\$ 380	\$ 4,560
Scott Robertson	T-Hangar	878L	\$ 314	\$ 3,768
Geoffrey M. Bolton	T-Hangar	878P	\$ 314	\$ 3,768
Louis Buhler	T-Hangar	878T	\$ 314	\$ 3,768
Brennon York	T-Hangar	878U	\$ 314	\$ 3,768
Steven Booska	T-Hangar	879C	\$ 314	\$ 3,768
Michael Wastenev	T-Hangar	879F	\$ 314	\$ 3,768
James Gay	T-Hangar	879G	\$ 314	\$ 3,768
Peter Killcommons	T-Hangar	879H	\$ 314	\$ 3,768
Bruce Godfrey	T-Hangar	879J	\$ 314	\$ 3,768
Daniel Humphrey	T-Hangar	879L	\$ 314	\$ 3,768
James Litton	T-Hangar	879M	\$ 314	\$ 3,768
Stephen J. Wright	T-Hangar	879N	\$ 314	\$ 3,768
James M. Stephenson	T-Hangar	879P	\$ 314	\$ 3,768
Robin Beauchamp	T-Hangar	879Q	\$ 314	\$ 3,768
Phil Perry	T-Hangar	880A	\$ 314	\$ 3,768
Conway B. Jones	T-Hangar	880C	\$ 314	\$ 3,768
Gerard Cerchio	T-Hangar	880F	\$ 314	\$ 3,768
New T-Hangars Subtotal			\$ 8,758	\$ 105,096

EXHIBIT A

North Field General Aviation Tenants (Old T-Hangars)				
Tenant	Facility	Location	Monthly Rent	FY19/20 Revenues
Allen Low	T-Hangar	905A	\$ 609	\$ 7,308
Daniel Chadbourne	T-hangar	905B	\$ 609	\$ 7,308
Colin Cross	T-Hangar	905C	\$ 609	\$ 7,308
Alameda Aero Club	T-hangar	905D	\$ 609	\$ 7,308
Joseph Fields	T-Hangar	906A	\$ 425	\$ 5,100
Jay Busby	T-Hangar	906B	\$ 321	\$ 3,852
Paul Millner	T-Hangar	906C	\$ 321	\$ 3,852
William Bartlett	T-Hangar	906D	\$ 321	\$ 3,852
Stephen S. Ashley	T-Hangar	906E	\$ 321	\$ 3,852
Lionel Madore	T-Hangar	906F	\$ 321	\$ 3,852
Noel Cragg	T-Hangar	906G	\$ 321	\$ 3,852
Dennis Wassmann	T-Hangar	906H	\$ 321	\$ 3,852
Arthur DiGrazia	T-Hangar	906J	\$ 321	\$ 3,852
Laurence Everett	T-Hangar	906K	\$ 425	\$ 5,100
Zachary R. Heineman	T-Hangar	907A	\$ 321	\$ 3,852
Howard Clay II	T-Hangar	907B	\$ 321	\$ 3,852
Mon K. Lee/26 Tango LLC	T-Hangar	907C	\$ 321	\$ 3,852
Aaron Dwyer	T-Hangar	907D	\$ 321	\$ 3,852
Michael Eggen	T-Hangar	907E	\$ 425	\$ 5,100
David Ruegg	T-Hangar	907F	\$ 425	\$ 5,100
Christian Borth	T-Hangar	907G	\$ 321	\$ 3,852
Brian Cain	T-Hangar	907H	\$ 321	\$ 3,852
Barry Burgess	T-Hangar	907J	\$ 321	\$ 3,852
Donald Put	T-Hangar	907K	\$ 321	\$ 3,852
William O'Keefe Jr.	T-Hangar	909A	\$ 441	\$ 5,292
Wayne Marchant	T-Hangar	909B	\$ 366	\$ 4,392
Steve Marlin	T-Hangar	909C	\$ 366	\$ 4,392
Arnold Lim	T-Hangar	909D	\$ 366	\$ 4,392
Joe Trujillo	T-Hangar	909E	\$ 366	\$ 4,392
Ivar Anderson	T-Hangar	909F	\$ 366	\$ 4,392
Roy Trillia	T-Hangar	909G	\$ 366	\$ 4,392
Bruce Bauer	T-Hangar	909H	\$ 366	\$ 4,392
Kelli Gant & Mike McHugh	T-Hangar	909J	\$ 366	\$ 4,392
Kenneth Levins	T-Hangar	909K	\$ 441	\$ 5,292
William Reining	T-Hangar	910A	\$ 366	\$ 4,392
Lelan Sparks/Larry Betts	T-Hangar	910B	\$ 366	\$ 4,392
Roger Boyvey	T-Hangar	910C	\$ 366	\$ 4,392
Carol Healy	T-Hangar	910D	\$ 366	\$ 4,392
Randall Shaffer	T-Hangar	910F	\$ 441	\$ 5,292
Shannon Rubicam	T-Hangar	910G	\$ 366	\$ 4,392
Barbara Bolton	T-Hangar	910H	\$ 366	\$ 4,392
Marc Aymerich	T-Hangar	910J	\$ 366	\$ 4,392
Duane Sitter/Linda Norris	T-Hangar	910K	\$ 366	\$ 4,392
Old T-Hangars Subtotal			\$ 16,451	\$ 197,412

EXHIBIT A

North Field General Aviation Tenants (Port-O-Ports)				
Tenant	Facility	Location	Monthly Rent	FY19/20 Revenues
Bert Inch	Ramp Space	6-A-1	\$ 291	\$ 3,492
Joseph Mudd	Ramp Space	6-A-3	\$ 291	\$ 3,492
Bryan Walker	Ramp Space	6-A-5	\$ 291	\$ 3,492
Rodney Pimentel	Ramp Space	6-A-7	\$ 291	\$ 3,492
James Gabbert/Next Century	Ramp Space	6-A-9	\$ 291	\$ 3,492
Anthony Simmons	Ramp Space	6-A-11	\$ 291	\$ 3,492
Eric Choate	Ramp Space	6-A-13	\$ 291	\$ 3,492
Bruce Lymburn	Ramp Space	6-A-15	\$ 291	\$ 3,492
Jeffrey Purdue	Ramp Space	6-A-17	\$ 168	\$ 2,016
Bert Inch	Ramp Space	6-B-1	\$ 291	\$ 3,492
Allan Edwards	Ramp Space	6-B-2	\$ 291	\$ 3,492
Younus Aftab	Ramp Space	6-B-3	\$ 291	\$ 3,492
David Berk	Ramp Space	6-B-5	\$ 291	\$ 3,492
Bryan Walker	Ramp Space	6-B-7	\$ 291	\$ 3,492
James Blanco	Ramp Space	6-B-8	\$ 291	\$ 3,492
Craig Valentine	Ramp Space	6-B-9	\$ 291	\$ 3,492
Peter Dessart	Ramp Space	6-B-10	\$ 291	\$ 3,492
Craig Valentine	Ramp Space	6-B-11	\$ 229	\$ 2,748
Jerry Wagner	Ramp Space	6-B-12	\$ 291	\$ 3,492
Bryan Walker	Ramp Space	6-B-13	\$ 229	\$ 2,748
Albert & Jean Ferrari	Ramp Space	6-B-14	\$ 291	\$ 3,492
James Blanco	Ramp Space	6-B-15	\$ 229	\$ 2,748
James and Kathleen Bauer	Ramp Space	6-B-16	\$ 229	\$ 2,748
Anthony Simmons	Ramp Space	6-B-17	\$ 229	\$ 2,748
Peter Dessart	Ramp Space	6-B-18	\$ 229	\$ 2,748
James Hager	Ramp Space	6-C-1	\$ 229	\$ 2,748
David McCloskey	Ramp Space	6-C-2	\$ 229	\$ 2,748
Jared Cure	Ramp Space	6-C-3	\$ 229	\$ 2,748
James Hager	Ramp Space	6-C-4	\$ 229	\$ 2,748
Thierry Locard/Yakflight	Ramp Space	6-C-5	\$ 229	\$ 2,748
Eric Choate	Ramp Space	6-C-6	\$ 229	\$ 2,748
William Harmon	Ramp Space	6-C-7	\$ 229	\$ 2,748
Gale Giger	Ramp Space	6-C-8	\$ 229	\$ 2,748
Davi E.M. Arnaut	Ramp Space	6-C-9	\$ 229	\$ 2,748
James Breazeale	Ramp Space	6-C-10	\$ 229	\$ 2,748
Eric Choate	Ramp Space	6-C-12	\$ 229	\$ 2,748
Quentin Helgren	Ramp Space	6-C-13	\$ 229	\$ 2,748
Patrick Murray	Ramp Space	6-C-14	\$ 229	\$ 2,748
Steven Tappan	Ramp Space	6-C-15	\$ 229	\$ 2,748
Eric Choate	Ramp Space	6-C-16	\$ 229	\$ 2,748
David Berk	Ramp Space	6-C-17	\$ 229	\$ 2,748
Athanassios Diacakis	Ramp Space	6-C-18	\$ 229	\$ 2,748
Jason Appelbaum	Ramp Space	6-C-19	\$ 441	\$ 5,292
Joel Yarmon/Pipeline Capital	Ramp Space	6-D-1	\$ 229	\$ 2,748
Donald Brody	Ramp Space	6-D-2	\$ 441	\$ 5,292
James Gabbert/Next Century	Ramp Space	6-D-3	\$ 229	\$ 2,748

EXHIBIT A

North Field General Aviation Tenants (Port-O-Ports)				
Tenant	Facility	Location	Monthly Rent	FY19/20 Revenues
Fite Prop, LLC/Rodney Fite	Ramp Space	6-D-4	\$ 229	\$ 2,748
James Gabbert/Next Century	Ramp Space	6-D-5	\$ 229	\$ 2,748
Fite Prop, LLC/Rodney Fite	Ramp Space	6-D-6	\$ 229	\$ 2,748
James Gabbert/Next Century	Ramp Space	6-D-7	\$ 229	\$ 2,748
Jeff Perdue	Ramp Space	6-D-8	\$ 229	\$ 2,748
James Gabbert/Next Century	Ramp Space	6-D-9	\$ 229	\$ 2,748
Garrett Gruener	Ramp Space	6-D-10	\$ 229	\$ 2,748
James Gabbert/Next Century	Ramp Space	6-D-11	\$ 229	\$ 2,748
James Hager	Ramp Space	6-D-12	\$ 229	\$ 2,748
Richard Green	Ramp Space	6-D-13	\$ 229	\$ 2,748
Donald Brody	Ramp Space	6-D-14	\$ 229	\$ 2,748
Donald Brody	Ramp Space	6-D-16	\$ 229	\$ 2,748
Port-O-Ports Subtotal			\$ 14,761	\$ 177,132

EXHIBIT A

North Field General Aviation Tenants (Tiedowns)				
Tenant	Facility	Location	Monthly Rent	FY19/20 Revenues
Aaron Burns	Tiedown	T-6	\$ 80	\$ 960
Alameda Aero Club	Tiedown	T-12	\$ 80	\$ 960
Alameda Aero Club	Tiedown	T-14	\$ 80	\$ 960
Alameda Aero Club	Tiedown	T-17	\$ 80	\$ 960
Alameda Aero Club	Tiedown	T-18	\$ 80	\$ 960
Alameda Aero Club	Tiedown	T-19	\$ 80	\$ 960
Alexander Polvi	Tiedown	T-8	\$ 80	\$ 960
Damon Vander Lind	Tiedown	T-16	\$ 80	\$ 960
Dan Malmgren	Tiedown	6-B-6	\$ 80	\$ 960
David Newitt	Tiedown	A-6	\$ 80	\$ 960
Erick Davidson	Tiedown	909-1	\$ 80	\$ 960
FBN Holding Cor/James Couch	Tiedown	910-4	\$ 80	\$ 960
Greg Keller	Tiedown	906-2	\$ 80	\$ 960
James Watkins	Tiedown	B-2	\$ 80	\$ 960
John Mathison	Tiedown	T-7	\$ 80	\$ 960
John Urness	Tiedown	T-4	\$ 80	\$ 960
Kevin B. Gilheany	Tiedown	T-3	\$ 80	\$ 960
Kevin Buhler	Tiedown	907-4	\$ 80	\$ 960
Masoud Safi	Tiedown	907-2	\$ 80	\$ 960
Michael Wastenev	Tiedown	M-9	\$ 80	\$ 960
Oakland Flyers/Jim Gray	Tiedown	G-1	\$ 80	\$ 960
Ronald Jones	Tiedown	T-10	\$ 80	\$ 960
Ronald Jones	Tiedown	T9	\$ 80	\$ 960
William Drummond	Tiedown	907-7	\$ 80	\$ 960
Tie Downs Subtotal			\$ 1,920	\$ 23,040

North Field General Aviation Tenants (Summary)	
New T-Hangars Subtotal	\$ 105,096
Old T-Hangars Subtotal	\$ 197,412
Port-O-Ports Subtotal	\$ 177,132
Tie Downs Subtotal	\$ 23,040
TOTAL	\$ 502,680