

**NENANA  
AIRPORT**

**JULY, 1963**

Existing Facilities Available for Transfer

FOREWORD

Runway 12-30: 280' x 2800' gravel surface  
Runway 3-21: 280' x 5000' silt and gravel surface  
North apron: 200' x 900', silt and gravel surface  
South apron: 100' x 250', silt and gravel surface  
Runway lighting - ALC Multiple System  
24" Ro.

The Nenana Airport is one of a group of civil airports operated and maintained by FAA that was proposed for transfer to the State of Alaska under the provisions of the Alaska Omnibus Act. Transitional grants were provided to maintain and operate these airports for Fiscal Years 1960 thru 1964. Because the State or communities have not elected to take over ownership of these airports, the transitional funds have been used by the FAA to keep the airports in operation. These transitional grants expire on June 30, 1964.

Certain of these airports are used for logistic support of adjacent FAA facilities, and through such use have some value to FAA's mission. All are considered essential to the Alaska airport system and to the economy of the adjacent communities. FAA's logistic support requirements at Nenana, however, can be supplied by railroad and highway connections, and the FAA does not consider it possible to justify budget requests to continue the FAA operation of the airport after expiration of the transitional grants on June 30, 1964. The alternative to discontinuance of maintenance by FAA is transfer of the airport to a public agency willing to operate it as a public airport. In view of the interest evidenced by the City Council of the City of Nenana, we have prepared the following information for discussion purposes.

Government facilities required for operation of the FAA field station. Free use of approximately 25% acres containing the FAA facilities would be required by the Government.

Title to the balance of the airport property could be transferred under the provisions of the Surplus Property Act of 1944 (commonly referred to as Public Law 80-289).

Maintenance Equipment Available for Transfer:

One	Oshkosh Dump Truck w/Plow	FA-2500
One	Caterpillar D-8 Tractor/Dozer	F6A-3-392
One	Koehring Shovel/Crane	FAA-5-393
One	Letourneau Carry-all	FAA-5-365
One	Oshkosh Rotary Plow	FAA-5-846

Title to this equipment could also be transferred by means of Public Law 80-289.



Existing Facilities Available for Transfer

Runway 12-30: 280' x 2800' gravel surface 150' wide and 4000' long.  
Runway 3-21: 280' x 5000' silt and gravel surface  
North apron: 200' x 900', silt and gravel surface  
South apron: 100' x 250', silt and gravel surface  
Runway lighting - ANC Multiple System 2800' and install medium intensity  
24" Rotating Beacon with lighted wind cone

These facilities as well as access roads and the adjoining FAA Flight Service station facilities are shown on the attached Airport Facilities Record Form 29A. These improvements are eligible for construction under the Federal-aid.

Runway 12-30 is now 3880' long. However, the northerly 1080' long portion is on land leased from an estate. The FAA has been unable to renew this lease under reasonable terms so it is proposed to abandon this portion of the runway.

Land Available for Transfer and personal property would be processed by the General Services Administration. The processing would require approximately

The present airport property comprises a 121 acre tract leased from the State of Alaska; a 20.73 acre tract purchased from a private owner (Block 107); and a 641.20 acre tract of public domain held under an Air Navigation site withdrawal. These areas are shown on the attached property sketch.

The lease with the State of Alaska expires on June 30, 1968. However, State Division of Lands officials have informally advised the FAA that in the event the airport is transferred, the State would be willing to issue a 55 year lease for the tract at \$1.00 per year after cancellation of the FAA lease. It will be noted that this tract contains government facilities required for operation of the FAA field station. Free use of approximately 25½ acres containing the FAA facilities would be required by the Government.

Title to the balance of the airport property could be transferred under the provisions of the Surplus Property Act of 1944 (commonly referred to as Public Law 80-289).

Maintenance Equipment Available for Transfer

One	Oshkosh Dump Truck w/Plow	FA-2500
One	Caterpillar D-8 Tractor/Dozer	FAA-5-392
One	Koehring Shovel/Crane	FAA-5-393
One	Letourneau Carry-all	FAA-5-360
One	Oshkosh Rotary Plow	FAA-5-846

Title to this equipment could also be transferred by means of Public Law 80-289.

Recommended Improvements

1. Grade and gravel surface the 3-21 runway 150' wide and 4000' long.
2. Install medium intensity lighting system on runway 3-21. ??
3. Reduce runway 12-30 to a length of 2800' and install medium intensity lighting system along center 150'.
4. Construct a maintenance equipment building.

These improvements are eligible for construction under the Federal-aid Airport Program on a basis of 62½% Federal funds to 37½% sponsor's funds.

Interim Operating Agreement

Transfer of title for the real and personal property would be processed by the General Services Administration. The processing would require approximately 90 days. ?? Money - Federal Transitional ??

Transitional grant funds in the amount of \$35,719 are available for maintaining this airport for Fiscal Year 1964. In the event the new owner desires to use these funds, it would be possible to enter into an operating agreement until such time as title is transferred. A draft of such an agreement is attached.

Revenues from the existing contracts which are shown on the attached listing could be collected by the airport operator during the term of the agreement and upon transfer of the property, these contracts would be transferred to the new owner.

AIRCRAFT OPERATIONS DATA	
TYPE OF AIRCRAFT: C-46, DC-4	OPERATOR: Alaska Airlines
TYPE OF SERVICE: Cargo	TYPE OF OPERATOR: Charter & air taxi
MILITARY DATA	
TYPE OF MILITARY: None	TYPE OF MILITARY: None
REMARKS: closed during summer because of poor condition.	
REMARKS: aligned but unoperated.	
REMARKS: aligned but unoperated.	



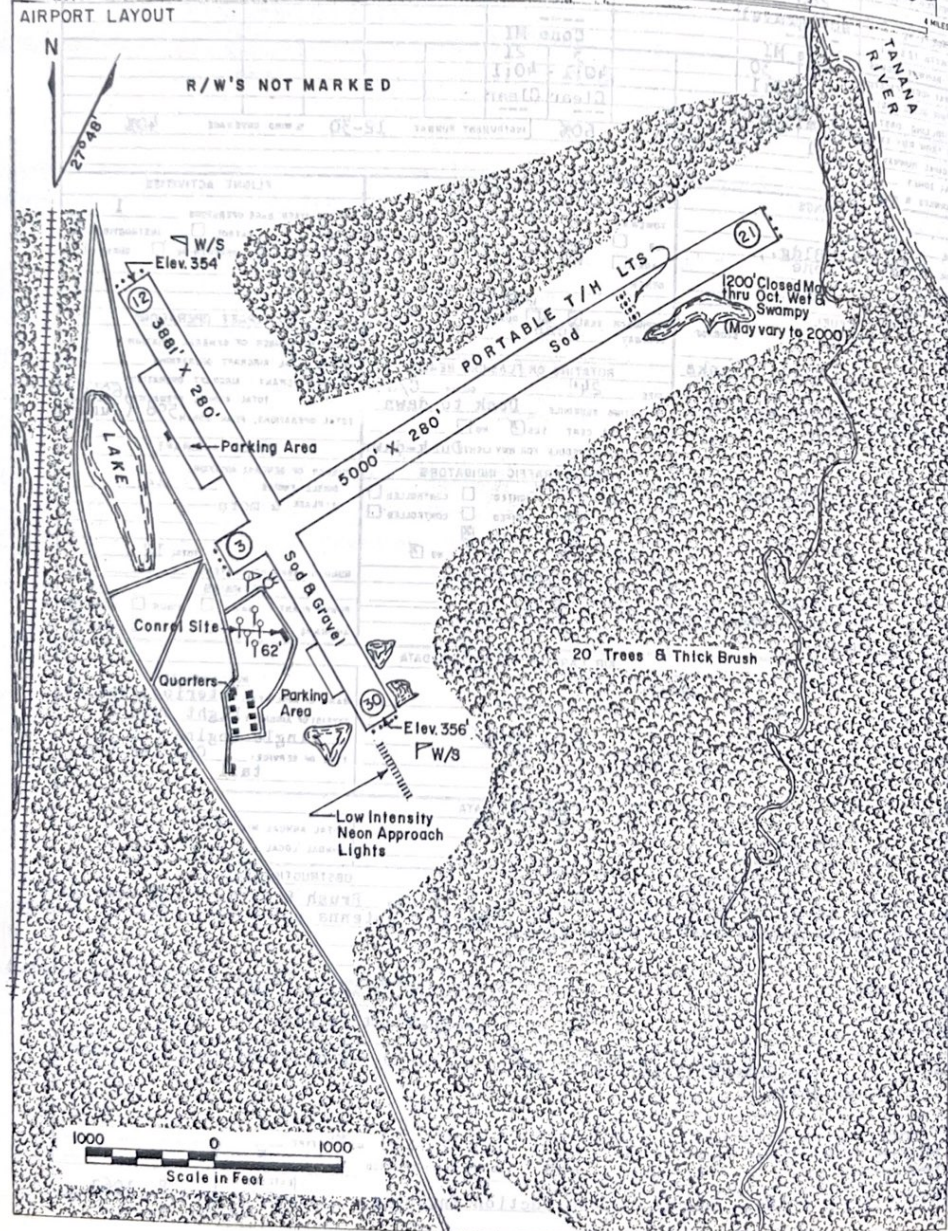
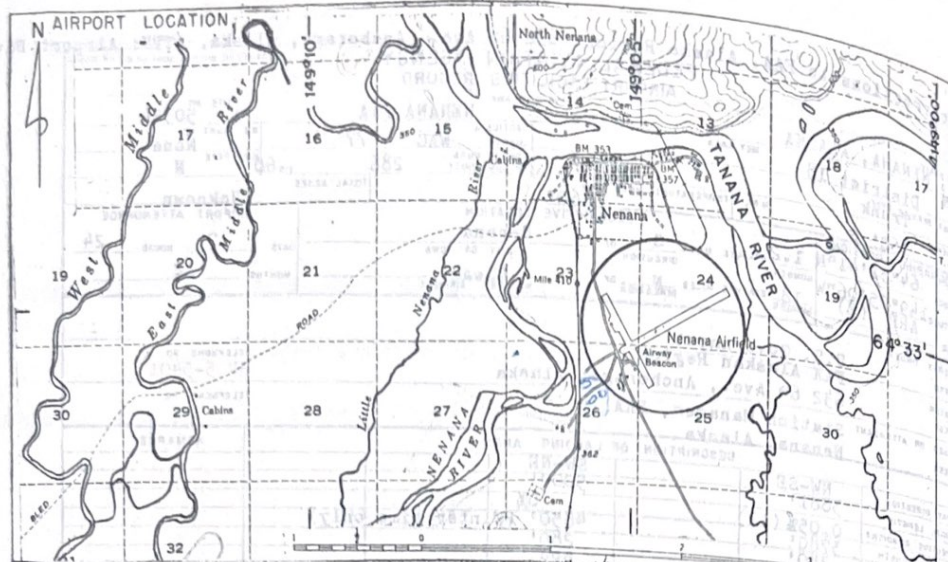
it corrections to FAA, Alaska Region, 632 6W Ave., Anchorage, Alaska. ATTN: Airport Div,  
 FEDERAL AVIATION AGENCY  
 AIRPORT FACILITIES RECORD

CITY & STATE <b>NENANA, ALASKA</b>		AIRPORT NAME <b>NENANA FAA</b>		SITE NO <b>50524</b>	
COUNTY <b>District 18</b>		MET AREA		SECTIONAL CHART <b>WAC 77</b>	
AIRPORT SERVICE <b>Trunk</b>		POP OF SMSA OR COMMUNITY <b>286</b>		HUB TYPE <b>N</b>	
ELEVATION <b>360' s</b>		TEMPERATURE (MEAN MAX) <b>60°</b>		TOTAL ACRES <b>Unknown</b>	
GEOGRAPHIC LOCATION LATITUDE <b>64°32'41"N</b> LONGITUDE <b>149°05'06"W</b>		DESCRIPTIVE LOCATION DIRECTION OF <b>S</b> CITY OR TOWN <b>Nenana</b>		AIRPORT ATTENDANCE DAYS <b>7</b> HOURS <b>24</b> MONTHS <b>12</b>	
PROPERTY OWNER <b>U.S. Government</b>		OPERATOR <b>FAA Alaskan Region</b>		TELEPHONE NO <b>BR 5-5401</b>	
ADDRESS <b>632 6W Ave., Anchorage, Alaska</b>		MANAGER OR ATTENDANT <b>Station Manager, FAA</b>		TELEPHONE NO	
ADDRESS <b>Nenana, Alaska</b>					
DESCRIPTION OF LANDING AREA					
RUNWAY DIRECTION <b>NW-SE</b>		SW-NE		REMARKS	
PHYSICAL LENGTH <b>3881'</b>		<b>5000'</b>			
% EFFECTIVE GRADIENT <b>0.05% (12)</b>		<b>0%</b>			
CORRECTED LENGTH <b>3780'</b>		<b>4850' (Winter time only)</b>			
WIDTH <b>280'</b>		<b>280'</b>			
SURFACE TYPE <b>sod&amp;gravel</b>		<b>sod</b>			
STRENGTH (E&W/L) <b>---</b>		<b>---</b>			
TYPE RUNWAY LIGHTS <b>Cone MI</b>		<b>Cone MI</b>			
RUNWAY IDENTIFICATION <b>12 30</b>		<b>3 21</b>			
EXISTING GLIDE ANGLE <b>9:1 40:1</b>		<b>40:1 40:1</b>			
CONTROLLING OBST. <b>Hills Clear</b>		<b>Clear Clear</b>			
DIST FROM RWY END <b>2.5 mi.---</b>		<b>---</b>			
PRINCIPAL RUNWAY <b>3-21</b>		% WIND COVERAGE <b>60%</b>		INSTRUMENT RUNWAY <b>12-30</b> % WIND COVERAGE <b>40%</b>	
CLEARWAYS & STOPWAYS					
BUILDINGS		AIR NAVIGATION AIDS		FLIGHT ACTIVITIES	
TERM <b>None</b>		TOWER <input type="checkbox"/> FSS <input checked="" type="checkbox"/> WEATHER <input checked="" type="checkbox"/> UNICOM <input type="checkbox"/>		NUMBER FIXED BASE OPERATORS <b>1</b>	
ADMIX <b>Control Bldg.</b>		ILS <input type="checkbox"/> VOR <input checked="" type="checkbox"/> RVR <input type="checkbox"/> RAD/SON <input checked="" type="checkbox"/>		CHARTER <input type="checkbox"/> PATROL <input type="checkbox"/> INSTRUCTION <input checked="" type="checkbox"/>	
HANDERS NO OF '1' <b>None</b>		RADAR <input type="checkbox"/> TYPE		AGRICULTURAL <input type="checkbox"/> ADVERTISING <input type="checkbox"/> SURVEY <input type="checkbox"/>	
NO. OF CONVENTIONAL <b>None</b>		OTHER:		OTHER(SPECIFY)	
FUEL		LIGHTS		AIRCRAFT OPERATIONS	
TYPE CAPACITY STORAGE		APPROACH YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> RUNWAY(S) <b>30</b>		ESTIMATED NUMBER OF GENERAL AVIATION:	
80/8T <b>1000 gals. tanks</b>		TAXIWAY <b>None</b>		ANNUAL LOCAL AIRCRAFT OPERATIONS	
81/8B <b>(Unlimited supply</b>		ROTATING OR FLASHING BEACON		ANNUAL ITINERANT AIRCRAFT OPERATIONS	
800/130 <b>in town.)</b>		SIZE <b>24"</b> COLOR <b>C/G</b>		TOTAL ANNUAL OPERATIONS <b>6940</b>	
85/45		OPERATING SCHEDULE <b>Dusk to dawn</b>		TOTAL OPERATIONS, PEAK MONTH <b>598 (June)</b>	
86/4		TRUE LIGHT CERT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		BASED AIRCRAFT	
87/15		OPERATING SCHEDULE FOR RWY LIGHT <b>Dusk-dawn</b>		NUMBER OF GENERAL AVIATION	
FIRE & CRASH EQUIPMENT		WIND & TRAFFIC INDICATORS		SINGLE ENGINE <b>12</b>	
Hand CO <sub>2</sub>		TETRAHEDRON <input type="checkbox"/> LIGHTED <input type="checkbox"/> CONTROLLED <input type="checkbox"/>		4-PLAGE & more	
SNOW REMOVAL		TEE <input type="checkbox"/> LIGHTED <input type="checkbox"/> CONTROLLED <input type="checkbox"/>		TOTAL <b>12</b>	
TYPE EQUIPMENT <b>Graders, snowplow, &amp; snogo.</b>		CONE <input checked="" type="checkbox"/> LIGHTED <input checked="" type="checkbox"/>		NUMBER BASED HELICOPTERS <b>0</b>	
		SEGMENTED CIRCLE YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		REPAIRS	
		ARRESTING BARRIERS		POWER PLANT MAJOR <input type="checkbox"/> MINOR <input type="checkbox"/> NONE <input checked="" type="checkbox"/>	
		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TYPE		AIRFRAME MAJOR <input type="checkbox"/> MINOR <input type="checkbox"/> NONE <input checked="" type="checkbox"/>	
		BLAST FENCES			
		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
AIR CARRIER OPERATIONS DATA					
NAME OF AIRLINE(S) <b>WB, AS</b> SCHEDULED			NON-SCHEDULED		
INTRA-STATE AIRLINE(S)			NAME OF AIRLINE(S) <b>Interior; Frontier</b>		
AVERAGE NUMBER OF DAILY SCHEDULES (CP) <b>Flag Stop</b>			TYPE(S) OF AIRCRAFT <b>Light twin &amp; single engine</b>		
TYPE(S) OF AIRCRAFT <b>C-46, DC-4</b>			TYPE OF SERVICE <b>Charter &amp; air taxi</b>		
MILITARY DATA					
JOINT-USE YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> ORGAN AND UNIT			TOTAL ANNUAL MIL OPERATIONS <b>None</b>		
TYPES AND NUMBER OF MILITARY AIRCRAFT			ANNUAL LOCAL ANNUAL ITIN		
FIELD CONDITIONS			OBSTRUCTION DATA		
RUNWAYS <b>Good. 1200' on east end of 3-21, closed during summer because of boggy condition.</b>			TSO-NIB VIOLATIONS <b>Brush &amp; trees along edge of runway. Antenna poles west of 12-30 runway</b>		
TAXIWAYS <b>None</b>					
APRON(S) <b>Good</b>			OBSTRUCTION MARKING & LIGHTING <b>Beacon lighted and painted Antenna poles west of control building lighted but unpainted.</b>		
MISCELLANEOUS					
REMARKS <b>Low intensity approach lights on 12-30 runway. Wind cone on beacon tower only.</b>					
IS THIS AIRPORT OPEN TO THE GENERAL PUBLIC YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			LANDING FEE YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TYPE		
IS AIRPORT PRIVATELY OWNED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			TWO WAY RADIO REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
INSPECTED BY: NAME & TITLE <b>C.E. Engdahl, Construction Engineer</b>			DATE OF INSPECTION <b>June 8, 1962</b>		

NOV 2, 1962

NENANA







Abandoned portion of runway & parking apron.

CONTRACT NO  
FA5-143  
FA-N-1311

90	89	88	87	86
95	96	97	98	99

107 106 105 104 103



150' x 5000' Landing Strip  
150' x 2800' Landing Strip

Lease From State of Alaska  
121.0 AC

FAA Free Use Area  
25.5 AC

Transfer-661.93 AC  
Lease -121.00 AC  
Total Area-782.93 AC

3PR. 100' ROW

Property Plan

PROPOSED AIRPORT TRANSFER  
NENANA, ALASKA

Scale 1" = 1000'

NENANA, ALASKA

FY 1964 NENANA AIRPORT LANDINGS  
ESTIMATED REVENUES  
REVENUE CONCESSION CONTRACTS,  
Land Leases and Fuel Dispensing

<u>CONTRACT NO.</u>	<u>MAXIMUM TAKEOFF WEIGHT</u>	<u>FEE/LANDING \$ 25¢ PER TYPE OF CONTRACT</u>	<u>NUMBER OF LANDINGS</u>	<u>ESTIMATED REVENUES</u>
FA5-143*		Commercial Businesses, taxi service, Charles Myers d/b/a Chuck's City Cabs		\$ 270.00*
F-27	39,000	9.75	1	9.75
FA-AL-1711		Fuel Dispensing Agreement with, Darrell E. Wilcox; two (2) cents per gallon on Aviation Fuel and five (5) cents per gallon on Aviation Lubricating Oils	18	332.50
EE-18				60.00
DHC-2	5,000	1.25	2	2.50
FA-AL-1710		Lease for Fuel Dispensing Business with Darrell E. Wilcox	457	571.25
Aircraft under			532	911.75
		<u>TOTALS</u>		

OTHER NENANA AIRPORT ESTIMATED REVENUE FOR FY-1964

<u>TOTAL LANDINGS</u>	<u>REVENUE</u>
4,016	\$ 150.00
Income from fuel, concession or lease contracts - plus two (2) cents per gallon on Aviation Fuel and five (5) cents per gallon on Aviation Lubricating Oils	
OTHER LANDINGS	
Transitional Grant Funds for maintenance available for FY-1964	35,719.00 ??
Estimated revenues from proposed Air Carrier Landing Fees -	911.75



NENANA, ALASKA

CY 1962 AIR CARRIER LANDINGS  
ESTIMATED REVENUES

AIRCRAFT	MAXIMUM TAKEOFF WEIGHT (LBS)	FEE/LANDING @ 25¢ PER 1000 LBS.	NUMBER OF LANDINGS	ESTIMATED REVENUES
C-46*	45,000	\$ 11.25	24	\$ 270.00*
F-27	39,000	9.75	1	9.75
DC-3	25,000	6.25	18	112.50
BE-18	8,000	2.00	30	60.00
DHC-2	5,000	1.25	2	2.50
Aircraft under 5,000		1.00	457	457.00
<b>TOTALS</b>			<u>532</u>	<u>\$ 911.75</u>

OTHER LANDINGS

3,484

TOTAL LANDINGS

4,016

\*TANKER ON FAA FUEL HAUL CONTRACT

OTHER LANDINGS (General Aviation - 3420; Military - 64)

WHEREAS, the maintenance and operation of the Airport by the City as provided herein will benefit both parties hereto by achieving the objective of both parties;

NOW, THEREFORE, the parties hereto for and in consideration of the charges, fees, covenants, and agreements contained herein, agree as follows:

1. The City agrees to operate and maintain the Airport at essentially the same level as provided by FAA during the past fiscal year from July 1, 1961, through June 30, 1962, including the aircraft landing and parking areas, taxiway areas, taxiway access roads, taxiway, landing field lighting system, runway beacon, and electric power and replacement parts therefor, but not including the approach lighting system and other FAA buildings, facilities, and access roads to such FAA buildings and facilities, during Fiscal Year 1964, ending June 30, 1964, unless sooner terminated as provided herein, as follows:

Operation and Maintenance.

a. The City will operate the Airport on a 24-hour per day basis in such a manner as to render the airport suitable for use by all lawful airport users, persons, and airlines, and maintain the Airport in such condition as to preserve the safety, security, and best interests of the flying public. Equipment transferred to the City by the FAA, as provided herein, will not be used for purposes other than for maintenance and operation of the Airport as provided in this agreement.

*FULL TIME MAN??*

AGREEMENT

between

THE UNITED STATES OF AMERICA

and

THE CITY OF NENANA, ALASKA

Contract No.

July - \$2627.00      October - \$3066.00      January - \$3295.00      April - \$3047.00

THIS AGREEMENT entered into as of the \_\_\_\_\_ day of \_\_\_\_\_, 1963, between the United States of America, represented by the Federal Aviation Agency, Alaskan Region, (hereinafter referred to as the "FAA") and the City of Nenana, Alaska (hereinafter referred to as the "City").

WITNESSETH:

WHEREAS, the FAA is the owner of the Nenana Airport (hereinafter referred to as the "Airport") and expects to transfer ownership of the Airport to the City; and

WHEREAS, the City desires to assume the maintenance and operation of the Airport for the FAA pending transfer of ownership to the City; provided, the FAA will pay the City for the services performed and furnish to the City either by transfer or free use certain equipment with which to perform the service; and

WHEREAS, the administration and benefits of certain contracts between the FAA and others for the purpose of providing service to the public at the Airport are properly a part of the maintenance and operation of the Airport and the City agrees in consideration of the transfer of such contracts to honor those contracts in full force and effect at the time of such transfer; and

WHEREAS, the Administrator of the FAA is authorized by Public Law 647, 80th Congress, to do all acts and things necessary or incident to the operation, protection, maintenance, and administration of the Airport; and

WHEREAS, the maintenance and operation of the Airport by the City as provided herein will benefit both parties hereto by achieving the objective of both parties;

NOW, THEREFORE, the parties hereto for and in consideration of the charges, fees, covenants, and agreements contained herein, agree as follows:

1. The City agrees to operate and maintain the Airport at essentially the same level as provided by FAA during the past fiscal year from July 1, 1962, through June 30, 1963, including the aircraft landing and parking areas, concession areas, including access roads thereto, landing field lighting system, airway beacon, and electric power and replacement parts therefor, but not including the approach lighting system and other FAA buildings, facilities, and access roads to such FAA buildings and facilities, during Fiscal Year 1964, ending June 30, 1964, unless sooner terminated as provided herein, as follows:

Operation and Maintenance.

*FULL TIME MAN??*

a. The City will operate the Airport on a 24-hour per day basis in such a manner as to render the airport suitable for use by all lawful airport users, patrons, and invitees, and maintain the Airport in such condition as to promote the safety, security, and best interests of the flying public. Equipment transferred to the City by the FAA, as provided herein, will not be used for purposes other than for maintenance and operation of the Airport as provided in this agreement.



b. Landing Area. The City will maintain the landing area and field surface of the Airport in accordance with the standards and criteria set forth in the FAA Manual of Operations, Volume V, Chapter D, Part 4 - 5, titled: "Surface Maintenance of Snow Covered Field," and 4 - 24, titled: "Maintenance of Field Surfaces and Runways," provided further that interpretation of such standards and criteria by the FAA shall take into consideration such modifications as may be necessary due to local conditions and circumstances.

2. The FAA agrees to pay the City for services performed hereunder at the following schedule of rates:

- July - \$2627.00    October - \$3066.00    January - \$3266.00    April - \$3047.00
- August - \$2682.00    November - \$3058.00    February - \$2982.00    May - \$3084.00
- September - \$2660.00    December - \$3252.00    March - \$3064.00    June - \$2931.00

TOTAL - \$35,719.00

These funds will be released by the FAA to the State of Alaska who will in turn transfer them to the City of Nenana.

The above listed payments shall be payable monthly at the end of each month until this agreement is terminated as provided herein, provided further, that if services performed hereunder are for a period of less than one (1) month, payment therefor shall be prorated on the basis of one-thirtieth (1/30) of a monthly amount for each day service is performed.

*IF NOT SPENT - WHAT???*

3. The FAA agrees for purposes contained herein to permit the use to the City of the following listed equipment during the term of this agreement; provided that, the City shall operate and maintain said equipment at no expense to the FAA:

- One Oshkosh Dump Truck, 7-1/2T cap., w/Snow Plow, FA-2500
- One Caterpillar D-8 Tractor/Dozer, FA-5-392
- One Crane/Shovel, Koehring, 3/4 yd. cap., w/Dragline bucket and 40' boom, FA-5-393
- One Letourneau Carry-all, scraper, 12 yd., LP, FA-5-360
- One Oshkosh Rotary Snow Plow, w/TU-3 head, FA-5-846

*TURN BACK 7/1/1964 ??*

The FAA further agrees to permit the City to use the FAA's shop and storage facilities for the housing and servicing of the above listed equipment under conditions and in a manner satisfactory to the FAA's Nenana Station Manager.

*July 64??*

4. The FAA hereby assigns unto the City as of 1963, all the rights, powers, privileges, and benefits contained in the contracts listed below wherein the FAA granted various rights and privileges to contractors at the Airport, to the same extent and in the same manner as all such rights, powers, privileges, and benefits applied to and were assumed by the FAA upon the execution of the contracts, and the City hereby agrees as of 1963, to assume all the rights, benefits, duties, obligations, and conditions contained in the contracts to the same extent and in the same manner as such rights, benefits, duties, obligations, and conditions applied to and were assumed by the FAA upon execution thereof, and agrees to perform all the undertakings, obligations, and duties assumed by the FAA in the said contracts.

Name	Type	Contract No.
Department of Public Works State of Alaska	Permit	---
Trans-Alaska Telephone Co., Inc.	Permit	FA-5-531
Robert Coghill	Permit	---
Charles Myers	Agreement	FA-5-143
Darrel E. Wilcox	Lease	FA-AL-1710
Darrel E. Wilcox	Agreement	FA-AL-1711

*???*



5. The City expressly agrees to indemnify and save the FAA harmless from and against any and all claims, loss, damage, injury, and liability however caused, resulting from, arising out of, or in any way connected with the work to be performed under this agreement.

6. It is understood and agreed that in the event any contractor whose contract is transferred or assigned hereby does not consent to such transfer or assignment after due notification, and refuses to comply with or conform to such transfer or assignment, the City shall have the option to: (1) exercise any legal remedies it may have to enforce the terms of such contract against the contractor, or (2) consider the contract terminated by the contractor. The exercise by the City of its option as set forth herein shall not be deemed a breach of this agreement on the part of the City.

7. It is understood and agreed that in the event a transfer of the ownership of the Airport from FAA to the City does not occur in the interim between , 1963, and June 30, 1964, this agreement may be terminated on a date prior to June 30, 1964, by mutual agreement of the parties hereto. In the event and upon the date such termination occurs, for any other reason than transfer of the Airport to the City, all of the contracts assigned and transferred to the City hereunder shall revert in their entirety to the FAA and the City agrees to surrender said contracts to the FAA; furthermore, this agreement may be terminated by written notice from the FAA in the event services provided herein are not performed by the City in a manner satisfactory to the FAA; notice to the City of such termination shall be considered effective three (3) days subsequent to the deposit in U. S. mail of a certified letter notifying the City of such termination.

8. Payment by the FAA to the City as provided herein shall be by Government check mailed to the City of Nenana, Nenana, Alaska, and no billing for services performed by the City shall be required. Notices provided for in this agreement shall be sent by certified mail, postage prepaid, addressed to the Assistant Administrator, Alaskan Region, Federal Aviation Agency, 632 Sixth Avenue, Anchorage, Alaska, and to the City of Nenana, Nenana, Alaska, or to such other addresses as the parties may designate in writing from time to time.

9. The City agrees that no Member of or Delegate to Congress, or Resident Commissioner, after his election or appointment, and either before or after he has qualified, and during his continuance in office, shall be admitted to any share or part of this agreement, or this agreement as renewed, or to any benefits to arise thereupon; nothing, however, herein contained shall be construed to extend to any incorporated company, where such agreement is made for the general benefit of such corporation or company.

10. The City warrants that no person or agency has been employed or retained to solicit or secure this agreement upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial agencies maintained by the City for the purpose of securing business. For breach or violation of this warranty, the FAA shall have the right to annul this agreement without liability or in its discretion to require the City to pay, in addition to the charges and fees provided for hereinabove, the full amount of such commission, percentage, brokerage, or contingent fee.

11. This agreement, to the extent that it is of a character specified in the Work Hours Act of 1962 (Public Law 87-581, 76 Stat. 357-360) and is not covered by the Walsh-Healey Public Contracts Act (41 U.S.C. 35-45), is subject to the following provisions and to all other provisions and exceptions of said Work Hours Act of 1962.

No contractor or subcontractor contracting for any part of the contract work shall require or permit any laborer or mechanic to be employed on such work in excess of eight (8) hours in any calendar day or in excess of forty (40) hours in any workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half (1-1/2) times his basic rate of pay for all hours worked in excess of eight (8) hours in any calendar day or in excess of forty (40) hours in such workweek, whichever is the greater number of overtime hours.

12. In connection with the performance of work under this agreement, the City agrees as follows:



a. The City will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The City will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The City agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Contracting Officer setting forth the provisions of this Nondiscrimination clause.

b. The City will, in all solicitations or advertisements for employees placed by or on behalf of the City, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

c. The City will send to each labor union or representative of workers with which it has a collective-bargaining agreement or other contract or understanding, a notice, to be provided by the agency Contracting Officer, advising the said labor union or workers' representative of the City's commitments under this Nondiscrimination clause, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The City will comply with all provisions of Executive Order No. 10925 of March 6, 1961, and of the rules, regulations, and relevant orders of the President's Committee on Equal Employment Opportunity created thereby.

e. The City will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, and by the rules, regulations, and orders of the said Committee, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Committee for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

f. In the event of the City's noncompliance with the Nondiscrimination clause of this agreement or with any of the said rules, regulations, or orders, this agreement may be canceled in whole or in part and the City may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order or by rule, regulation, or order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

g. The City will include the provisions of the foregoing paragraphs a. through f. in every subcontract or purchase order unless exempted by rules, regulations, or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order No. 10925 of March 6, 1961, so that such provisions will be binding upon each subcontractor or vendor. The City will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the City becomes involved in, or is threatened with, litigation, with a subcontractor or vendor as a result of such direction by the contracting agency, the City may request the United States to enter into such litigation to protect the interests of the United States.

h. The City shall not assess landing, parking, or other airport fees which were not in effect at the time of entering into this agreement without prior written approval of the FAA. ???

IN WITNESS WHEREOF, the parties hereto have executed these presents as of  
, 1963.

THE UNITED STATES OF AMERICA  
Federal Aviation Agency  
Alaskan Region, Anchorage, Alaska

By: \_\_\_\_\_  
Willis B. Avery, Acting Chief  
Real Estate and Concession Unit  
Installation and Materiel Division

CITY OF NENANA

By: \_\_\_\_\_

Title: \_\_\_\_\_

Attest: \_\_\_\_\_

City Clerk

*would this necessitate a full time man??  
what costs to maintain last year??*