

AIRPORTS UPDATE

November 5, 2024



TODAY'S AGENDA:



Amending Title 18, Airports

First steps to updating
Minimum Standards
(from 1994)

Airport Capital Improvement Program (ACIP)

Approve the 2024 ACIP

Budget Amendment to
adjust Capital Projects
budget

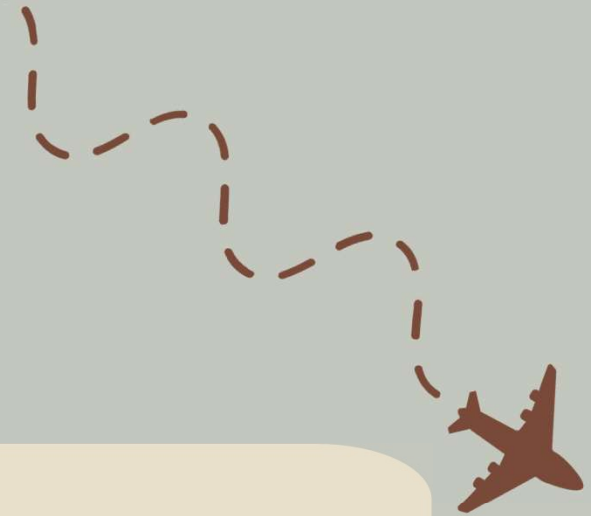
Airport Fees

Ordinance 5213 to remove
Airport Fees from the
Planning and Building
Department Fee Schedule

Approve the Airport
Division Fee Schedule
Resolution

New contract for an
appraisal and fee study

MINIMUM STANDARDS



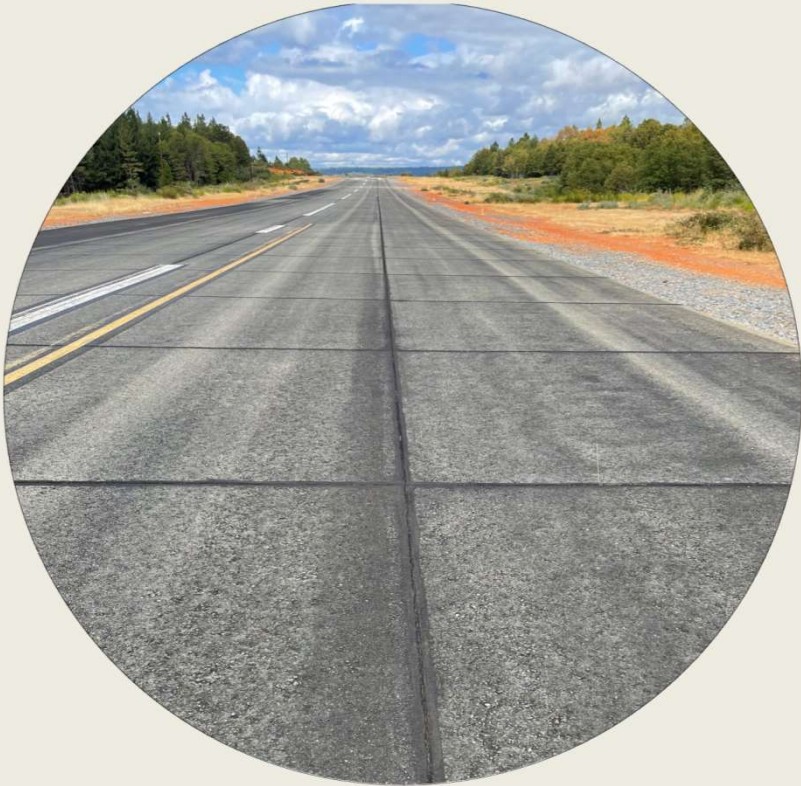
TITLE 18 - AIRPORTS

County Airport Ordinance: Rules and regulations for the operation and use of public airports

ADDITIONS

- Minimum Standards for Lease Agreements and Offsite Operator
 - Aircraft Maintenance
- Engine Runup
- Parking and security of aircraft
 - Flying Club Standards

COUNTY AIRPORTS



FAA Grant Assurance #24:

“(Sponsor) will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection.”

Georgetown Airport (E36)



Cost to Operate: \$330k

Revenue*

- Rents: \$36k
- Fuel: \$3k
- FAA: \$103k

General Fund:
\$188k/yr

*2024-25 Budget

Placerville Airport (PVF)



Cost to Operate: \$1.12m

Revenue*

- Rents: \$223k
- Fuel: \$13k
- State/FAA: \$198k
- Emergencies: \$65k

General Fund:
\$620k/yr

*2024-25 Budget



ECONOMIC STUDY



Recommendations:
Full utilization of federal and state funding for safety improvements and maintenance projects, partnering with businesses & Chamber of Commerce, build County-owned hangars



AIRPORT GOALS



Achieve Self-Sufficiency for Operations



Generate revenue for the services and access we already provide at the right fee level to cover our cost.



Attract tenants with the desire to improve the airport in exchange for the valuable access it affords

Utilize FAA and Caltrans Funding to the Maximum Extent Possible for Capital Projects



Focus capital spending on safety needs including obstruction removal, new beacon, and pavement repair.



Strategically pursue development of the East End, weighing the Capital Costs with potential for revenue generation

Provide Value to the Community



Utilize partnerships to promote the Airports and local economy

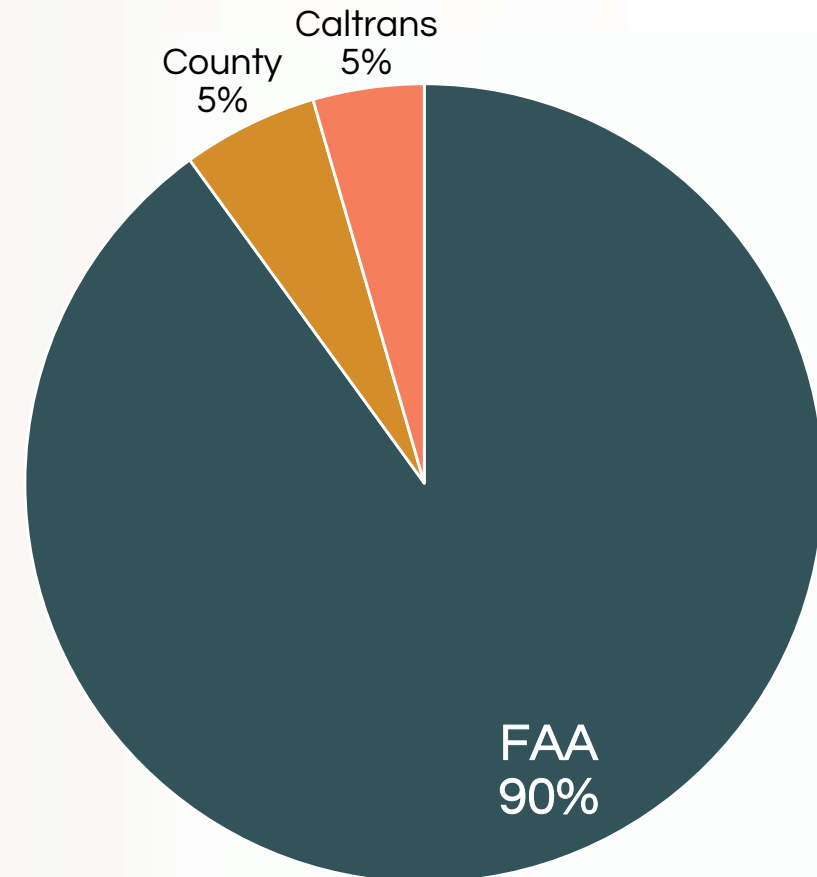


Allow use of Facilities for Air Operations and assist in Emergency Operations



AIRPORT CAPITAL IMPROVEMENT PROGRAM

- Meets FAA Requirements
- Separates from the Department of Transportation CIP
- Removes low-priority or unnecessary projects
- Prioritizes safety and maintenance
- Ensures use of all FAA funding without letting funds expire



ACIP Project Revenue

AIRPORT CAPITAL IMPROVEMENT PROGRAM

NEW Hangar Project at PVF:

- First: Feasibility Study
- Uses Airport Infrastructure Grant Funding
- Revenue generation and meets demand for hangar space
- Size, scope, and ROI will be based on outcome of our feasibility analysis

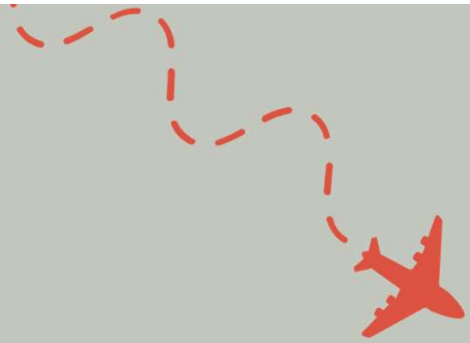


AIRPORTS FUNDS



Airports Enterprise Funds

The Airports program is funded through the Airport Enterprise Fund (Fund 5114), as well as the Special Aviation fund (1105). Enterprise Funds are used to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent is that the program is self-supported and financed or recovered primarily through user charges.



FEE ADJUSTMENTS

Inflation

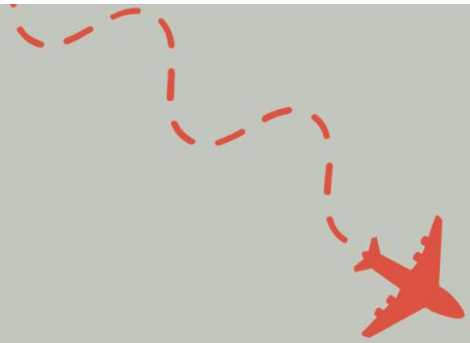
- Since June 2016, costs have increased by over 30.4%.
- Increases apply to transient parking, hangar leases, and tie-downs.

Operational Costs

- Access device charges adjusted to incorporate staff time for programming
- Fuel flowage fee adjusted to be similar to other airports

Move to Per Sq. Foot

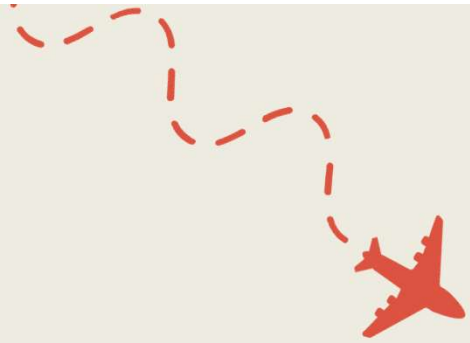
- Personal use ground leases
- County-owned hangar rental



NEW FEES

Fees we currently do NOT charge for:

Commercial Landing Charges: \$25	Gate Access Card Loss: \$50	Application Fee, Private Hangar: \$711	Application Fee, Commercial: \$948 + T&M
Application Fee, Offsite Operator: \$356	Fuel Truck Surcharge \$0.25/gallon	Oil and Deicer: 25% Markup	Oil Disposal: \$2/gallon



LEASE RATES



Ground Leases apply for use of the airport grounds to place a privately-owned hangar for commercial or personal use



One rate for all commercial leases, including Single-Service Operators (SSOs)



To ensure Market Rate, engage in an appraisal and fee study for hangar and ground leases



NEXT STEPS

- Airports Ordinance & Fee Ordinance: Second Reading: 11/12
 - Ad Hoc Committee - Policy Meeting: 11/19
 - Policy F-10 - Airports – Update: 12/10
 - Lease Fee Adjustments: 2025

