



# Airport Fee Study

---

Rowan County

*Mid-Carolina Regional Airport*



April 7, 2023

Valerie Steele, C.M., ACE, ASC  
Airport Director  
Mid-Carolina Regional Airport  
3670 Airport Loop  
Salisbury, North Carolina 28147

RE: Airport Fee Study

Dear Valerie:

In accordance with your request and authorization, Aviation Management Consulting Group (AMCG) has prepared a summary report of the Airport Fee Study for Mid-Carolina Regional Airport for your review and consideration. It is AMCG's recommendation that Rowan County establish aeronautical-related fees utilizing a cost recovery-based approach or methodology, not a market-based approach.

Based on the type of aeronautical fees selected by Airport management for implementation, AMCG has provided a recommendation for the fee amounts and developed an *Aeronautical Fee Schedule*.

AMCG is pleased to have been called on to conduct this Airport Fee Study. Please contact me if you have any questions pertaining to this analysis or the recommendations provided.

Helping your aviation management excellence,

A handwritten signature in blue ink, reading "D.C. Benner".

David C. Benner, C.M.  
Managing Consultant  
Aviation Management Consulting Group

<b>I. EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>II. INTRODUCTION.....</b>	<b>2</b>
A. Scope of Work.....	2
B. Project Approach.....	2
C. Aeronautical Fee Summary.....	2
D. Current Situation .....	3
1. Fuel Flowage Fee .....	3
2. Aircraft Parking Fee .....	3
3. Transient Aircraft Handling Fee.....	4
<b>III. INDUSTRY PRACTICES .....</b>	<b>5</b>
A. Fuel Flowage Fees.....	5
B. Throughput Fees.....	5
C. Transient Aircraft Handling Fees .....	5
D. Landing Fees .....	6
E. Aircraft Parking Fees.....	6
F. Based Aircraft Fee .....	7
G. Percentage of Gross Receipts .....	7
H. Aeronautical Permit Fees .....	8
I. Airport Access Fees .....	8
<b>IV. SIGNIFICANT FINDINGS .....</b>	<b>9</b>
A. Comparable Airports .....	9
B. National Guard Airports.....	10
C. Competitive Airports.....	11
<b>V. RECOMMENDATIONS.....</b>	<b>13</b>
A. Cost Center Approach.....	13
B. Fees Recommended.....	13
1. Fuel Flowage Fee .....	13
2. Transient Aircraft Handling Fee.....	14
3. Aeronautical Permit Fee.....	15
C. Fees Dependent on the County's Business Philosophy .....	15
1. Aircraft Parking Fees.....	15
D. Fees Not Recommended .....	16
1. Throughput Fee.....	16
2. Landing Fees .....	17
3. Based Aircraft Fee .....	17
4. Percentage of Gross Receipts .....	17
5. Airport Access Fees .....	17
E. Adjustment of Fees .....	17

<b>VI. FEE CALCULATION .....</b>	<b>19</b>
A. Fees Selected .....	19
B. Financial Analysis .....	19
C. Establishment of Fees.....	21
1. Fee Calculation Analysis.....	21
2. Projected Fee Revenue .....	24
<b>VII. AERONAUTICAL FEE SCHEDULE.....</b>	<b>25</b>

**I. EXECUTIVE SUMMARY**

**Airport:** Mid-Carolina Regional Airport  
3670 Airport Loop  
Salisbury, North Carolina 28147

**Scope of Work:** Rowan County (County) has engaged Aviation Management Consulting Group (AMCG) to prepare an Airport Fee Study for Mid-Carolina Regional Airport. Based on the type of aeronautical-related fees selected by Airport management for implementation, AMCG has provided a recommendation for the fee amounts and developed an *Aeronautical Fee Schedule*.

**Date of Report:** April 7, 2023

**Methodology:** AMCG recommends that the County establish aeronautical-related fees utilizing a cost recovery-based approach or methodology, not solely a market-based approach.

**Fee Recommendations:** The following table identifies the recommended aeronautical-related fees for the Airport.

Type of Fee	Fee
Fuel Flowage Fee	\$0.20 per gallon
Transient Aircraft Handling Fee	\$35.00 - \$200.00
Aircraft Parking Fees	\$15.00 - \$150.00
Aeronautical Permit Fees	\$750.00

## II. INTRODUCTION

### A. Scope of Work

Rowan County (County) engaged Aviation Management Consulting Group (AMCG) to prepare an *Airport Fee Study* for Mid-Carolina Regional Airport (Airport). Based on the type of aeronautical-related fees selected by Airport management for implementation, AMCG has provided a recommendation for the fee amounts and developed an *Aeronautical Fee Schedule* for the Airport.

To achieve this objective, AMCG identified current industry practices for establishing general aviation fees including identification of the types of fees generally charged and the measures generally utilized in the industry.

The results of this analysis, AMCG's recommendations for the structure of an aeronautical-related fee program, and the methodology for determining the aeronautical-related fees are outlined in this summary report.

### B. Project Approach

To achieve the scope of work, AMCG completed the following work plan:

- identified the elements of the existing general aviation fee program at the Airport,
- identified current industry practices,
- obtained and analyzed general aviation fees (and related information) from comparable and competitive airports identified, and
- provided recommendations to Airport management for the methodology and types of the general aviation fees.

Based on the structure of the aeronautical-related fees selected by Airport management, AMCG has provided recommendations for the fee amounts.

### C. Aeronautical Fee Summary

Table 1 provides a brief overview of aeronautical-related fees typically charged by airports, the current situation, industry practices, and recommendations for the County's consideration.

It is important to note that additional fees may be imposed by the County or commercial aeronautical operators at the Airport. However, this analysis is focused solely on aeronautical-related fees charged by the County, as the airport sponsor, for the aeronautical use of the airport. Each of the below fees are addressed in detail in this report.

**Table 1 - General Aviation Fee Summary**

Type of General Aviation Fee	Current Situation	Industry Practices	Recommendation
Fuel Flowage Fee	Yes	Most common	Yes
Throughput Fee	No	Less common	No
Transient Aircraft Handling Fee	Yes	Less common	Yes
Landing Fee	No	Moderately common	No
Aircraft Parking Fees	Yes	Moderately common	Yes
Based Aircraft Fee	No	Less common	No
Percentage of Gross Receipts	No	Less common	No
Aeronautical Permit Fees	No	Moderately common	Yes
Airport Access Fee	No	Moderately common	No

## D. Current Situation

It is AMCG's understanding that the County currently charges the following aeronautical-related fees at the Airport.

### 1. Fuel Flowage Fee

The County currently provides retail fueling from a County-owned fuel storage facility. The County retail fueling pricing strategy does not incorporate a fuel flowage fee.

One entity (Retail Business Services, LLC) conducts non-commercial self-fueling. The County has established a fuel flowage fee for non-commercial self-fueling as follows:

- \$0.20 per gallon for 0 – 149,999 gallons (annually)
- \$0.15 per gallon for 150,000 – 199,999 gallons (annually)
- \$0.10 per gallon more than 200,000 gallons (annually)

### 2. Aircraft Parking Fee

The County currently charges an aircraft parking fee based on the type of aircraft which can be discounted based on a minimum fuel purchase as follows:

- \$15.00 per night for piston aircraft with the first night waived for a minimum fuel purchase
- \$50.00 per night for turbine aircraft with the first night waived for a minimum fuel purchase of 100 gallons

### **3. *Transient Aircraft Handling Fee***

The County also charges a handling fee for turbine aircraft occupying ramp space for more than 1 hour based on maximum gross takeoff weight (MGTOG) as follows:

- \$100.00 for turbine aircraft with a MGTOG less than 10,000 pounds which is waived with a minimum fuel purchase of 100 gallons
- \$150.00 for turbine aircraft with a MGTOG in excess of 10,000 pounds which is waived with a minimum fuel purchase of 150 gallons



### **III. INDUSTRY PRACTICES**

Based on industry experience and supported by the information contained in AMCG's proprietary industry database (which is utilized to track, monitor, and analyze aeronautical-related fee data and trends), AMCG has identified current industry practices for establishing aeronautical-related fees. A summary of these findings which, in AMCG's opinion, are representative of current industry practices for establishing aeronautical-related fees is outlined in this section.

#### **A. Fuel Flowage Fees**

Commonality – Fuel flowage fees are currently the most common general aviation fee implemented by airport sponsors.

Methodology – When a fuel flowage fee is charged by an airport sponsor, fueling entities (both commercial and non-commercial) are typically required to collect and/or pay a fuel flowage fee for each gallon of fuel sold or dispensed at the airport through a lease agreement. Fuel flowage fees are typically paid on a "cents per gallon" basis and range from \$0.05 per gallon to \$0.40 per gallon. Typically, airports served by air carriers exempt these entities from fuel flowage fees since air carriers pay landing fees under agreement with the airport sponsor. Also, government aircraft may be exempt from fuel flowage fees.

Collection – Fuel flowage fees are typically collected directly by the airport sponsor on a monthly or annual basis.

#### **B. Throughput Fees**

Commonality – Historically, throughput fees have not been charged by airport sponsors for the use of an airport sponsor owned fuel storage facility. However, this type of fee is becoming more common to recover the investment and capital costs related to the fuel storage facility owned by the airport sponsor.

Methodology – A throughput fee is typically charged by an airport sponsor based on the fixed and variable costs related to the airport sponsor owned fuel storage facility and a reasonable return on investment for the airport sponsor based on each gallon of fuel sold or dispensed. Throughput fees are typically paid on a "cents per gallon" basis.

Collection – Throughput fees are typically collected directly by the airport sponsor on a monthly or annual basis.

#### **C. Transient Aircraft Handling Fees**

Commonality – Historically, transient aircraft handling fees have not been charged by airport sponsors to general aviation aircraft operators. However, airports are beginning to consider transient aircraft handling fees as a method to augment the loss of fuel flowage fees in the event a transient aircraft operator does not purchase fuel. When charged, transient aircraft handling fees are typically based on an average uplift mechanism (airport specific or industry standard) and the existing fuel flowage fee at the airport.

Methodology – Typically, transient aircraft handling fees are charged in accordance with an established schedule (i.e., aircraft within designated size ranges pay the same fee) and a minimum fee may be specified. In some cases, piston aircraft can be exempt from transient aircraft handling fees.

Collection – Transient aircraft handling fees may be collected directly by the airport sponsor or the airport sponsor may have an agreement with a commercial operator to collect and remit transient aircraft handling fees. The agreement may allow the commercial operator to retain a portion of the transient aircraft handling fees collected as compensation for services rendered by the commercial operator. The amount retained is often referred to as an administrative fee.

#### **D. Landing Fees**

Commonality – Historically, landing fees have not been charged by airport sponsors to general aviation aircraft operators. Due to advancements in technology, more airports are beginning to charge landing fees as an alternative to, or in addition to, fuel flowage fees.

Methodology – When charged, landing fees are commonly based on aircraft weight and a “cents per 1,000 pounds” approach using historic airport costs and the gross landed weight for all aircraft using the airport. In the alternative, landing fees can be charged in accordance with an established schedule (i.e., aircraft within designated weight ranges pay the same fee) and a minimum fee may be specified. In some cases, based aircraft and/or aircraft under a specified weight (e.g., 5,000 pounds max gross landed weight) are exempt from landing/departure fees.

Collection – Landing fees may be collected directly by the airport sponsor or the airport sponsor may have an agreement with a commercial operator to collect and remit landing fees. The agreement may allow the commercial operator to retain a portion of the landing fees collected as compensation for services rendered by the commercial operator. The amount retained is often referred to as an administrative fee.

#### **E. Aircraft Parking Fees**

Commonality – Aircraft parking fees are typically charged for the use of airport sponsor owned ramp areas for transient aircraft parking. While fees may be charged for day use, most common fees are charged for overnight use.

While more commercial operators (e.g., FBOs) charge ramp fees for general aviation aircraft parking on a commercial operator’s leased premises, this type of fee is not as common for airport sponsors, except when a commercial operator is operating and/or managing a ramp area on behalf of the airport sponsor.

Methodology – Typically, aircraft parking fees are charged in accordance with an established schedule (i.e., aircraft within designated weight and/or size ranges pay the same fee) and a minimum fee may be specified. In the alternative, aircraft parking fees may be charged on a “cents per 1,000 pounds” approach and a minimum fee may be specified.

Collection – Aircraft parking fees may be collected directly by the airport sponsor or the airport sponsor may have an agreement with a commercial operator to collect and remit aircraft parking fees. The agreement may allow the commercial operator to retain a portion of the aircraft parking fee collected as compensation for services rendered by the commercial operator. The amount retained is often referred to as an administrative fee.

## **F. Based Aircraft Fee**

Commonality – Historically, based aircraft fees have not been charged by airport sponsors to general aviation based aircraft. However, more airports are beginning to consider based aircraft fees as an alternative to fuel flowage fees and to augment landing fees if based aircraft are exempt from the landing fee.

Methodology – When charged, based aircraft fees are commonly charged on a “cents per 1,000 pounds” approach (similar to landing fees). In the alternative, based aircraft fees can be charged in accordance with an established schedule (i.e., aircraft within designated weight and/or size ranges pay the same fee).

Collection – Based aircraft fees may be collected directly by the airport sponsor or the airport sponsor may have an agreement with a commercial operator to collect and remit based aircraft fees. The agreement may allow the commercial operator to retain a portion of the based aircraft fees collected as compensation for services rendered by the commercial operator. The amount retained is often referred to as an administrative fee.

## **G. Percentage of Gross Receipts**

Commonality – Over the years, a percentage of gross receipts fee has become less common. In those instances where a percentage of gross receipts is charged, fuel sales are typically exempt from inclusion, especially when fuel flowage fees are charged by the airport sponsor. In addition, other general aviation sales (e.g., aircraft sales, parts, and accessories) may also be exempt due to the product (as opposed to service) nature and the high dollar amounts typically involved. According to the Airport Development Acceleration Act (Anti-Head Tax Act) of 1973, a percentage of gross receipts cannot be charged for aircraft charter activities since such activities are subject to a ticket or segment tax.

Methodology – The amount of the fee and any exceptions or exemptions is typically stipulated in the lease agreement between the airport sponsor and the commercial operator.

Collection – Percentage of gross receipts fees are typically collected directly by the airport sponsor on a monthly or annual basis.

## **H. Aeronautical Permit Fees**

Commonality – Historically, aeronautical permit fees have not been charged by airport sponsors. However, these types of fees are becoming more common. When charged, aeronautical permit fees are typically charged on a monthly or annual basis depending on the type of commercial aeronautical activity being conducted.

Methodology – Aeronautical permit fees are typically based on a flat amount that must be paid to obtain a permit to operate a commercial business at the airport. The operating permit typically expires on an annual basis, thus requiring aeronautical permit fees to be paid annually for renewal.

Collection – Aeronautical permit fees are typically collected directly by the airport sponsor on a monthly or annual basis.

## **I. Airport Access Fees**

Commonality – Historically, airport access fees have not been charged by airport sponsors to general aviation users. However, more airports are implementing security measures and beginning to charge airport access fees.

Methodology – Typically, airport access fees are charged in accordance with an established schedule on a monthly or annual basis. Depending on the approach and infrastructure, the airport access fee may be charged for individual access (for an airport badge, gate card, keys, or other instrument) or for vehicle access (vehicle permit or other instrument).

Collection – Airport access fees are typically collected directly by the airport sponsor upon issuance of the badge, gate card, keys, permit, and/or other instrument. Additionally, airport access fees are typically collected on an annual basis.

#### IV. SIGNIFICANT FINDINGS

Consistent with the project approach, general aviation fees at comparable and competitive airports were analyzed.

##### A. Comparable Airports

The selection of comparable airports was based on aeronautical activity and infrastructure criteria including historic activity levels, total based aircraft, the presence of a control tower and/or precision instrument approach, runway length, total airport acreage, Federal Aviation Administration (FAA) *National Plan of Integrated Airport Systems* (NPIAS) and General Aviation Asset Study classification. Parameters were then established in each of these areas to facilitate the selection process.

While a total of 19 airports considered comparable to the Airport, general aviation fees and related information from 15 comparable airports were obtained and analyzed. A summary of findings is provided in Table 2.

**Table 2 – Comparable Airports Summary**

Comparable Airports	Fuel Flowage Fees	Transient Aircraft Fees	Landing Fees	Aircraft Parking Fees	Based Aircraft Fees	Percentage of Gross Receipts	Aeronautical Permit Fees	Airport Access Fees
Airlake Airport	Yes	No	N/A	N/A	N/A	N/A	N/A	N/A
Anderson Regional Airport	No	No	No	Yes	No	No	No	No
Ankeny Regional Airport	No	No	No	No	No	N/A	N/A	N/A
Auburn University Regional Airport	No	No	No	Yes	No	No	N/A	N/A
Barrow County Airport	Yes	No	No	Yes**	No	No	No	No
Butler County Regional Airport	No	No	No	Yes**	No	No	No	No
Council Bluffs Municipal Airport	Yes	No	No	No	No	No	No	No
Davidson County Airport	Yes	No	No	Yes**	No	No	No	No
Huntsville Exec Tom Sharp Field	No	No	No	No	No	No	No	No
Johnston Regional Airport	Yes	No	Yes	Yes**	No	No	Yes	No
Livingston County Spencer J Hardy Airport	Yes	No	Yes	No	No	No	No	No
McMinnville Municipal Airport	Yes	No	No	No	No	No	Yes	No
Newton City-County Airport	No	N/A	No	No	No	No	No	No
Spartanburg Downtown Memorial Airport	No	No	No	Yes	No	No	No	No
Winchester Regional Airport	No	No	Yes	Yes	N/A	N/A	N/A	N/A

\*\* Monthly Rate

N/A indicates relevant and usable information was not available

Significant findings follow:

- Fuel flowage fees
  - 7 airports charge fuel flowage fees
  - Fuel flowage fees range from \$0.05 to \$0.15 per gallon (a mean of \$0.09 per gallon)
- Transient aircraft handling fees
  - No airports charge a transient aircraft handling fee
- Landing fees
  - 3 airports charge landing fees
  - Landing fees are based on maximum gross landed weight – (MGLW) ranging from \$50.00 to \$500.00 per 1,000 pounds MGLW
- Aircraft parking fees
  - 8 airports charge aircraft parking fees
  - Aircraft parking fees range from \$5.00 to \$200.00 per day (a mean of \$53.00 per day)
- Based aircraft fee
  - No airports charge a based aircraft fee
- Percentage of gross receipts fee
  - No airport charges a percentage of gross receipts fee
- Aeronautical permit fees
  - 2 airports charge aeronautical permit fees
  - Aeronautical permit fees range from \$100.00 to \$250.00
- Airport access fees
  - No airports charge airport access fees

## B. National Guard Airports

In addition to the comparable and competitive airport analysis, general aviation fees and related information from a total of 6 National Guard airports was obtained and analyzed. A summary of findings is provided in Table 3.

**Table 3 – National Guard Airports Summary**

National Guard Airports	Fuel Flowage Fees	Transient Aircraft Fees	Landing Fees	Aircraft Parking Fees	Based Aircraft Fees	Percentage of Gross Receipts	Aeronautical Permit Fees	Airport Access Fees
Battle Creek Executive at Kellogg Field	Yes	No	Yes	Yes	No	No	No	Yes
Des Moines International Airport	Yes	No	No	No	No	No	No	Yes
Duluth International Airport	Yes	No	Yes	Yes	No	No	Yes	Yes
General Mitchell International Airport	Yes	No	No	Yes	No	N/A	No	Yes

National Guard Airports	Fuel Flowage Fees	Transient Aircraft Fees	Landing Fees	Aircraft Parking Fees	Based Aircraft Fees	Percentage of Gross Receipts	Aeronautical Permit Fees	Airport Access Fees
Minneapolis-Saint Paul International Airport	Yes	N/A	Yes	Yes**	No	No	No	Yes
Sioux Gateway Airport	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*\* Monthly Rate

N/A indicates relevant and usable information was not available

Significant findings follow:

- Fuel flowage fees
  - 6 airports charge fuel flowage fees
  - Fuel flowage fees range from \$0.04 to \$0.20 per gallon (a mean of \$0.10 per gallon)
- Transient aircraft handling fees
  - No airports charge a transient aircraft handling fee
- Landing fees
  - 3 airports charge landing fees
  - Landing fees are based on maximum gross landed weight – (MGLW) ranging from \$15.00 to \$155.00 per 1,000 pounds MGLW
- Aircraft parking fees
  - 3 airports charge aircraft parking fees
  - Aircraft parking fees range from \$5.00 to \$236.00 per day (a mean of \$85.00 per day)
- Based aircraft fee
  - No airports charge a based aircraft fee
- Percentage of gross receipts fee
  - No airports charge a percentage of gross receipts fee
- Aeronautical permit fees
  - 1 airport charges an aeronautical permit fee of \$100.00
- Airport access fees
  - 3 airports charge airport access fees
  - Airport access fees range from \$20.00 to \$125.00

### C. Competitive Airports

Typically, an airport is considered competitive if located in proximity to the Airport and serves a similar market. Each airport identified is then compared to the Airport based on (1) infrastructure and (2) available products, services, and facilities.

For the purposes of this study, airports within 35 nautical miles of the Airport were identified as being potentially competitive airports. While a total of 6 airports were considered competitive to the Airport, general aviation fees and related information were gathered from 5 competitive airports. A summary of findings is provided in Table 4.



**Table 4 – Competitive Airports Summary**

Competitive Airports	Fuel Flowage Fees	Transient Aircraft Fees	Landing Fees	Aircraft Parking Fees	Based Aircraft Fees	Percentage of Gross Receipts	Aeronautical Permit Fees	Airport Access Fees
Charlotte Monroe Executive Airport	Yes	No	No	Yes**	No	No	No	No
Concord-Padgett Regional Airport	No	No	Yes	Yes**	No	No	Yes	Yes
Davidson County Airport	Yes	No	No	Yes**	No	No	No	No
Lincolnton-Lincoln County Regional Airport	No	No	N/A	Yes**	No	No	No	No
Smith Reynolds Airport	Yes	No	Yes	Yes	No	No	No	No

\*\* Monthly Rate

N/A indicates relevant and usable information was not available

Significant findings follow:

- Fuel flowage fees
  - 3 airports charge a fuel flowage fee
  - Fuel flowage fees range from \$0.01 to \$0.08 per gallon (a mean of \$0.09 per gallon)
- Transient aircraft handling fees
  - No airports charge a transient aircraft handling fee
- Landing fees
  - 2 airports charge a landing fee based on maximum gross landed weight – (MGLW) ranging from \$1.00 to \$110.00 per 1,000 MGLW
- Aircraft parking fees
  - 5 airports charge aircraft parking fees
  - Aircraft parking fees range from \$5.00 to \$100.00 per night (a mean of \$38.00 per night)
- Based aircraft fee
  - No airports charge a based aircraft fee
- Percentage of gross receipts fee
  - No airports charge a percentage of gross receipts fee
- Aeronautical permit fee
  - 1 airport charges an aeronautical permit fee of \$10.00
- Airport access fee
  - 1 airport charges an airport access fee of \$30.00



## V. RECOMMENDATIONS

### A. Cost Center Approach

Regardless of the type of general aviation fees the County ultimately decides to implement, AMCG suggests (consistent with a best practices approach) the costs being incurred by the County relating to the planning, development, operation (including maintenance and repair), management, and marketing of the Airport that are not being covered by federal or state Airport Improvement Programs (AIP) be identified and quantified to the greatest extent possible.

This would include, but would not necessarily be limited to, the capital and operating costs being incurred by the County (or portion thereof), as follows:

- Airport planning projects not funded through AIP,
- Airport development projects not funded through AIP,
- Airport vehicles and equipment not funded through AIP,
- Airport reserve accounts to provide funding for future planning and development projects and vehicles and equipment that would not be eligible for AIP funding, and
- all other operating costs (e.g., personnel, insurance, utilities, etc.).

Once this is accomplished, general aviation revenues (including rents) should be quantified, and all capital and operating costs should be deducted which results in the cost recovery gap. Consistent with a best practices approach, the County should implement an aeronautical fee program designed to close the gap between general aviation related revenues and the associated capital and operating costs.

If the aeronautical-related fees that need to be charged by the County to close the gap are unreasonable or not within the bounds of the market, AMCG recommends that an appropriate portion (or percentage) of the gap should be targeted (cost recovery target).

### B. Fees Recommended

#### 1. Fuel Flowage Fee

AMCG recommends the County expand the current fuel flowage fee program at the Airport to include all fueling entities (including the County). Additionally, the County should analyze existing agreements to ensure fuel flowage fee payments for non-commercial self-fueling are correct.

Generally, the airport sponsors, aviation businesses, and aircraft operators believe a fuel flowage fee is an acceptable way of recovering airport costs. In comparison to other fees, fuel flowage fees are relatively easy to administer as fuel flowage fees are typically collected and remitted (or paid directly) by the fueling entity (commercial and non-commercial) to the airport sponsor.

The most significant downfall with charging fuel flowage fees is that only those aircraft operators who purchase (or dispense) fuel at the Airport pay the fuel flowage fee. Therefore, aircraft operators who use the airport, but do not purchase (or dispense) fuel, make no contribution to cover the airport costs through payment of fuel flowage fees.

Further, fuel flowage fees are typically paid on the honor system. In most cases, fueling entities report fuel volumes without audit or there is no requirement to verify or reconcile the amount of fuel sold (or dispensed) by a fueling entity with the amount of fuel delivered. If the County continues charging a fuel flowage fee at the Airport, AMCG suggests non-commercial self-fueling entities be required to pay this fee for all gallons delivered to the fuel storage facility (as reported by the fuel supplier) as opposed to basing the fee on gallons dispensed.

AMCG recommends the County require non-commercial fueling entities report all fuel purchased (by type), delivered to the fuel storage facility (by type), and dispensed at the Airport (by type and category). This approach provides a mechanism for the County to reconcile the gallons delivered with the gallons dispensed by non-commercial fueling entities at the Airport.

Additionally, in the case of a discrepancy between the amount of fuel delivered to the non-commercial self-fueling entity's fuel storage facility and the amount of fuel dispensed at the Airport, the greater amount shall prevail and the non-commercial self-fueling entities shall promptly pay all additional fees due the County, plus annual interest on the unpaid balance at the maximum rate allowable by law from the date originally due.

AMCG also recommends the County expand the current fuel flowage fee program to include a fuel flowage fee for all County fuel sold. By implementing a fuel flowage fee for County fuel sales, the County can analyze the fixed base operation as an independent department within the Airport and the fuel flowage fee revenues can be used to recover costs related to the planning, development, operation (including maintenance and repair), management, and marketing of the Airport (excluding the FBO).

The amount of the fuel flowage fee would be dependent on the other types of fees selected (and the cost recovery target established) by the County.

## ***2. Transient Aircraft Handling Fee***

AMCG recommends the County continue to implement a transient aircraft handling fee for aircraft that do not purchase fuel at the Airport and stay past the initial grace period of the Transient Parking Fee.

The transient aircraft handling fee is designed to encourage transient aircraft to purchase fuel at the Airport, which would have a positive economic outcome for the Airport through fuel sales. For those transient aircraft that do not purchase fuel, the County could generate revenue from a transient aircraft handling fee to support the planning, development, operation, management, and marketing of the Airport.

### **3. *Aeronautical Permit Fee***

AMCG recommends the County implement an aeronautical permit fee based on the type of aeronautical activity being conducted at the Airport.

Specialized Aviation Service Operators (SASOs) and operators providing temporary or special activities at the Airport would be charged a commercial aeronautical permit fee for engaging in commercial aeronautical activities at the Airport. A self-fueling entity would be charged a non-commercial aeronautical permit fee for engaging in self-fueling activities at the Airport. Typically, the amount of the aeronautical permit fee would be dependent on the other types of fees selected (and the cost recovery target established) by the County.

## **C. Fees Dependent on the County's Business Philosophy**

### **1. *Aircraft Parking Fees***

With regard to recovering the costs associated with the aircraft parking areas at the Airport, AMCG believes that the County has two primary options, as follows:

- The County could lease the aircraft parking areas to commercial operators and/or non-commercial tenants and charge market rent (Option 1).
- The County could allow transient aircraft to use aircraft parking areas and charge a transient parking fee for such use (Option 2).

#### Option 1

Commercial operators or non-commercial tenants (for purposes of this discussion, these entities will be referred to as the lessees) could identify the aircraft parking area that the lessee would like to lease from the County and the County could enter into an agreement with the lessee. It is important to note that the lessee must demonstrate immediate need for the aircraft parking area desired.

Under Option 1, the County would lease the aircraft parking area to the lessee and the lessee would be responsible for the operation, management, and most importantly, the maintenance and repair of the aircraft parking area. In addition, the lessee (if a commercial operator) could establish fees for use of the aircraft parking area and collect and retain 100% of the fees.

#### Option 2

After identifying the ramp area needed for aircraft parking, the County could establish aircraft parking fees using a "cents per 1,000 lbs." approach based on MGLW of the aircraft. In the alternative, the County could establish aircraft parking fees based on aircraft size, type, or use. AMCG suggests that the County specify a minimum aircraft parking fee.

In addition, AMCG suggests that fees be established based on the amount of time an aircraft is parked on the ramp area. For example, the County could establish a day fee (i.e., for aircraft parking up to 8 or 12 hours a day) and an overnight fee (i.e., for aircraft parking over 8 or 12 hours a day). The County may also consider some type of grace period (e.g., for aircraft parking up to 4 hours a day without charge) as well.

Under Option 2, the County would not lease or relinquish control of the ramp area. As a result, the County would maintain a high degree of flexibility (from a planning, development, and operational standpoint) as to the future use of the ramp area. While the County would be responsible for the operation and management of the ramp area, the County could outsource these functions (which could include the collection and remittance of fees). The County would be responsible for maintenance and repair of the ramp and associated costs and expenses.

The amount of the aircraft parking fee would be dependent on the other types of fees selected (and the cost recovery target established) by the County.

#### **D. Fees Not Recommended**

##### **1. *Throughput Fee***

It is AMCG's understanding the County has not financed construction of a fuel storage facility utilized by a tenant at the Airport. As such, AMCG does not recommend implementing a throughput fee at this time. If the County finances development of a fuel storage facility utilized by a tenant in the future, AMCG recommends the County implement a throughput fee to recover the fixed and variable costs associated with the County-owned fuel storage facility.

Under a throughput fee, fueling entities utilizing County financed fuel storage facilities would be charged a throughput fee, paid on a per gallon basis, to recover the County's costs allocated specifically to the fuel storage facilities. In comparison to other fees, throughput fees are relatively easy to administer as throughput fees are collected and remitted (or paid directly) by the fueling entities (commercial and non-commercial) to the airport sponsor.

Further, throughput fees are typically paid on the honor system. In most cases, fueling entities report fuel volumes without audit or there is no requirement to verify or reconcile the amount of fuel sold (or dispensed) by a fueling entity with the amount of fuel delivered.

If the County implements a throughput fee at the Airport, AMCG suggests the fueling entity be required to pay this fee for all gallons delivered to the fuel storage facility (as reported by the fuel supplier) as opposed to basing the fee on gallons sold (or dispensed).

AMCG recommends the County require fueling entities report all fuel purchased (by type), delivered to the fuel storage facility (by type), and sold (or dispensed) at the Airport (by type and category). This approach provides a mechanism for the County to reconcile the gallons delivered with the gallons dispensed at the Airport.

## **2. *Landing Fees***

Landing fees could provide an equitable mechanism for the County to recover costs from all users landing at the Airport. However, based on the difficulty and cost associated with the implementation of a landing fee for general aviation aircraft operators, AMCG does not recommend the County implement a general aviation landing fee at this time.

## **3. *Based Aircraft Fee***

AMCG does not recommend the County implement a based aircraft fee as this fee is most appropriate in conjunction with a landing fee charged to all transient general aviation aircraft. The difficulty and cost associated with the implementation of a based aircraft fee (and landing fee) may be in excess of the revenue generated.

## **4. *Percentage of Gross Receipts***

AMCG does not recommend the County utilize a percentage of gross receipts fee.

As indicated previously, this fee has become less common. The trend in the general aviation industry is not to charge a percentage of gross receipts to commercial aeronautical operators.

## **5. *Airport Access Fees***

Airport access fees could provide an equitable mechanism for the County to recover costs from all users accessing the Airport. However, based on the initial difficulty and cost associated with the implementation of an airport access fee, AMCG does not recommend the County implement an airport access fee at this time.

## **E. *Adjustment of Fees***

AMCG recommends the aeronautical-related fees be reviewed annually based on the prior year's financial statements and next year's budget for the Airport. Any deficits be carried forward and considered when updating the fees in the future and that any surplus be: (1) used for non-AIP funded Airport planning or development projects (including capital expenditures relating to non-AIP funded Airport improvements, vehicles, and equipment), (2) set aside in a reserve accounts for future non-AIP funded planning or development projects, or (3) carried forward for consideration in establishing fees for the following period.

Also, and equally important, aeronautical-related fees should not be imbedded in lease agreements with commercial operators or non-commercial tenants. Conversely, aeronautical-related fees should be established in a separate aeronautical fee schedule. AMCG suggests a provision be included in all applicable lease agreements to the effect of: “To recover the costs being incurred by the County relating to the planning, development, operation (including maintenance and repair), management, and marketing of the Airport (that are not being covered by federal or state AIP funds), the lessee agrees to pay the aeronautical-related fees set forth in the County’s Aeronautical Fee Schedule.”

If it is necessary to include aeronautical-related fees in a lease agreement, language should be included in the lease agreement stipulating that the County may, at the County’s discretion, adjust aeronautical-related fees from time to time and the lessee agrees to pay such aeronautical-related fees to help recover the costs incurred by the County relating to the planning, development, operation (including maintenance and repair), management, and marketing of the Airport (that are not being covered by federal or state AIP funds).

## VI. FEE CALCULATION

### A. Fees Selected

Airport management has selected certain fees for the Airport, which are subject to the County's approval prior to being implemented at the Airport, consisting of a fuel flowage fee, transient aircraft handling fee, aircraft parking fee, and aeronautical permit fee.

### B. Financial Analysis

AMCG recast the projected financial statements for the Airport to determine the gap between the Airport revenues and costs being incurred by the County based on *Fiscal Year 2022 Revised Budget (Budget)*. The financial recast (Table 5 and Table 6) identifies (1) all revenues generated by the Airport, (2) all costs incurred by the County related to the planning, development, operation (including maintenance and repair), management, and marketing of the Airport that are not covered by federal or state AIP, and (3) capital expenses related to historical, current, and reserves for future development projects.

**Table 5 – Financial Analysis Summary (Revenues)**

Revenues	Total	Airport and FBO	
		% of Total	Amount
<b>Rents</b>			
Hangar Rent		23.80%	\$ 325,000
Land Rent		0.92%	\$ 12,500
Office Rent		2.20%	\$ 30,000
Other Rent		1.21%	\$ 16,500
<i>Total Revenue</i>			\$ 384,000
<i>% of Total Revenue</i>			28.13%
<b>Fees</b>			
Fuel Flowage Fees		0.95%	\$ 13,000
Tiedown Fees		0.22%	\$ 3,000
Ramp Fees		0.26%	\$ 3,500
<i>Total Fees Revenue</i>			\$ 19,500
<i>% of Total Revenue</i>			1.43%
<b>FBO</b>			
Fueling		68.12%	\$ 930,000
Maintenance Supplies		0.21%	\$ 2,800
<i>Total Fees Revenue</i>			\$ 932,800
<i>% of Total Revenue</i>			68.32%
<i>Cost of Goods Sold</i>		100.00%	\$ 694,500
<i>% of Total Fees Revenue</i>			74.45%
<i>Gross Margin</i>			\$ 238,300
<i>% of Total Fees Revenue</i>			25.55%
<b>Other Income</b>			
Interest Revenue		1.83%	\$ 25,000
Miscellaneous		0.29%	\$ 4,000
<i>Total Other Income Revenue</i>			\$ 29,000
<i>% of Total Revenue</i>			2.12%
<b>Summary</b>			
<b>TOTAL REVENUE</b>			\$ 1,365,300
<b>COST OF GOODS SOLD</b>			\$ 694,500
<b>GROSS MARGIN</b>			\$ 670,800



It is important to note the revenue generated by the existing aeronautical-related fee program of \$19,500 is included in Table 5 but removed when determining the total cost recovery amount.

**Table 6 – Financial Analysis Summary (Expenses)**

Expenses	Total	Airport and FBO	
		% of Total	Amount
<b>Operating Expenses</b>			
Bad Debts		0.00%	\$ -
Bank/Credit Card Fees		3.71%	\$ 36,000
Communications		4.08%	\$ 39,580
Dues/Subscriptions		0.15%	\$ 1,500
Employee Benefits		6.92%	\$ 67,030
Employee Recruiting/Testing		0.02%	\$ 150
Facility Janitorial		0.08%	\$ 800
Fuel Storage Maintenance		0.36%	\$ 3,500
Indirect Costs		7.72%	\$ 74,790
Insurance		0.00%	\$ -
License, Fees, and Business Taxes		0.00%	\$ -
Marketing		0.10%	\$ 1,000
Maintenance - Airside/Landside		7.33%	\$ 71,000
Maintenance - Facilities		5.26%	\$ 51,000
Miscellaneous		0.20%	\$ 1,900
Payroll		27.98%	\$ 271,201
Payroll Taxes		2.92%	\$ 28,252
Postage/Freight		0.01%	\$ 100
Printing		0.07%	\$ 650
Professional Services		13.90%	\$ 134,750
Sales and Use Tax		6.71%	\$ 65,000
Security		0.00%	\$ -
Snow Removal		0.15%	\$ 1,500
Supplies		0.21%	\$ 2,050
Travel/Training		0.36%	\$ 3,500
Uniforms		0.19%	\$ 1,800
Utilities		7.96%	\$ 77,100
Vehicle/Equipment Lease/Rental		0.62%	\$ 6,000
Vehicle/Equipment Maintenance		1.55%	\$ 15,000
Vehicle/Equipment Operations		1.44%	\$ 14,000
<b>OPERATING EXPENSES</b>			<b>\$ 969,153</b>
<b>OPERATING INCOME (EBITDA)</b>			<b>\$ (298,353)</b>
<b>Non-Operating Sources of Funds</b>			
Grants - Federal (FAA)		35.60%	\$ 1,315,897
Grants - State (NCDOT)		1.15%	\$ 42,690
Grants - County		48.47%	\$ 1,791,594
General Fund Contribution - County		14.78%	\$ 546,398
<b>SUBTOTAL (NOSF)</b>			<b>\$ 3,696,579</b>
<b>Non-Operating Use of Funds</b>			
Property Taxes		0.00%	\$ -
Grant Match		39.41%	\$ 1,339,132
Loan Payments		7.06%	\$ 240,000
Interest		1.25%	\$ 42,500
Capital Expenditure		52.28%	\$ 1,776,594
<b>SUBTOTAL (NOUF)</b>			<b>\$ 3,398,226</b>
<b>NET INCOME (LOSS)</b>			<b>\$ -</b>

It is important to note the general fund contribution by the County of \$546,398 and County grants of \$1,791,594 are included in the Non-Operating Sources of Funds in Table 6.



## C. Establishment of Fees

As indicated previously, regardless of the types of aeronautical-related fees the County ultimately decides to charge, AMCG suggests (consistent with a best practices approach) that all costs relating to the planning, development, operation (including maintenance and repair), management, and marketing of the Airport (not covered by federal or state AIP) be identified and quantified to the greatest extent possible.

Once this is accomplished, revenues should be deducted from costs to determine the gap and the County should establish an aeronautical-related fee program that closes the gap (if reasonable, 100% of the gap should be targeted by the County).

As identified in Table 6, the net loss is \$298,353. AMCG eliminated the existing aeronautical-related revenue budgeted (\$19,500) to determine the annual full cost recovery total of \$317,853 for Calendar Year (CY) 2022.

### 1. Fee Calculation Analysis

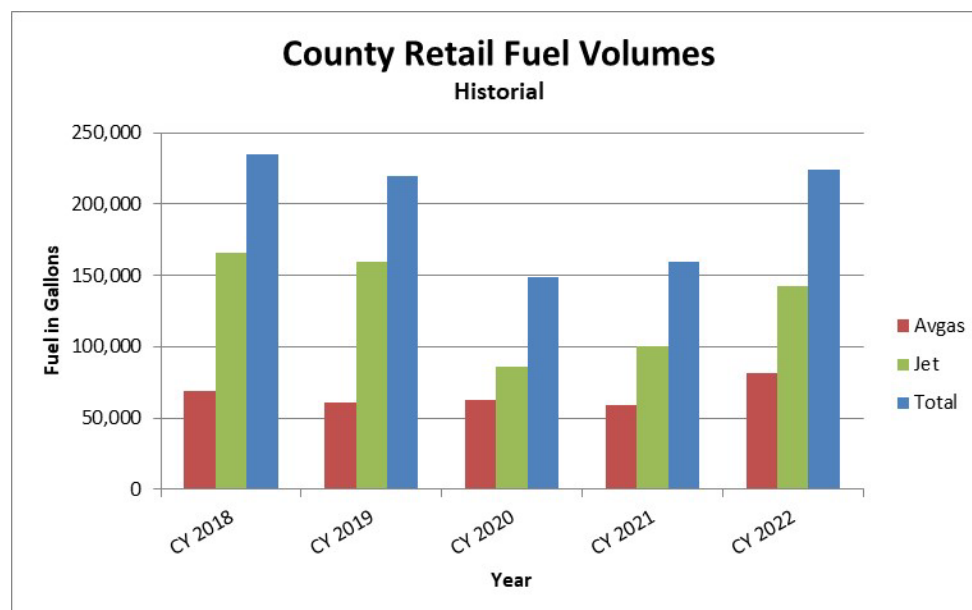
Based on a cost recovery target of 30% (\$99,088 for CY 2022), AMCG calculated the rate for each of the aeronautical-related fees selected by Airport management. Table 9 outlines the fee calculations, the recommended fee structure, and the resulting rate calculated for each aeronautical-related fee.

The following key underlying assumptions were utilized in development of the aeronautical-related fees:

#### a. Key Underlying Assumptions

- Fuel Flowage Fee based on actual County retail fuel volumes and Non-Commercial Self-Fueling volumes for CY 2022.

**Figure 1 – General Aviation Fuel Volumes**



- Transient Aircraft Handling Fee based on number of fueling events (by fuel type), target fuel margin (by fuel type), FAA Master Record 5010 aircraft operations, fleet mix of existing based aircraft, and percent of transient aircraft charged a transient fee as outlined in Table 7.

**Table 7 – Transient Aircraft Handling Fee Assumptions**

Fuel Uplift Analysis	Avgas	Jet			
Total Fueling Events (Annual)	5,634				
Fueling Events by Fuel Type (Percent)	75%	25%			
Fueling Events by Fuel Type (Number)	4,226	1,409			
Annual Fuel Volume by Fuel Type	81,912	142,265			
Calculated Uplift (Per Fueling Event)	19.38	100.97			
Average Uplift (Per Fueling Event)	20.00	100.00			
Target Fuel Margin (Per Gallon)	\$2.25	\$2.75			
Fuel Flowage Fee (Per Gallon)	\$0.20	\$0.20			
Average Revenue (Per Fueling Event)	\$49.00	\$295.00			
Transient Aircraft Fee	\$35.00	\$200.00			
Transient Aircraft Handling Fee	Single-Engine	Multi-Engine Piston	Jet	Helicopter	Other
Itinerant Operations (Annual)	25,000				
Itinerant Arrivals (Annual)	12,500				
Itinerant Arrivals by Aircraft Type (Percent)	70%	11%	4%	4%	11%
Itinerant Arrivals by Aircraft Type (Number)	8,750	1,375	500	500	1,375
Itinerant Arrivals Charged Transient Fee (Percent)	2%				
Itinerant Arrivals Charged Transient Fee (Annual)	175	28	10	10	28
Transient Aircraft Fee	\$35.00	\$35.00	\$200.00	\$35.00	\$35.00
Transient Aircraft Fee Total (By Group)	\$6,125.00	\$962.50	\$2,000.00	\$350.00	\$962.50
Transient Aircraft Fee Total	\$10,400.00				

- Aircraft Parking Fee based on FAA Master Record 5010 aircraft operations, fleet mix of existing based aircraft, percent of transient aircraft charged a fee, and existing monthly aircraft tiedowns as outlined in Table 8.

**Table 8 – Aircraft Parking Fee Assumptions**

Aircraft Parking Fee	Single-Engine	Multi-Engine Piston	Jet	Helicopter	Other
Itinerant Operations (Annual)	25,000				
Itinerant Arrivals (Annual)	12,500				
Itinerant Arrivals by Aircraft Type (Percent)	70%	11%	4%	4%	11%
Itinerant Arrivals by Aircraft Type (Number)	8,750	1,375	500	500	1,375
Itinerant Arrivals Charged Parking Fee (Percent)	5%				
Itinerant Arrivals Charged Parking Fee (Annual)	438	69	25	25	69
Daily Parking Fee					
Aircraft Charged Daily Parking Fees (Percent)	25%	25%	75%	25%	25%
Aircraft Charged Daily Parking Fees (Annual)	109	17	19	6	17
Daily Aircraft Parking Fee	\$15.00	\$19.00	\$38.00	\$19.00	\$19.00
Daily Aircraft Parking Fee Total (By Group)	\$1,635	\$323	\$722	\$114	\$323
Daily Aircraft Parking Fee Total	\$3,117.00				
Overnight Parking Fee					
Aircraft Charged Overnight Parking Fees (Percent)	75%	75%	25%	75%	75%
Aircraft Charged Overnight Parking Fees (Annual)	328	52	6	19	52
Overnight Aircraft Parking Fee	\$20.00	\$25.00	\$50.00	\$25.00	\$25.00
Overnight Aircraft Parking Fee Total (By Group)	\$6,560	\$1,300	\$300	\$475	\$1,300
Overnight Aircraft Parking Fee Total	\$9,935.00				
Monthly Parking Fee					
Aircraft Charged Monthly Parking Fees (Monthly)	8	1	0	0	0
Monthly Aircraft Parking Fee	\$120.00	\$150.00	\$300.00	\$150.00	\$150.00
Monthly Aircraft Parking Fee Total (By Group)	\$960.00	\$150.00	\$0.00	\$0.00	\$0.00
Annual Aircraft Parking Fee Total (By Group)	\$11,520.00	\$1,800.00	\$0.00	\$0.00	\$0.00
Monthly Aircraft Parking Fee Total	\$13,320.00				
Total Aircraft Parking Fee	\$26,372.00				

- Aeronautical Permit Fee based on existing number of commercial aeronautical operators.

Utilizing a cost recovery approach with consideration given to the findings from the comparable and competitive airports, AMCG calculated the rate for each fee selected by Airport management. The calculated rates are conveyed in the *Aeronautical Fee Schedule* provided in Section VII.

**Table 9 – Fee Calculation**

General Aviation Fee Calculation	Assumptions	Fee	Revenue
<b>Fuel Flowage Fee</b>	Gallons (CY 2022)	Fee (per gallon)	Revenue
County Retail Fueling	224,177	\$0.20	\$44,835
Non-Commercial Self-Fueling	65,000	\$0.20	\$13,000
<b>Transient Aircraft Handling Fee</b>	Number of Aircraft Charged Fee	Per Aircraft	Total
All Transient Aircraft (waived with fuel purchase)	Annual		
Single-Engine Piston	175	\$35.00	\$6,125
Multi-Engine Piston	28	\$35.00	\$963
Turboprop	10	\$200.00	\$2,000
Jet	10	\$35.00	\$350
Helicopter	28	\$35.00	\$963
<b>Total Daily Aircraft Parking Fee</b>	250	N/A	\$10,400
<b>Aircraft Parking Fee</b>	Number of Aircraft Charged Fee	Per Aircraft	Total
Daily (4 to 12 hours) *	Annual		
Single-Engine Piston	109	\$15.00	\$1,635
Multi-Engine Piston	17	\$19.00	\$323
Turboprop	19	\$38.00	\$722
Jet	6	\$19.00	\$114
Helicopter	17	\$19.00	\$323
<b>Total Daily Aircraft Parking Fee</b>	168	N/A	\$3,117
Overnight (more than 12 hours per day)	Annual		
Single-Engine Piston	328	\$20.00	\$6,560
Multi-Engine Piston	52	\$25.00	\$1,300
Turboprop	6	\$50.00	\$300
Jet	19	\$25.00	\$475
Helicopter	52	\$25.00	\$1,300
<b>Total Overnight Aircraft Parking Fee</b>	457	N/A	\$9,935
Monthly Aircraft Parking Fee	Monthly		
Single-Engine Piston	8	\$120.00	\$11,520
Multi-Engine Piston	1	\$150.00	\$1,800
Turboprop	0	\$300.00	\$0
Jet	0	\$150.00	\$0
Helicopter	0	\$150.00	\$0
<b>Total Monthly Aircraft Parking Fee</b>	9	N/A	\$13,320
<b>Aeronautical Permit Fee</b>	Number of Operators	Fee (Annual)	Revenue
Aircraft Maintenance Operator	3	\$750.00	\$2,250
Avionics or Instrument Maintenance Operator		\$750.00	\$0
Aircraft Rental or Flight Training Operator	2	\$750.00	\$1,500
Aircraft Charter or Aircraft Management Operator		\$750.00	\$0
Aircraft Sales Operator		\$750.00	\$0
Other Commercial Aeronautical Activities		\$750.00	\$0
Temporary Specialized Aviation Service Operator		\$750.00	\$0
Self-Fueling Permittee	1	\$750.00	\$750

\* Aircraft parking less than 4 hours not charged an Aircraft Parking Fee

## 2. *Projected Fee Revenue*

Table 10 summarizes the revenue projected based on the findings of Table 9 for each of the fees selected by Airport management, identifies the County's revenue potential (predicated on the underlying assumptions), and a cost recovery target of 30%.

It is important to note that while the aeronautical-related fees are cost recovery based, aeronautical-related fees should be within the bounds of the market to minimize an overly negative impact on airport activity and overall demand.

**Table 10 – Projected General Aviation Fee Revenue**

Projected General Aviation Fee Revenue	Total	Percent of Goal
Fuel Flowage Fee	\$57,835	58.36%
Transient Aircraft Handling Fee	\$10,400	10.49%
Aircraft Parking Fee	\$26,372	26.61%
Aeronautical Permit Fee	\$4,500	4.54%
Potential Fees Revenue	\$99,107	
Full Cost Recovery Total	\$317,853	
Cost Recovery Target (Percent)	30%	
Cost Recovery Target (Amount)	\$95,356	
Cost Recovery Reconciliation	\$3,752	

The projected fee revenue is predicated on the below implementation:

- A Fuel Flowage Fee will be added to the target fuel margin for avgas and jet.
- All non-based aircraft not purchasing fuel will be charged a Transient Aircraft Handling Fee.
- All non-based aircraft remaining on the ramp for more than 4 hours will be charged an Aircraft Parking Fee.
- All commercial operators will be charged an annual Aeronautical Permit Fee.

## VII. AERONAUTICAL FEE SCHEDULE

	<b>Mid-Carolina Regional Airport</b> <b>Aeronautical Fee Schedule</b> <b>Calendar Year 2023</b>
---	---

TYPE OF FEE		FEE		
Fuel Flowage Fee				
County Retail Fueling		\$0.20		
Non-Commercial Self-Fueling		\$0.20		
Transient Aircraft Handling Fee				
All Transient Aircraft (waived with fuel purchase)				
Single-Engine Piston		\$35.00		
Multi-Engine Piston		\$35.00		
Turboprop		\$200.00		
Jet		\$35.00		
Helicopter		\$35.00		
Aircraft Parking Fee				
Aircraft Type	Daily (4 to 12 hours)*	Overnight (more than 12 hours per day)	Monthly	
Single-Engine Piston	\$15.00	\$20.00	\$120.00	
Multi-Engine Piston	\$19.00	\$25.00	\$150.00	
Turboprop	\$38.00	\$50.00	\$300.00	
Jet	\$19.00	\$25.00	\$150.00	
Helicopter	\$19.00	\$25.00	\$150.00	
Aeronautical Permit Fee				
Aircraft Maintenance Operator		\$750.00		
Avionics or Instrument Maintenance Operator		\$750.00		
Aircraft Rental or Flight Training Operator		\$750.00		
Aircraft Charter or Aircraft Management Operator		\$750.00		
Aircraft Sales Operator		\$750.00		
Other Commercial Aeronautical Activities		\$750.00		
Temporary Specialized Aviation Service Operator		\$750.00		
Self-Fueling Permittee		\$750.00		

\* Aircraft parking less than 4 hours not charged an Aircraft Parking Fee