

10. For possible action: Resolution No. 7868, a resolution of the City Council of Boulder City, Nevada repealing and replacing Resolution Nos. 3154, 3285, 3810 4465, 5485, and establishing a revised schedule of fees for the Boulder City Municipal Airport



BOULDER CITY
CITY COUNCIL

MAYOR
JOE HARDY

COUNCIL MEMBERS:
COKIE BOOTH
MATT FOX
SHERRI JORGENSEN
STEVE WALTON



MEETING LOCATION:
CITY COUNCIL CHAMBER
401 CALIFORNIA AVENUE
BOULDER CITY, NV 89005

MAILING ADDRESS:
401 CALIFORNIA AVENUE
BOULDER CITY, NV 89005

WEBPAGE:
WWW.BCNV.ORG



ACTING CITY MANAGER:
MICHAEL MAYS, AICP

CITY ATTORNEY:
BRITTANY LEE WALKER, ESQ

CITY CLERK:
TAMI MCKAY, MMC, CPO

COMMUNITY DEVELOPMENT DIRECTOR:
MICHAEL MAYS, AICP

PUBLIC WORKS DIRECTOR:
GARY POINDEXTER

UTILITIES DIRECTOR:
JOSEPH STUBITZ, PE

POLICE CHIEF:
TIM SHEA

ACTING FIRE CHIEF:
GREG CHESSER, CFO

FINANCE DIRECTOR:
CYNTHIA SNEED, CPA, CGFM

PARKS & RECREATION DIRECTOR:
JULIE CALLOWAY, CPRP

City Council Meeting October 22, 2024 Item No. 10 Staff Report

TO: Michael Mays, Acting City Manager

FROM: Marissa Adou, Airport Manager

DATE: October 22, 2024

SUBJECT:

For possible action: Resolution No. 7868, a resolution of the City Council of Boulder City, Nevada repealing and replacing Resolution Nos. 3154, 3285, 3810 4465, 5485, and establishing a revised schedule of fees for the Boulder City Municipal Airport

Business Impact Statement: Attachment 1.

Action Requested:

That the City Council consider adoption of the resolution to repeal and replace Resolutions Nos. 3154, 3285, 3810, 4465, and 5485 and establish a revised schedule of fees for the Boulder City Municipal Airport.

Overview:

- City Staff is proposing to update the current fees and establish new fees for the Municipal Airport.
- City Staff met with the City Manager created Airport Working Group to review the proposed fee schedule.
- A business impact statement was prepared pursuant to NRS Chapter 237 and accepted by the City Council at the Regular City Council Meeting on October 8, 2024.
- The Airport is an enterprise fund and is self-sustaining and does not rely on the General Fund.
- City Staff is planning to meet the need for future operational and maintenance cost.

Background Information:

City Staff is proposing to update and establish fees at the Municipal Airport. These fees are to generate additional revenues to continue to

operate and maintain the Boulder City Municipal Airport (Airport). The Airport is owned and operated by the City of Boulder City and may be referred to as the Airport Sponsor. The Airport operates as a stand-alone enterprise fund, utilizing all revenues derived from rents and other revenue sources for its operations, and does not receive funds from the General Fund.

Capital Improvement Projects at the Airport are primarily funded with Federal Aviation Administration (FAA) Funds through Airport Improvement Program (AIP) Grants. Because of the passenger enplanements at the Airport for Sightseeing Tours to the Grand Canyon, the Airport received Entitlement Funds that can be used towards eligible improvement projects with the FAA. In the past 10 years the Airport has received over 20 Million Dollars in Grant funding that has been used to Reconstruct and Rehabilitate Taxiways and Runways, complete Drainage Improvements, and Improve and Upgrade 80% of the Electrical on the Airfield.

While Construction, Reconstruction and Rehabilitation of these eligible items can be eligible for AIP Grant funding, maintenance of improved projects is not deemed eligible for grant funding and is the responsibility of the Airport Sponsor to fund.

In the Final Budget Summary on Page 40 "Subject Balances and Diversification in Revenue Sources", it states the Enterprise user fees and charges will be examined annually to ensure that they recover all direct and indirect costs of services and be approved by the City Council. Any unfavorable balances in cost recover will be highlighted in budget documents. Rate adjustments for enterprise operations will be based on five-year financial plans.

Based on the recent evaluation of the budget, there are necessary maintenance items as well as future cost that will be a challenge to fund with the Airport Fund. For the next 6 years, the following items have been identified that require additional resources to fund (amounts are estimated costs at this time):

Pavement Maintenance: Crack Seal, Seal Coat, Paint			Frequency: Every 5-years
FY26	Hangar Taxilanes		\$240,257
FY27	Airport Road and Parking Lots		\$120,950
FY27	Taxiway Delta		\$212,685
FY28	Runway 09-27		\$581,506
FY29	Taxiway Alpha, City Apron		\$555,836
FY30	Runway 15-33		\$423,107
FY31	Taxiway Bravo, North Tie Down		\$225,159

The following are general maintenance and replacement costs that are not budgeted at this time due to budget restraints:

General Maintenance Items			
Every 5 Years	AWOS Equipment Replacements		\$30,000

	Landside Landscaping – Airport Road and Airport Owned Parking Lots –repair irrigation system, rock, plant replacement	\$288,400
2 Units	Gate Operator and Sliding Gate Replacement	\$196,691 each
	Airfield Lighting Generator	\$58,350
Every 5 years	Catch Basin & Storm Drain Clean Out	\$252,000
	Security Camera Infrastructure	\$85,000

Future Air Traffic Control Tower & Admin Offices: Furniture and Building Maintenance		
FY27	Furniture	\$100,000 est.
FY27	Facility Landscaping	\$60,000-100,000
FY28	Building Maintenance – Annual Cost After Construction	\$67,500

While the airport is looking to diversify revenue streams with minimal impact to the based aviation community the following were identified as possibilities:

- Advertise vacant land for development.
 - Areas have been identified, appraisals are in progress and an RFP is forthcoming.
- Airport Fee Schedule (Attachment 2, Exhibit A)
 - Tie Down – Daily Rates
 - Administrative & Permit Fees
 - Landing & Special Event Fees

Federal Aviation Administration Guidance Establishing Fee & Rental Structures

The City of Boulder City (Airport Sponsor) receives funding for the Boulder City Municipal Airport from the Federal Aviation Administration (FAA) in the form of Airport Improvement Grants and the Airport Sponsor signs the grant and agrees to Grant Assurances. These assurances include, but are not limited to ensuring the Operation and Maintenance (Grant Assurance 19) of the airport facility are available to serve the aeronautical users of the airport and shall be operated at all times in a safe and serviceable condition and ensuring Economic Nondiscrimination (Grant Assurance 22) that the airport is made available to the public on reasonable terms and without unjust discrimination; charge reasonable, and not unjustly discriminatory, prices for each service. Ensuring the Fee and Rental Structure (Grant Assurance 24) is maintained in a way to 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.

Determination of Airport Fee Structure

Thoughtful consideration was taken when developing the proposed fee schedule and the impacts they would have on the end user. This also included both the City's requirement by the FAA to maintain the airport in a safe and serviceable condition, and crucially the potential financial impact on the businesses using the airport. Staff surveyed over 20 airports regionally and included airports identified as comparable with

airport users in a 2023 rate survey for hangar ground lease rates.

Surveyed airports had similar fees as the City's Municipal Airport. Those fees were averaged and compared to the current fee structure and rates were modified, restructured, or proposed. Staff's effort in establishing the proposed fees were to ensure that they were a reasonable, and not unjustly discriminatory price for the services provided. Staff restructured tie down rates based on the type and sized of aircraft versus just the engine quantity. Based on the surveyed airports this was the structure most commonly used. The same methodology was used for the landing fee structure.

The Special Event Fees were calculated similarly by taking an average of other fees similarly collected.

No changes are proposed to the North Tie-Down Rates, Fuel Flowage Fee, or Badging Fees previously established. The fees currently adopted are comparable to other airports. Staff is recommending they be included in one fee schedule (Attachment 2, Exhibit A).

Based on feedback from the Business Impact Statement conducted, the following modifications are suggested in the billing/collections of:

- Landing Fees:
 - Flight training operations will only be billed once per day.
- Special Event Fees:
 - Special event fee will only be collected/charged once per day per aircraft.
 - Aircraft utilizing the airport for an emergency or alternative airport for fuel will have the ability to dispute the Special Event fee.

Financial:

The proposed fees are estimated to generate:

- Airport Parking Fees - \$22,800 more than previous year's fees just under \$4000
- Airport Operating Permit - \$600 more over last year (6 permits are active at this time)
- Banner Tow Fees – Variable
- Escort Fee – Variable
- Hangar Tenant Transfer Fee – Variable
- Airport Site Fee – Variable
- Airfield Site Clean-up – Variable
- Airfield Fixture Damage – Variable
- Aircraft Removal – Variable
- Derelict Aircraft – Variable
- Landing Fees - \$100,000 annually*
- Special Event Fees - \$62,400-\$125,100 annually*

Total proposed fees estimated to generate additional \$185,800-\$248,500* based previous Operations.

*An outside vendor will be used to bill and collect payments for landing and special event fees, which charges 22%, after their fee is paid revenues will be in the \$150,072-198,978 range.

All generated revenues will remain in the Airport Fund and contribute to the overall Capital and Operating Costs for the City's Municipal Airport.

Boulder City Strategic Plan Goal:

Goal A: Achieve Prudent Financial Stewardship

Goal B: Invest in Infrastructure

Department Recommendation: That the City Council adopt Resolution No. 7868 repealing Resolution Nos. 3154, 3285, 3810 4465, and 5485 and establishing a revised schedule of fees for the Boulder City Municipal Airport.

Attachment:

1. Business Impact Statement
2. Exhibit illustrating fee changes
3. Resolution
4. Exhibit A
5. Resolution Nos. 3154, 3285, 3810 4465, and 5485



BUSINESS IMPACT STATEMENT



The following business impact statement was prepared pursuant to NRS 237.090 to address adopting new airport fees, updating current fees and consolidating all fees to one Airport Fee Schedule.

Prior to the preparation of this statement, a concerted effort was made to determine whether the proposed rule will impose a direct and significant economic burden upon a business or directly restrict the formation, operation or expansion of a business.

1. The following constitutes a description of the number of the manner in which comment was solicited from affected businesses, a summary of their response and an explanation of the manner in which other interested persons may obtain a copy of the summary. (List all trade association or owners and officers of businesses likely to be affected by the proposed rule that have been consulted)

Notice of this Business Impact Statement went out to over 500 businesses that were either based at the airport or had used the airport in the past year. They were sent notices by U.S. Mail or E-mail on August 27, 2024; notice was published on August 30, 2024, in the Las Vegas Review Journal and on the City of Boulder City – Website (<https://www.bcnv.org/974/Proposed-Fee-Changes>) inviting comment and participation in a public hearing to be conducted by the City Council prior to consideration on October 22, 2024 from those businesses affected by the proposed fee increases and changes.

The notice contained detailed information about the proposed fees and invited businesses to share their comments. Out of the solicited entities, seven (7) comments were received.

The responses generally expressed opposition to the fees on the basis that there should not be a fee when the airport is a public airport and alleging that the fees would cause a negative impact to visitation.

2. The estimated economic effect of the proposed rule on businesses, including, without limitation, both adverse and beneficial effects, and both direct and indirect effects:

Adverse effects:

There will be increasing and new costs to businesses associated with utilizing the Boulder City Municipal Airport and they might need to adjust usage of the airport to balance operating budgets. The adjustment could potentially affect short-term operations.

Beneficial effects:

Proposed fees are based on the size and type of aircraft to ensure the businesses are appropriately charged per type of service. Businesses know about the fees and can plan accordingly.

Direct effects:

Increased fees could affect the business's operating budget and cash flow.

Indirect effects:

The change in fees could lead a business to increase prices to cover additional operating costs.

3. The following constitutes a description of the methods the City of Boulder City considered to reduce the impact of the proposed rule on businesses and a statement regarding whether any, and if so which, of these methods were used: (Include whether the following was considered: simplifying the proposed rule; establishing different standards of compliance for a business; and if applicable, modifying a fee or fine set forth in the rule so that a business could pay a lower fee or fine):

As the City considered the proposed fees consideration was taken to ensure rates were distributed fairly and equitably. The City surveyed similar types of airports based on size, type of activity, and proximity. The City has chosen to increase the rates by using a fee schedule similar to other airports locally and regionally. The proposed fees are structured so that they are distributed fairly and equitably based on size and type of aircraft, and type of operation.

The City of Boulder City (Airport Sponsor) receives funding for the Boulder City Municipal Airport from the Federal Aviation Administration (FAA) in the form of Airport Improvement Grants and the Airport Sponsor signs the grant and agrees to Grant Assurances. These assurances include, but are not limited to ensuring the Operation and Maintenance (Grant Assurance 19) of the airport facility are available to serve the aeronautical users of the airport and shall be operated at all times in a safe and serviceable condition and ensuring Economic Nondiscrimination (Grant Assurance 22) that the airport is made available to the public on reasonable terms and without unjust discrimination; charge reasonable, and not unjustly discriminatory, prices for each service. Ensuring the Fee and Rental Structure (Grant Assurance 24) is maintained in a way to 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.

Thoughtful consideration was taken when developing the proposed fee schedule and the impacts they would have on the end user. This also included both the City's requirement by the FAA to maintain the airport in a safe and serviceable condition and, crucially, the potential financial impact on the business using the airport. This holistic approach ensured that the proposed fee schedule was deemed necessary and equitable, striking a balance between the City's need to provide a well maintained, safe and serviceable airport and the valued businesses and customer that use the airport.

In consideration of the comments received in regards to special event fees and landing fees for flight training the following modification to collections is proposed:

- a) aircraft utilizing the airport for an emergency or alternative airport for fuel will have the ability to dispute the Special Event fee;
- b) special event fee will only be collected once per day per aircraft;
- c) flight training operations will only be bill once per day for a landing fee.

4. The City estimated the annual cost for enforcement of the proposed rules is:

The proposed new fees do not present a significant change in the cost associated with the enforcement.

5. The proposed rule provides for a new fee or increase in an existing fee and the total amount the local government expects to collect: \$108,100.

All funds generated by the proposed fees will be solely for the operations and maintenance of the Boulder City Municipal Airport.

6. If applicable, provide the following: The proposed rule included provisions which duplicate or are more stringent than federal, state, or local standards regulating the same activity. The following explains why such duplicative or more stringent provisions are necessary:

The proposed changes are not duplicative, or more stringent than existing federal, state, or local standards.

This Business Impact Statement has been prepared by, and is certified that, to the best of my knowledge or belief, the information contained in this statement has been prepared properly and is accurate.

Marissa Adou
Airport Manager
Administrative Services Department

Date

This Business Impact Statement has been prepared by, and is certified that, to the best of my knowledge or belief, the information contained in this statement has been prepared properly and is accurate.

Michael Mays
Acting City Manager

Date

Airport Fee Schedule

(current and proposed)

Fee Type	Current Fee	Proposed Fee
Tie Down - Daily Rate¹		
Single Engine	\$5.00	<i>Reclassified</i>
Multi Engine	\$7.50	<i>Reclassified</i>
Small Aircraft (0-12,499 lbs MTOW)		\$10.00
Large Aircraft (12,500 lbs - up MTOW)		\$25.00
Small Jet (0-20,000 lbs MTOW)		\$50.00
Large Jet (20,001 lbs -up MTOW)		\$80.00
Helicopter		\$15.00
¹ Monthly Rates (Daily Rate x 30 days)		
Landing & Special Event²		
Landing Fee Rate (per thousand pound) 0-3,999 lbs. MTOW		\$0.00
Landing Fee Rate (per thousand pound) 4,000 - 12,499 lbs. MTOW		\$2.00
Landing Fee Rate (per thousand pound) 12,501 - up MTOW		\$3.00
Special Event Fees (once per arrival per aircraft per day + applicable landing fee)		\$300.00
Any event which generates additional traffic at the airport such as Formula 1, Superbowl, NBA, or other events as designated at the airport managers discretion.		
² Based aircraft are exempt from special event and landing fees. Training aircraft will only be billed once per day per aircraft.		
North Tie Down Ramp		
Single Engine Piston Aircraft (per month)	\$50.00	<i>no change</i>
Multi Engine Piston Aircraft (per month)	\$60.00	<i>no change</i>
Administrative & Permit		
Operating Permit (Commercial Operator & Non-FBO Provider) (per year)	\$500.00	\$600.00
Escort Fee (per hour, minimum two-hours; per staff member + vehicle)	\$50.00	\$75.00
Lease Transfer Fee	\$100.00	<i>Remove</i>
Banner Tow Permit (per week)		\$100.00
Hangar Tenant Transfer Fee - leasehold interest transfer		\$200.00
Airport Site Fee (event/filming/photography per day)		\$500.00
Airfield Clean-up Fee (per occurrence/operation, per aircraft)		\$500.00
Airfield Fixture Damage		Cost +25%
Aircraft Removal		Cost +25%
Derelict Aircraft		\$500 per day
(Any aircraft parking on the airport apron that is not currently registered with the FAA Registry or has not flown within 90 days plus parking fees)		

Airport Access Badge³

Access Badge Application Fee	\$25.00	<i>no change</i>
Renewal/Replacement/Name Change	\$10.00	<i>no change</i>
Lost/Stolen Access Badge	\$35.00	<i>no change</i>

³ Applicants shall pay the Access Badge Application Fee for their initial badge and there after pay a renewal fee based on type of tenant: Commercial Tenants shall renew badges every 2 years, Non-Commercial Tenants shall renew their badge every 4 years, Non-Comercial Sublessor (Renter) 2 years, Student Pilot, other Authorized User Annually.

Fuel Flowage

Fuel Flowage Fee (per gallon dispensed)	\$0.10	<i>no change</i>
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RESOLUTION NO. 7868

RESOLUTION OF THE CITY COUNCIL OF BOULDER CITY, NEVADA, REPEALING AND REPLACING RESOLUTION NOS. 3154, 3285, 3810, 4465, AND 5485 AND ESTABLISHING A REVISED SCHEDULE OF FEES FOR THE BOULDER CITY MUNICIPAL AIRPORT

WHEREAS, the Boulder City Municipal Airport ("Airport") was established at its present location on July 2, 1990, and is operated as an Enterprise Fund; and

WHEREAS, the Airport strives to be as self-sustaining as possible; and

WHEREAS, the City has adopted several resolutions to establish or amend fees for operation at the airport under Resolution Nos. 3154, 3285, 3810, 4465, and 5485; and

WHEREAS, Resolution No. 3154 set fees for tie downs and T-hangars that are now under an amended restated lease agreement; and

WHEREAS, Resolution No. 3285 established fees for assignment of leased land at the Boulder City Municipal Airport and there are now fees established by amended restated lease agreements; and

WHEREAS, Resolution No. 3810 established an annual operating permit for all fixed wing and rotary aircraft commercial operators; and

WHEREAS, Resolution No. 4465 created a \$.10 aviation fuel flowage fee for the sale of aviation fuel at the Boulder City Municipal Airport; and

WHEREAS, Resolution No. 5485 set fees for Airport Access Badges; and

WHEREAS, the costs for providing the services of the Boulder City Municipal Airport have increased substantially and the fees in **Exhibit A** are not intended to cover all operating cost but contribute as a portion to the Airports overall self-sustainability; and

WHEREAS, the list of new and revised fees are shown in **Exhibit A**; and

NOW, THEREFORE, BE IT RESOLVED the City Council does hereby repeal Resolution Nos. 3154, 3285, 3810, 4465, and 5485 and approve the schedule of fees for implementation at the Boulder City Municipal Airport as shown in **Exhibit A**; and

BE IT FURTHER RESOLVED, that persons that park aircraft in Airport designated tie down spaces at the Airport shall pay a daily parking fee known as a "tie down" fee at the established rate in **Exhibit A** based on the type and weight of aircraft; and

BE IT FURTHER RESOLVED, for persons parking aircraft at the Airport on the North Tie Down Ramp that are parties to a month-to-month contract with the Airport shall pay a monthly fee under the appropriate aircraft classification as set forth in **Exhibit A**; and

BE IT FURTHER RESOLVED, for persons landing aircraft the Airport, excluding persons with rights to occupy a hangar or other leasehold, and aircraft under 4,000 pounds, must pay a “landing fee” based on weight of aircraft at the established rate in **Exhibit A**; and

BE IT FURTHER RESOLVED, persons arriving at the Airport during a special event as designated by the Airport Manager including, but not limited to Superbowl, CES, Formula-1, NBAA, or other tradeshow or events that may increase the demand for additional resources or personnel at the Airport, and the Airport may issue a notice to air missions (“NOTAM”) requiring prior permission and shall pay the “special event fee” per aircraft once per day as set forth in **Exhibit A**; and

BE IT FURTHER RESOLVED, the Airport has an access control system and provides Airport Access Badges to authorized individuals at the airport and the established fee for the badges is set forth on **Exhibit A**; and

BE IT FURTHER RESOLVED, for each gallon of fuel dispensed at the Airport a fuel flowage fee set forth on **Exhibit A** is assessed plus applicable taxes for this privilege and in the event that an agreement exists that does not permit the City to increase the fuel flowage fee, then the agreement shall govern; and

BE IT FURTHER RESOLVED, that the Airport permits the operation of aeronautical businesses at the Airport and an annual fee for such activities are classified as an Operating Permit as set forth in **Exhibit A** and the businesses shall renew this permit every 12 months by the anniversary date of the initial permit, keep true and accurate records and books which will show all landings at the Airport and copies of such records will be provided to the Airport Administration Office, as appropriate; and

BE IT FURTHER RESOLVED, that the Airport operators wishing to conduct banner tow operations must obtain a weekly Banner Tow Permit and pay the established rate as set forth in **Exhibit A**; and

BE IT FURTHER RESOLVED, that the Airport has a variety of activities that occur on the airport and a fee to recover the cost of staff time and equipment necessary to maintain and operate the airport is established as set forth on **Exhibit A**; and

BE IT FURTHER RESOLVED, that Hangar Tenant Transfer fee for an owner-association owned hangar lessee leaseholder interest transfer to recover the cost of staff time to review is established as set forth on **Exhibit A**; and

BE IT FURTHER RESOLVED, that an Escort Fee for persons that need to be taken onto the airport for reasons such as, but not limited to, a film permit or banner tow permit to recover the cost of staff time is established as set forth on **Exhibit A**; and

BE IT FURTHER RESOLVED, that the Airport has a variety of activities that occur on the airport and certain fees are necessary to recover the cost of staff time and equipment necessary to maintain and operate the airport, and, therefore, the following fees are hereby established: An Airport Site Fee for reasons such as, but not limited to, filming or a special event; an Airfield Clean-up Fee for any type of cleanup of damages made by persons or aircraft; an Airfield Fixture Damage fee that will vary based on the cost of the fixture plus shipping & handling times a 25% administrative fee; an Aircraft Removal fee that will be based on the cost of removing an aircraft from the airfield times a 25% administrative fee; and a Derelict Aircraft fee for any aircraft parked on the airport apron that is not currently registered with the FAA Registry or has not flown within 90 days (plus applicable parking fees) are established as set forth on **Exhibit A**; and

BE IT FURTHER RESOLVED, that new rates established by this resolution in **Exhibit A** are effective November 1, 2024, and the prior rates in place are effective until such time.

DATED and APPROVED this 22nd day of October 2024.

Joe Hardy, Mayor

ATTEST:

Tami McKay, City Clerk
(Seal);

Exhibit A

Fee Type	Fee
Tie Down - Daily Rate¹	
Small Aircraft (0-12,499 lbs MTOW)	\$10.00
Large Aircraft (12,500 lbs - up MTOW)	\$25.00
Small Jet (0-20,000 lbs MTOW)	\$50.00
Large Jet (20,001 lbs -up MTOW)	\$80.00
Helicopter	\$15.00
¹ Monthly Rates (Daily Rate x 30 days)	
Landing & Special Event²	
Landing Fee Rate (per thousand pound) 0-3,999 lbs. MTOW	\$0.00
Landing Fee Rate (per thousand pound) 4,000 - 12,499 lbs. MTOW	\$2.00
Landing Fee Rate (per thousand pound) 12,501 - up MTOW	\$3.00
Special Event Fees (once per arrival per aircraft per day + applicable landing fee)	\$300.00
Any event which generates additional traffic at the airport such as Formula 1, Superbowl, NBAA, or other events as designated at the airport managers discretion.	
² Based aircraft are exempt from special event and landing fees. Training aircraft will only be billed once per day per aircraft.	
North Tie Down Ramp	
Single Engine Piston Aircraft (per month)	\$50.00
Multi Engine Piston Aircraft (per month)	\$60.00
Administrative & Permit	
Operating Permit (Commercial Operator & Non-FBO Provider) (per year)	\$600.00
Escort Fee (per hour, minimum two-hours; per staff member + vehicle)	\$75.00
Banner Tow Permit (per week)	\$100.00
Hangar Tenant Transfer Fee - leasehold interest transfer	\$200.00
Airport Site Fee (event/filming/photography per day)	\$500.00
Airfield Clean-up Fee (per occurrence/operation, per aircraft)	\$500.00
Airfield Fixture Damage	Cost +25%
Aircraft Removal	Cost +25%
Derelict Aircraft	\$500 per day
(Any aircraft parking on the airport apron that is not currently registered with the FAA Registry or has not flow within 90 days plus parking fees)	
Airport Access Badge³	
Access Badge Application Fee	\$25.00
Renewal/Replacement/Name Change	\$10.00
Lost/Stolen Access Badge	\$35.00
³ Applicants shall pay the Access Badge Application Fee for their initial badge and there after pay a renewal fee based on type of tenant: Commercial Tenants shall renew badges every 2 years, Non-Commercial Tenants shall renew their badge every 4 years, Non-Comercial Sublessor (Renter) 2 years, Student Pilot, other Authorized User Annually.	
Fuel Flowage	
Fuel Flowage Fee (per gallon dispensed)	\$0.10

RESOLUTION NO. 3154

A RESOLUTION OF THE CITY COUNCIL OF BOULDER CITY, NEVADA INCREASING
LAND LEASE FEES FOR TIE-DOWNS AND RESTATING THE FEES FOR
T-HANGERS AT THE BOULDER CITY MUNICIPAL AIRPORT AND
REPEALING RESOLUTION NO. 1809.

WHEREAS, The City of Boulder City, as owner of the Boulder City
Municipal Airport, leases land for privately owned and governmental
agency aircraft T-Hangers and Tie-Down spaces, not under contract
lease management; and

WHEREAS, The City of Boulder City, finds it necessary to amend the
existing Tie-Down fees and restate the T-Hangar land lease fees at
the Boulder City Municipal Airport;

NOW, THEREFORE, BE IT RESOLVED that the following schedule of fees,
effective July 1, 1998, is hereby restated for monthly ground rent
and increased for tie-down space:

1. T-Hanger (Individual) Monthly Ground Rent:

<u>Land Area (in sq. feet)</u>	<u>Monthly Rental¹</u>
2,000 or less	\$45.00 ²
2,001 to 8,000	\$57.00
8,001 or greater	\$69.00

2. Tie-Down
Daily

	\$ 5.00 per day (single)
	\$ 7.50 per day (twin)
Monthly	\$50.00 per month (single)
	\$60.00 per month (twin)

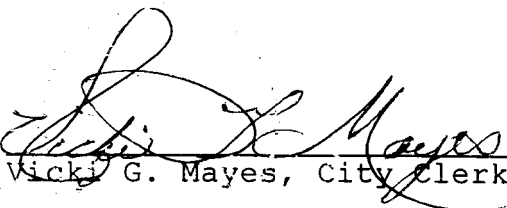
¹Fee is monthly from 1st of month, partial month will be prorated.

²Fees adjusted annually on January 1st in accordance with the Consumer
Price Index (CPI).

BE IT FURTHER RESOLVED that Resolution No. 1809 is hereby repealed in
its entirety.

DATED AND APPROVED this 26th day of May, 1998.

ATTEST:


Vicki G. Mayes, City Clerk


Robert S. Ferraro, Mayor

(Seal)

RESOLUTION NO. 3285

A RESOLUTION OF THE CITY COUNCIL OF BOULDER CITY, NEVADA,
ESTABLISHING FEES FOR THE ASSIGNMENT OF LEASED LAND AT THE
BOULDER CITY MUNICIPAL AIRPORT.

WHEREAS, local, state, and federal regulations dictate that the City notify the
general public with Public Notices any time leased City land changes
ownership through the process of expired, new leases, or assignment;
and

WHEREAS, with each lease assignment, the current average cost for advertising
the Public Notice alone is \$35.00. Additional staff times costs for
generating and processing the necessary paperwork for each lease
assignment should not be paid completely by the taxpayers; and

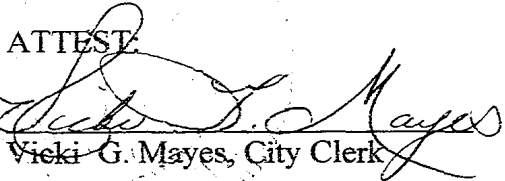
WHEREAS, establishing a fee to pay the estimated actual cost for each lease
assignment is deemed fair to both the public, and owners of leased
land at the Boulder City Municipal Airport.

NOW THEREFORE BE IT RESOLVED THAT the City Council of Boulder City
hereby approves establishing a fee of ONE HUNDRED DOLLARS (\$100.00) for
each assignment of leased land at the Boulder City Airport.

APPROVED this 24th day of November, 1998.


Robert S. Ferraro, Mayor

ATTEST


Vicki G. Mayes, City Clerk

R E S O L U T I O N N O. 3810

A RESOLUTION OF THE CITY COUNCIL OF BOULDER CITY, NEVADA, REPEALING RESOLUTION NO. 2092 AND ESTABLISHING AN ANNUAL OPERATING PERMIT FOR ALL FIXED WING AND ROTARY AIRCRAFT COMMERCIAL OPERATORS AT THE BOULDER CITY MUNICIPAL AIRPORT

WHEREAS, The City of Boulder City Municipal Airport opened on July 2, 1990; and

WHEREAS, In order to provide funds for the operation and maintenance of the Airport, an airport use fee on revenue generating aviation activities (FAR Part 135 Air Taxi/Air Charter) should be assessed and collected; and

WHEREAS, Resolution No. 1893, adopted by the City Council on September 26, 1990, setting a landing fee for commercial operators of \$10.00 per landing, was repealed on February 25, 1992, and

WHEREAS, Resolution No. 2092 was adopted on April 1, 1992, establishing a landing fee of \$3.00 per landing for single aircraft, and \$5.00 per landing for multiple aircraft for commercial operators; and

WHEREAS, Current Airport commercial operators are not paying the landing fees per Resolution No. 2092, because of reported conflicting wording in the Resolution. The City of Boulder City finds it necessary and proper to repeal Resolution No. 2092, and establish an annual Operating Permit for all commercial operators at Boulder City Airport.

NOW IT FURTHER BE IT RESOLVED that all fixed and rotary wing commercial operators landing and operating from the Boulder City Airport will be assessed an annual fee of FIVE HUNDRED DOLLARS (\$500.00) for the annual Operating Permit. This fee will be applicable to each commercial operator, irrespective of each commercial operators specific annual usage activity on the airport.

BE IT FURTHER RESOLVED that each commercial operator will be required to have an annual Operating Permit, to be renewed every 12 months thereafter, on the anniversary date of each commercial operators permit. The Airport Coordinator will ensure that all air commercial operators using the airport are notified in an appropriate manner to ensure compliance with this Resolution. Boulder City Accounting will provide receipts for the annual Operating Permit upon payment. Operators shall keep true and accurate records and books which will show all landings at the "Airport" and copies of such records will be provided to Airport Management, as appropriate.

BE IT FURTHER RESOLVED that Resolution No. 2092 is repealed in its entirety.

BE IT FURTHER RESOLVED that the foregoing annual Operating Permit shall be effective on 8/28, 2001.

DATED AND APPROVED this 28 day of August, 2001.



Robert S. Ferraro, Mayor

ATTEST:


Vicki G. Mayes, City Clerk

RESOLUTION NO. 4465

RESOLUTION OF THE CITY COUNCIL OF BOULDER CITY, NEVADA,
CREATING AN AVIATION FUEL FLOWAGE FEE FOR THE SALE OF
AVIATION FUEL AT THE BOULDER CITY MUNICIPAL AIRPORT NOT
TO EXCEED TEN CENTS PER GALLON OF FUEL SOLD BY
ESTABLISHED FIXED BASED OPERATORS AS PERMITTED BY
EXISTING LEASE CONDITIONS.

- WHEREAS, the City has entered into agreements with three fixed based operators (FBO's) to provide aviation related services at the Boulder City Municipal Airport; and
- WHEREAS, the term of said fixed base operator agreements permit the lessees to sell and dispense aviation fuel at the airport; and
- WHEREAS, the agreements require the lessees to pay the City a fixed fuel flowage fee per gallon of aviation fuel dispensed for this privilege; and
- WHEREAS, On December 7, 2004, the Airport Advisory Committee reviewed a proposal to create a fuel flowage fee to be charged to the FBO's in addition to the fee required to be paid to the City, where permitted by their existing lease conditions and has forwarded a recommendation to the City Council for approval;

NOW, THEREFORE, BE IT RESOLVED that the City Council of Boulder City, Nevada, create a fuel flowage fee to not exceed \$0.10 per gallon of aviation fuel dispensed at the Boulder City Municipal Airport, as permitted under the terms of each individual Fixed Based Operator Agreement, to be collected from the FBO's that choose to dispense aviation fuel. If, it is determined that the specific FBO Agreement does not permit the City to collect or increase the fuel flowage fee levied upon a specific FBO, then their agreement shall govern.

DATED and APPROVED this 11th day of January, 2005.


Robert S. Ferraro, Mayor

ATTEST:


Pamella A. Malmstrom, (Acting) City Clerk

RESOLUTION NO. 5485

**RESOLUTION OF THE CITY COUNCIL OF BOULDER CITY, NEVADA,
ADOPTING AN ACCESS CONTROL CARD FEE AND SUBSEQUENT
CHARGES FOR LOST CARDS OR NAME CHANGE**

WHEREAS, the City Council held the requisite public hearing to consider the Small Business Impact Statement, on November 24, 2009; and

WHEREAS, Resolution No. 5484, a Small Business Impact Statement was approved on November 24, 2009; and

WHEREAS, in order to provide funds to help recover some of the costs associated with the production of the access cards, the maintenance of the access control system including gates and readers, airfield and security training the an Airport Access Card Fee should be assessed and collected; and

WHEREAS, the Airport Access Card Fee Schedule shall be as follows:

Access card Application Fee	\$25
Replacement/Name Change Fee	\$10
Lost/ Stolen Access Card Fee	\$35

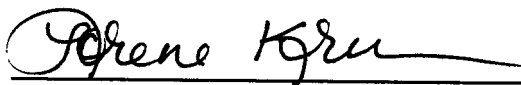
NOW, THEREFORE, BE IT RESOLVED that City Council adopts the fee schedule for Airport Access Cards.

DATED and APPROVED this 24th day of November, 2009.



Roger Tobler, Mayor

ATTEST:



Lorene Krumm, (Acting) City Clerk