

**HEBER CITY CORPORATION
75 North Main Street
Heber City, UT 84032
Airport Advisory Board (AAB) Meeting**

November 14, 2024

5:00 p.m. – Special Meeting

-Time and Order of Items are approximate and may be changed as Time Permits-

- I.** Call To Order/Roll Call (Chairman Talley)
- II.** Pledge of Allegiance (Bart Mounteer)
- III.** Approval of Minutes
 1. Approve the August 7, 2024, Meeting Minutes. (Robin Raines-Bond)
- IV.** Public Comments: (Please limit comments to three (3) minutes per person.)
- V.** General Business
 1. Rates and Charges Policy (Ryan Leick, Aeroplex Group Partners, Travis Biggs, Airport Director)
- VI.** Adjournment

Ordinance 2006-05 allows Commission Members to participate in meetings via telecommunications media.

Posted on November 7, 2024, in the Heber City Municipal Building located at 75 North Main, the Heber City Website at www.heberut.gov, and on the Utah Public Notice Website at <http://pmn.utah.gov>.

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75 North Main Street
Heber City, UT 84032

Airport Advisory Board (AAB) Meeting

August 7, 2024

4:00 p.m. – Regular Meeting

DRAFT MINUTES

-Time and Order of Items are approximate and may be changed as Time Permits-

I. Call to Order/Roll Call (Chairperson Talley)

Chairperson Talley called the meeting to order at 4:02 pm. He complimented Board Member Jay Henry for his work at the EAA (Experimental Aircraft Association) AirVenture Oshkosh. Mr. Henry won a Lindy Award, which was named after Charles Lindbergh, for their Kitfox Series 7 aircraft. Mr. Talley explained that this award would be equal to an Olympic medal in aviation. All in attendance congratulated him with applause.

Airport Advisory Board Present:

Chairperson Jason Talley
Vice Chairperson Bill Tew
Bart Munteer
Jay Henry
Captain Rocco Tomanelli, US Navy (Retired)
Alternate / City Council Member D. Scott Phillips

Excused:

Jeff Peterson
Nadium AbuHaidar

Staff Present:

City Manager, Matt Brower
Airport Manager, Travis Biggs
Deputy Recorder, Robin Raines-Bond
IT Manager, Anthon Beales (remotely)

Also Present: Ryan Leick, Jeremy McAllister, and David Robinson.

Attending Remotely: Curt Castagna, Sara Jane Nagel, and Anthon Beales.

II. Pledge of Allegiance (Board Member Henry)

Board Member Henry led the pledge.

III. Approval of Minutes

1. Approve the June 13, 2024, Meeting Minutes (Robin Raines-Bond, Deputy Recorder)
Deputy Recorder, Robin Raines-Bond presented the minutes for review.

Motion: Board Member Henry motioned to accept the minutes as written. Board Member Tomanelli seconded the motion. Yes: Chairperson Talley, Vice Chairperson Tew, Board Members Henry, and Mounteer. **No:** None. **Abstained:** Alternate Board Member/City Council Member Phillips. **Motion Passed.**

IV. **Public Comments:** (Please limit comments to three (3) minutes per person.)
None.

V. General Business

1. Hangar B Discussion (Dave Robinson)
Mr. Dave Robinson, a former member of the airport advisory board with a long history of involvement at Heber Valley Airport, requested a one-year lease extension for Hangar B. The extension would be based on recent capital improvements made to the hangar, including the installation of gas and heat. The lease, which expires on August 31, 2026, is reversionary, allowing for extensions under certain conditions. Mr. Robinson was aware that the lease rate would be increased to current standards. However, the Board discussed the need for city attorney input before making a decision, particularly in light of broader discussions on reversionary leases and the financial responsibilities facing the airport. The request was tabled pending legal advice. Mr. Robinson was invited to continue the discussion with the Airport Manager and City Manager.

The potential role of the airport as an Olympic Gateway was also highlighted.

2. Rates and Charges Policy (Curt Castagna and Ryan Leick, Aeroplex Group Partner)

Chairperson Talley opened the discussion on the Rates and Charges Policy, emphasizing a desire for a shorter meeting. He acknowledged Ryan Leick's updates to the report, which incorporated previous feedback, particularly adjustments related to budgeting and expenditure forecasts up to 2030.

Ryan Leick presented key changes, including the elimination of over-budgeted items in the capital budget, resulting in a reduction in annual expenditures. He highlighted a need to consider how the city could generate more revenue, offering options like revising landing fees, introducing a commercial aeronautical permit fee, and adjusting other miscellaneous fees. He proposed two primary revenue strategies: increasing landing fees or implementing a combination of smaller fee increases. He suggested implementing changes and assessing the impact, then adjusting as needed.

Vice Chairperson Tew asked the Board to address concerns raised regarding potential violations of a settlement agreement with OK3 Air (Full-Service Fixed-Base Operator), particularly around landing fees and fuel flowage fees. City Manager, Brower assured that the airport attorney would review any final decisions to ensure compliance with existing agreements and grants. Mr. Brower told the group that studies and trends in airports were a consideration for justifying those changes, which was why the Board was pursuing this current study for these items and asking for recommendations to the City Council. Mr. Brower explained the difference between a policy decision and an administrative decision.

The Board Members agreed that a balanced approach to revenue generation, considering legal constraints and the interests of airport stakeholders, was needed.

During the discussion, the committee considered two primary options for airport revenue adjustments. Option one was straightforward, while option two included a broader range of factors. There was also a proposal for a potential third option that combined elements from both. The committee emphasized the importance of establishing a sustainable recommendation for the city council and revisiting it next year to review results.

Key points included:

- The importance of not revisiting this issue every few years but rather setting a long-term plan.
- Ensuring airport users contribute fairly to the airport's costs, with a focus on balancing the impact on local businesses.
- A detailed discussion on fuel flowage fee increases, with a consensus to raise Jet Fuel fees to 15 cents per gallon and to consider the potential increase of avgas (predominantly used by small piston engine powered aircraft) to 10 cents, though this was debated.
- Consideration of increasing landing fees by 3% annually, with some members questioning whether a static rate for several years might be more manageable.

Board Member Tomanelli clarified that the options presented could be individually considered, or the Board could choose one of the options presented from 1a, 1b, or Option 2 as presented by Mr. Leick. He appreciated the simplicity and reasonability of managing these changes. Mr. Leick confirmed that he was there to present options that could be reasonably justified. The Board decided to focus on Option 2, with the possibility of adjusting landing fees if necessary.

Hangar Rental Rate Discussion:

- The committee discussed establishing a hangar rental rate of \$0.34 per square foot for city-owned hangars.
- A member suggested pricing the hangars individually rather than setting a standard rental rate, especially considering upcoming lease negotiations with the B, C, and D hangars.

- There was a consensus that setting a minimum rental rate of \$2,000 per month for certain hangars is appropriate, given market conditions and demand.
- It was agreed that pricing should reflect market rates and the possibility of higher rental rates was acknowledged.

Commercial Aeronautical Permit Fee Discussion:

- The committee considered changing the commercial aeronautical permit fee from 1% of gross income to a fixed tier system:
 - \$500 for gross income under \$100,000
 - \$1,000 for gross income between \$100,000 and \$1 million
 - \$2,000 for gross income over \$1 million
- There was general support for the fixed tier system, which would simplify compliance for airport businesses.
- Concerns were raised about the enforcement of these fees and the potential for under-the-radar commercial operations.

AOA (Airport Operations Area) Access Fee Discussion:

- A proposal was made to charge a \$40 annual access fee for all users, with no waiver for hangar owners.
- Some members suggested that hangar owners should receive a break or a single access card without additional charges, given their lease payments and property taxes.
- There was discussion about the practicality of administering these fees and ensuring compliance, including checking documents and insurance during renewals.
- The committee leaned towards a compromise of offering one free access per hangar or lease, with additional cards charged at the standard \$40 rate.
 - As a security measure, a plan was proposed to deactivate all existing cards that have not been renewed by October 1st.
- The council is expected to consider these items at their first meeting in September, following a mandatory public hearing on a separate issue, Truth In Taxation.

The Board discussed implementing a \$100 monthly parking fee for 38 spots on airport-owned property. This fee could generate significant revenue, around \$45,000 annually. Mr. Brower suggested they agree to use technology to manage the parking system, such as license plate readers or gate systems.

A 10% fee on rental car rates was proposed, to be assessed to the customer, not the rental company. The fee was common at other airports and was seen as a standard practice. Legal verification was requested to ensure the fee could be implemented without affecting existing contracts.

Transient landing fees were reintroduced. The Board considered a 3% annual increase in landing fees while exempting piston and electric aircraft under 8,000 pounds. This exemption aims to encourage general aviation traffic to Heber. There was also discussion on the potential revenue from reversionary hangars and the impact of the Olympic Games on airport projects.

Chairperson Talley summarized that so far the Board had agreed to increase the fuel flowage fee as presented, escalate landing fees by 3% with piston aircraft and electric aircraft under 8,000 pounds exempted, establish a rental rate of \$2,000 per month for two reverted hangars, change the commercial aeronautical permit fee to a fixed three-tier system as outlined in the report, assess an AOA access fee for all users, with one provided to hangar owners, collect \$100 per month parking fee, assess a 10% rental car fee to the renter, and increase the airport apron lease rate to \$0.25 per square foot.

The Board agreed to recommend these changes to the City Council, with Chairperson Talley and City Council Member Phillips abstaining from the vote. The proposed changes included all the discussed fees and exemptions, aiming to generate substantial revenue and support the airport's future development plans.

Mr. Henry clarified that base aircraft were not included in these changes. Base aircraft do not pay landing fees due to the State fees and property taxes they already pay.

Chairperson Talley called for a motion.

Motion: Board Member Henry motioned to accept, as outlined by Chairperson Talley, the recommended items. Vice Chairperson Tew seconded the motion. Yes: Vice Chairperson Tew, Board Members Henry, Tomanelli, and Mounteer. **No:** None. **Abstained:** Chairperson Talley and City Council Member Phillips.

The meeting atmosphere was noted for its reasonable and productive discussions, with everyone able to talk openly.

There was discussion about addressing issues related to hangars B, C, and D at a future meeting. The group agreed that these hangars represent a significant asset that could help with the airport's cash flow issues. The options of selling or long-term leasing of these hangars were mentioned, but no recommendation was made during this meeting.

City Manager Brower asked if the Board was recommending the hangar rental rate of \$.34 per square foot. Chairperson Talley said they were not making recommendations for Hangar B, C, or D.

The Board felt it addressed all items from Board Member Nadeem AduHaidar's letter (included at the end of the meeting minutes), including his concerns about the fairness of fees. They felt they had fairly distributed the revenue burden across all types of airport users. The board respected his business concerns but proceeded with the decisions for all Heber City residents.

Mr. Leick asked for the last motion to be reread.

Motion: Board Member Henry motioned to accept, as outlined by Chairperson Talley, the recommended items. Vice Chairperson Tew seconded the motion.

Chairperson Talley outlined the following items accepted for this motion:

1. Adopted the recommendation on the fuel flow fee from five cents a gallon to 10 cents a gallon for Avgas and 15 cents and up to 15 cents a gallon for jet fuel, effective January 2025.
2. We agreed to increase the landing fees of transient aircraft by 3% annually and exempt piston and electric aircraft under 8,000 pounds from landing fees.
3. We agreed to establish a hangar rental rate of \$2,000 per month for the two city-owned hangars that are on hangar row.
4. We agreed to change the commercial aeronautical permit fee from 1% gross income to a fixed tier of \$500 for gross income under \$100,000, \$1,000 for gross income between \$100,000 and \$1 million, and \$2,000 for gross income over \$1 million.
5. We agreed to assess an AOA access fee for all users of \$40 per year with one AOA access included for a hanger owner or a lease agreement with the city. With the strong recommendation that all cards be turned off on October 15, 2024.
6. We agreed to collect a \$100 per month parking fee on airport owned property.
7. We agreed to assess a 10% rental car fee and TNC fee charge.
8. We also agreed to increase the apron fee from 7 cents per square foot to 25 cents per square foot.

It was clarified that hangar owners or city leaseholders would receive one AOA access at no charge, with additional access charged at \$40 each.

All Board Members agreed that was the correct motion for the decisions made.

Alternate Board Member/City Council Member Phillips requested communication items.

Communication Items:

1. Landing Fees Collection:

City Council Member Phillips Inquired how many large aircraft that frequent the airport have started paying landing fees under the new rule. Airport Manager Travis Biggs responded that there has been a significant increase in base aircraft. The airport has gone from 35 base aircraft to approximately 200 plus base aircraft. The State was considering returning some funds collected from these fees to the Heber Valley Airport.

2. FAA Reauthorization Budget

Chairperson Talley mentioned the FAA's reauthorization budget, which increased the federal matching funds for airport projects from 90% to 95% for the next two years. Mr. Talley pointed out that could potentially lead to a higher reserve for the airport, though it is not something to be relied upon immediately. Mr. Leick replied that he had already calculated this into the reserves.

3. Fuel Farm Relocation:

Mr. Phillips raised a question about the timeline for the new fuel farm, specifically the replacement and relocation of OK3's fuel farm. Mr. Biggs replied that the relocation is dependent on ongoing environmental studies, but progress would be made.

4. Acquisition of 10 Acres:

Mr. Brower updated the Board on the acquisition of 10 acres of land southwest of the airport. He commented that the FAA is covering 90% of the cost, UDOT 5%, and the airport 5%, amounting to approximately \$300,000. This land would be added to the airport’s portfolio and will remain undeveloped, contributing to open space preservation.

VI. Adjournment

Motion: Alternate Board Member/City Council Member Phillips motioned to adjourn the meeting. Board Member Henry seconded the motion. The meeting adjourned at 5: 37 p.m.

I, Robin Raines-Bond, Deputy Recorder of Heber City, hereby certify that the foregoing minutes represent an accurate and complete record of the meeting held on August 7, 2024. This document constitutes the official minutes of the Airport Advisory Board Meeting.

SEAL

November 14, 2024

Robin Raines-Bond,
Deputy Recorder

07 August 2024

Dear Members of the AAB,

I apologize that I will not be able to attend the AAB meeting tomorrow. I am on the east coast traveling with family.

However, I would like to provide the following observations with regards to the new draft Rates and Charges Study for your consideration and inclusion into the record:

- The AAB requested that the consultants look into and incorporate into the financial analysis the value of any hangars that will revert to the City in the next couple of years (Hangars B, C, and D). This does not appear to have been done. This represents a significant potential revenue to the City, maybe upwards of \$1.5 mil. dollars, and simply continuing to lease them at current lease rates is not in the City's best financial interest.
- I discussed with Matt and Travis the potential value to the City when the Daniels Hangar leases terminate and about having a gameplan to properly monetize that value. This could represent an additional value in excess of \$1.5 mil. None of this appears to have been included in the analysis.
- Why has the recommendation for SASO fees changed from the prior recommendation of 2% of revenue to a tiered annual fee ranging from \$500 to \$2,000? For a business with \$1 mil in revenue, this represents a reduction of potential fees to the City from \$20,000/year to \$2,000 /year.
- The recommendation to raise landing fees for transient aircraft from \$4/1000lbs to \$6/1000lbs does not comply with the settlement agreement between OK3 AIR and the City. A proper financial analysis has to be completed to justify this increase, which has not been done. As a matter of fact, it is my understanding that the consultants have now been directed by the City to not consider the airport budget when making airport fee recommendations. At a minimum, this makes no sense. But, making fee recommendations in a vacuum also sets the City up to violate its existing contracts.

- As discussed at the last meeting, and as communicated to the City on several occasions in the past, the current recommendation to raise fuel flowage fees will violate the FBO lease. I am somewhat baffled why this recommendation keeps reappearing. OK3 has communicated with the City in writing on several occasions going back to 2010 on this issue, and the City has never disagreed with us, that any such increase must reflect regional *trends* (not *averages*) for the preceding five-year period. Curt, one of the City's consultants, agreed with this reading at the last AAB meeting, but stated that that type of analysis would simply be too hard. I do not agree that it is too hard, but even if it is, that does not change the terms of the FBO lease.

In summary, I do not think that the new report is either accurate or comprehensive enough for the AAB to make any recommendations to the City Council. Once again, the consultants should be directed to complete the work necessary to make recommendations fully supported by the evidence and that comply with the City's legal obligations, so that the AAB can make an informed recommendation to the City.

Thank you for your consideration.

Nadim



Airport Advisory Board (AAB) Staff Report

MEETING DATE: 11/14/2024
SUBJECT: Rates and Charges Policy
RESPONSIBLE: Ryan Leick, Travis Biggs
DEPARTMENT: Airport
STRATEGIC RELEVANCE:

SUMMARY

The Heber Valley Airport is entering a sustained, capital intensive period of facility redevelopment with little in reserve to finance construction projects. Over the 20-year planning period discussed in the Airport Master Plan, the Airport must generate approximately \$4.4 million in additional revenue above existing levels to fund the local share of the Airport Capital Improvement Plan, of which \$1.8 million is required through 2030. Funding this aggressive capital redevelopment program is feasible, but an immediate increase in airport rates and charges is required to fund a capital reserve from surplus revenue if the Sponsor desires to avoid debt financing through airport revenue bonds.

RECOMMENDATION

That the AAB review and provided feedback on the proposed EXHIBIT A (Consolidated Fee Schedule), which would amend Title 3.15, Exhibit A, Section 2 (Airport) of the Heber City Municipal Code, Revenue and Finance, as described herein. City staff intends to return to the City Council at its November 19, 2024 meeting to seek adoption of Exhibit A by ordinance.

BACKGROUND

Heber Valley Airport (“HCR” or “Airport”) is operated by Heber City (“Sponsor” or “City”). In June 2023, Heber City Council approved the Airport Master Plan developed by T-O Engineers (now Ardurra), including the Airport Capital Improvement Plan (“ACIP”) that projects capital expenses and project phasing of facilities. The City engaged Aeroplex Group Partners (now Ascension Group Partners or “AGP”) to conduct the Heber Valley Airport Rates & Charges Study dated August 2, 2024, with the purpose of determining appropriate aeronautical fees sufficient to cover the Airport’s operating expenses and funding requirements for capital projects in the ACIP.

AGP presented the Rates & Chares Study to the Airport Advisory Board on August 7, 2024. The

report discussed several alternatives for increasing revenues at HCR and concluded that some adjustments to fuel flowage fees and/or landing fees would likely to be necessary to ensure adequate reserves to fund the ACIP. The report provided three options in this regard:

OPTION 1a would increase landing fees for transient aircraft with a maximum takeoff weight (MTOW) under 8,000 pounds from \$4.00 to \$6.00 (50% increase) and landing fees for transient aircraft with a maximum takeoff weight of 8,000 pounds or more from \$4.00 to \$6.00 / 1,000 pounds MTOW (50% increase).

- OPTION 1b would eliminate the based aircraft waiver for landing fees or implement a based aircraft fee in lieu of landing fees at \$170 annually for aircraft under 8,000 pounds MTOW and \$170 / 1,000 pounds annually for aircraft 8,000 pounds MTOW and over in addition to the transient aircraft landing fee increase proposed in Option 1a.
- OPTION 2 would achieve a comparable financial result as OPTION 1b without significantly increasing landing fees by implementing rate increases and new fees.

The Airport Advisory Board voted to recommend adoption of OPTION 2 with amendments as follows:

1. Increase the fuel flowage fee from \$0.05 / gallon to \$0.10 for avgas (100% increase) and \$0.15 for jet fuel (200% increase) effective January 2025,
2. Escalate landing fees for transient aircraft by 3% annually and exempt transient piston and electric aircraft under 8,000 pounds,
3. Establish a hangar rental rate of \$2,000 per month for City-owned hangars on Hangar Row,
4. Change the Commercial Aeronautical Permit Fee from 1% gross income to a fixed tier of \$500 for gross income under \$100,000, \$1,000 for gross income between \$100,000 and \$1,000,000, and \$2,000 for a gross income over \$1,000,000,
5. Assess an AOA Access Fee for all users of \$40 per year with one AOA access included for a hangar owner or lease agreement with the City and recommend that all cards be turned off on October 15, 2024,
6. Collect a \$100 per month parking fee on airport owned property,
7. Assess a rental car and TNC fee charge equal to 10% of gross income, and
8. Increase the existing Airport Apron Ground Lease rate from \$0.07 to \$0.25 per sq. ft. annually

DISCUSSION

has reviewed the Airport Advisory Board's recommendation and sought additional legal counsel. Staff intends to recommend adoption of the recommended items approved by the Airport Advisory Board, with the following three amendments:

- No change to the fuel flowage fee,
- Change the Commercial Aeronautical Permit Fee from 1% gross income to a fixed tier of \$500 for gross income under \$100,000, \$5,000 for gross income between \$100,000 and \$1,000,000, and 2% of gross income over \$1,000,000, and
- Increase landing fees for transient aircraft with a maximum takeoff weight (MTOW) under 8,000 pounds from \$4.00 to \$5.00 (25% increase) and landing fees for transient aircraft with a maximum takeoff weight of 8,000 pounds or more from \$4.00 to \$5.00 / 1,000 pounds MTOW (25% increase).

Staff is not recommending a fuel flowage fee increase at this time due to language contained in the FBO lease that requires adjustments to the fuel flowage fees be made at five year intervals (with the next opportunity in 2025), and only as reflected by “regional trends.” Legal counsel is working the FBO to clarify this language and reach agreement as to how “regional trends” should be determined. At the present time, staff has not determined whether the available data regarding historical changes to other airports’ fuel flowage fees would support a recommendation to modify HCR’s fuel flowage fee.

The proposed tiered Commercial Aeronautical Permit Fee structure simplifies collection of the fee by generally eliminating the need to annually audit financial statements for Operators known to generate less than \$1,000,000 in gross income, while increasing the percentage-based fee for larger SASOs. These fees are consistent with Commercial Aeronautical Permit Fees at other airports and ensure that businesses benefiting from the use of public infrastructure contribute their fair share. Consistent with the Airport’s existing rates and charges, a Commercial Aeronautical Permit Fee is assessed only on the operations of a SASO. As is the case at most airports, an FBO is instead assessed fuel flowage fees.

Staff does not recommend adopting the Airport Advisory Board’s recommendation to exempt transient piston and electric aircraft under 8,000 pounds based on advice from legal counsel that such exemption would likely violate Federal Aviation Grant Assurance 22, which prohibits airports from engaging in unjust discrimination in establishing rates and fees. Assessing landing fees against only jet and turboprop aircraft would be considered unjustly discriminatory.

Staff’s recommendation that the landing fee be increased from \$4.00 per 1,000 pounds to \$5.00 per 1,000 pounds is based on a projection of capital funding needs and anticipated reserves through 2030 (the rate-setting period recommended by the Airport Advisory Board), as described in the attached pro forma. Increasing the landing fee to \$5.00 would result in approximately \$80,000 in additional annual revenue based on the current number of transient operations. When combined with the other mechanisms to increase revenue described above (also reflected in the pro forma), the City will be able to both satisfy its near-term obligations under the ACIP, as well as begin building capital reserves for the more substantial capital outlay required in future years. This accumulation of reserves also allows the City to keep rates and charges and stable, rather than look to increasing the landing fee or other variable charges more significantly in future years. Staff recommends that the City plan to revisit rates and charges no later than 2030 to ensure that it is not accumulating more reserves than is reasonably necessary to ensure funding of the ACIP and any future identified projects.

The City’s agreement with the FBO requires – at any time the City proposes to increase the landing fee by more than 3 percent year over year – that the City Council specifically find that the proposed increase is (i) reasonable and not unjustly discriminatory, pursuant to FAA rules and policy; and (ii) reasonably necessary to achieve or maintain the Airport’s financial self-sustainability. Staff believes that the City Council may make such findings with respect to the proposed increase. The proposed landing fee is reasonable insofar as it is based on the City’s projected capital needs. The proposing landing fee is not unjustly discriminatory, as it applies equally to all transient aircraft and the FAA has previously found that based aircraft may be exempted from such fees. The proposed landing fee is

also reasonably necessary to achieve or maintain the Airport's financial self-sustainability. The FAA defines self-sustainability as a fee and rental structure that is adequate to fully recover aeronautical costs, including the establishment of reasonable reserves and other funds to facilitate financing and cover contingencies. As shown in the attached pro forma, increasing the landing fee by \$1.00 allows the City to satisfy its near-term capital expenses and begin building reasonable reserves for further ACIP needs. By the end of 2030, the proposed rates and charges program is anticipated to result in a capital fund balance of approximately \$720,000, representing approximately 21 percent of the City's total obligation to fund the ACIP adopted via the Master Plan through 2038.

In addition to other means of increasing revenues discussed but not recommended for adoption in the Rates and Charges Study, staff considered whether it should "sell" those hangars which will revert to the City's ownership in the coming years, rather than lease them at a facility rate. It has been argued that selling such hangars would allow the City to immediately realize the present value of a facility lease such that revenues are available to fund the City's ACIP obligations. Staff has consulted with legal counsel and AGP and does not recommend this approach. First, this practice does not appear to be common in the industry and we have not found examples of other airports selling facilities to private parties and granting an ongoing ground lease. Second, staff suspects that the terms of such a sale would impair the hangars' marketability; for example, the City would need to make clear that a purchaser's rights are in all respects subordinate to the ground lease on which the hangar sits. Third, there may be substantial opportunity costs with such a transaction. A sponsor-owned hangar lease is typically month-to-month or year-to-year, allowing the City to pursue other development opportunities should they be in the public interest. We suspect that selling the hangars would require the City to also execute long-term ground leases, potentially as long as 50 years, which forecloses any flexibility the City may have in developing the Airport in a different manner in the future. Accordingly, staff recommends adoption of a \$0.34 per month per square foot rental rate of facilities which revert to its ownership, which is reflected in the pro forma for those facilities anticipated to revert over the rate-setting period.

FISCAL IMPACT

The staff recommendation is expected to build an airport reserve of approximately \$720,000 in 2030, representing 21% of the Sponsor Participation of Uncompleted Projects (i.e., the total amount that the City will be expected to contribute under the full ACIP adopted via the Master Plan through 2038).

CONCLUSION

It is our recommendation that EXHIBIT A (Consolidated Fee Schedule) associated with Title 3.15 of the Heber City Municipal Code, Revenue and Finance, be approved. Staff intends to return to City Council on November 19, 2024 to seek such approval.

ALTERNATIVES

Staff Recommended Option - Approval

I move to **approve the item** as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Continuance

I move to **continue the item** to another meeting on , with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 3 - DENIAL

I move to **deny the item** with the following findings.

POTENTIAL MOTIONS

ACCOUNTABILITY

Department: Airport

Staff member:

EXHIBITS

1. Airport Fees
2. 2024-10-31 - HCR Rates Pro Forma
3. HCR Rates & Chargest Study

EXHIBIT A – AIRPORT FEES

SERVICE	FEE
Airport Apron Ground Lease – Lease Entered into After Jan. 2025	\$0.25 per sq. ft. per year with Annual Mountain Plains CPI Increase
Airport Hangar Ground Lease – Lease Entered into After Feb. 2015	\$0.42 per sq. ft. per year with Annual Mountain Plains CPI Increase
Airport Hangar Rental Rate (City-Owned: Hangar Row)	\$2,000 per month Effective 01/01/2025
Airport Hangar Rental Rate (City-Owned: Other)	\$0.34 per sq. ft per month Effective 01/01/2025
Automotive Parking Fee (City-Owned Property)	\$100 per vehicle per month Effective 01/01/2025
Aviation Trailers, i.e. Glider Trailers	\$60.00 per year Effective 01/01/2021
Commercial Aeronautical Permit Fee (Gross Sales <\$100,000)	\$500 Effective 01/01/2025
Commercial Aeronautical Permit Fee (Gross Sales \$100,00 to \$1,000,000)	\$5,000 Effective 01/01/2025
Commercial Aeronautical Permit Fee (Gross Sales > \$1,000,000)	2% of Gross Income Effective 01/01/2025
Commercial Non-Aeronautical Permit Fee (i.e. Rental Car / Transportation Network Company)	10% of Gross Income Effective 01/01/2025
Fuel Flowage Fee	\$0.05 per gallon
Landing Fees (Transient Aircraft)* = to & > than 8,000 lbs. MTOW	\$5.00 per 1,000 lbs. MTOW equal to and greater than 8,000 lbs. Effective 01/01/2025
Landing Fees (Transient Aircraft)* = <8,000 lbs. MTOW	\$5.00 Effective 01/01/2025
Proximity Gate Access Card	\$0.00 – Hangar owners – (additionally requested access \$40/yr, i.e. employees) \$40.00/yr – Subtenants & Non-Hangar Owners (i.e. glider pilots, balloon pilots, etc.) \$20.00 – Short-term access (i.e. contractors, air attack crews, etc.) \$60.00 – Lost gate card/replacement (Registered based aircraft 1/2 off) Effective 01/01/2021

* An aircraft not owned by a person having a lease or license agreement with the City is considered a transient aircraft.

Fiscal Year (July 1 - June 30)		Base Year	Forecasted						
		2024	2025	2026	2027	2028	2029	2030	
Operations Growth Rate	1.3%								
Operating Expense Growth Rate	3.0%								
Capital Expense Growth Rate	4.0%								

Activity Based Fees

Fuel Flowage Fee		\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
Landing Fee (\$/1,000 lbs.)		\$4.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
Transient Landed Weight (000's)		78,525	79,546	80,580	81,627	82,689	83,764	84,852	
Based Landed Weight (000's)		0	0	0	0	0	0	0	0
Fuel Sales (gallons)		1,128,000	1,142,664	1,157,519	1,172,566	1,187,810	1,203,251	1,218,894	

Airport Special Revenue Fund (21) Revenues

21.3470 Airport Business FBO/SSO Fees (Lease)	\$	29,740	\$ 43,529	\$ 44,094	\$ 44,668	\$ 45,248	\$ 45,837	\$ 46,432
21.3471 Airport Hangar Ground Lease Fee	\$	280,648	\$ 338,507	\$ 348,663	\$ 416,907	\$ 429,414	\$ 442,296	\$ 455,565
21.3472 Aviation Fuel	\$	56,400	\$ 57,133	\$ 57,876	\$ 58,628	\$ 59,390	\$ 60,163	\$ 60,945
21.3473 Airport Landing Fees	\$	263,844	\$ 334,092	\$ 338,436	\$ 342,835	\$ 347,292	\$ 351,807	\$ 356,380
21.3474 Hangar Transfer Fees	\$	10,000	\$ 160,130	\$ 10,262	\$ 10,395	\$ 10,530	\$ 10,667	\$ 10,806
21.3476 Farm Lease / Nonaeronautical Use	\$	3,400	\$ 3,444	\$ 3,489	\$ 3,534	\$ 3,580	\$ 3,627	\$ 3,674
21.3477 Licenses	\$	9,500	\$ 14,689	\$ 14,879	\$ 15,073	\$ 15,269	\$ 15,467	\$ 15,668
21.3610 Interest Income	\$	5,500	\$ 5,572	\$ 5,644	\$ 5,717	\$ 5,792	\$ 5,867	\$ 5,943
21.3620 Miscellaneous Income (Fire Fighting, Gate Access Fees & Other)	\$	6,100	\$ 52,372	\$ 53,053	\$ 53,743	\$ 54,441	\$ 55,149	\$ 55,866
TOTAL CHARGES FOR SERVICES	\$	665,132	\$ 1,009,468	\$ 876,396	\$ 951,500	\$ 970,957	\$ 990,880	\$ 1,011,280
21.3870 Contributions Fund Surplus	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING REVENUE	\$	665,132	\$ 1,009,468	\$ 876,396	\$ 951,500	\$ 970,957	\$ 990,880	\$ 1,011,280

Capital Improvement Fund - Airport (41) Revenues

41.3330 Federal Grants (90.63% of Federal ACIP projects only)	\$	1,066,625	\$ 487,350	\$ 5,335,200	\$ 492,121	\$ 3,472,035	\$ 543,780	\$ 13,990,553
41.3340 State Grants (4.685% of Federal ACIP and 90% of State Funded ACIP projects)	\$	268,978	\$ 301,725	\$ 140,400	\$ 25,440	\$ 179,482	\$ 366,510	\$ 723,223
TOTAL CAPITAL REVENUE	\$	1,335,603	\$ 789,075	\$ 5,475,600	\$ 517,560	\$ 3,651,518	\$ 910,290	\$ 14,713,777

TOTAL OPERATING AND CAPITAL REVENUES

	\$	2,000,735	\$ 1,798,543	\$ 6,351,996	\$ 1,469,061	\$ 4,622,475	\$ 1,901,170	\$ 15,725,057
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Airport Special Revenue Fund (21) Expenditures	2024	2025	2026	2027	2028	2029	2030
21.4011 Salaries and Wages (Off Airport Public Works)	\$ 147,168	\$ 151,583	\$ 156,131	\$ 160,814	\$ 165,639	\$ 170,608	\$ 175,726
21.4012 On Site Payroll - Managers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
21.4013 Employee Benefits (Off Airport Public Works)	\$ 44,299	\$ 45,628	\$ 46,997	\$ 48,407	\$ 49,859	\$ 51,355	\$ 52,895
21.4014 Employee Benefits - Managers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
21.4015 Uniform Allowance	\$ 700	\$ 721	\$ 743	\$ 765	\$ 788	\$ 811	\$ 836
21.4017 FICA and Medicare	\$ 11,515	\$ 11,860	\$ 12,216	\$ 12,583	\$ 12,960	\$ 13,349	\$ 13,750
21.4021 Books, Subscriptions & Dues	\$ 840	\$ 865	\$ 891	\$ 918	\$ 945	\$ 974	\$ 1,003
21.4022 Public Noticing	\$ 300	\$ 309	\$ 318	\$ 328	\$ 338	\$ 348	\$ 358
21.4023 Travel	\$ 2,000	\$ 2,060	\$ 2,122	\$ 2,185	\$ 2,251	\$ 2,319	\$ 2,388
21.4024 Office Supplies	\$ 800	\$ 824	\$ 849	\$ 874	\$ 900	\$ 927	\$ 955
21.4025 Equipment Maintenance	\$ 7,500	\$ 7,725	\$ 7,957	\$ 8,195	\$ 8,441	\$ 8,695	\$ 8,955
21.4027 Utilities	\$ 10,670	\$ 10,990	\$ 11,320	\$ 11,659	\$ 12,009	\$ 12,369	\$ 12,741
21.4028 Telephone	\$ 1,970	\$ 2,029	\$ 2,090	\$ 2,153	\$ 2,217	\$ 2,284	\$ 2,352
21.4029 Gasoline & Oil	\$ 4,500	\$ 4,635	\$ 4,774	\$ 4,917	\$ 5,065	\$ 5,217	\$ 5,373
21.4031 Professional Services	\$ 100,000	\$ 103,000	\$ 106,090	\$ 54,636	\$ 56,275	\$ 57,964	\$ 59,703
21.4032 Training	\$ 2,500	\$ 2,575	\$ 2,652	\$ 2,732	\$ 2,814	\$ 2,898	\$ 2,985
21.4033 Legal	\$ 55,000	\$ 56,650	\$ 58,350	\$ 60,100	\$ 61,903	\$ 63,760	\$ 65,673
21.4048 Special Supplies	\$ 9,000	\$ 9,270	\$ 9,548	\$ 9,835	\$ 10,130	\$ 10,433	\$ 10,746
21.4051 Liability and Property Insurance	\$ 5,100	\$ 5,253	\$ 5,411	\$ 5,573	\$ 5,740	\$ 5,912	\$ 6,090
21.4071 Recurring Snow Removal Equipment Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
21.4072 Building Improvements	\$ 1,000	\$ 1,030	\$ 1,061	\$ 1,093	\$ 1,126	\$ 1,159	\$ 1,194
21.4073 Improvement for Other Buildings	\$ 7,000	\$ 7,210	\$ 7,426	\$ 7,649	\$ 7,879	\$ 8,115	\$ 8,358
21.4074 Equipment (2023-24 budgeted baseline)	\$ 58,040	\$ 7,004	\$ 7,214	\$ 7,431	\$ 7,653	\$ 67,284	\$ 8,120
21.4077 Internal Service Charge - IT	\$ 5,025	\$ 5,176	\$ 5,331	\$ 5,491	\$ 5,656	\$ 5,825	\$ 6,000
21.4078 Internal Service Charge - Admin	\$ 4,800	\$ 4,944	\$ 5,092	\$ 5,245	\$ 5,402	\$ 5,565	\$ 5,731
21.4091 Transfer to General Fund - Indirect Salaries	\$ 82,815	\$ 85,299	\$ 87,858	\$ 90,494	\$ 93,209	\$ 96,005	\$ 98,885
21.4092 Transfer to General Fund - Indirect Benefits	\$ 24,663	\$ 25,403	\$ 26,165	\$ 26,950	\$ 27,758	\$ 28,591	\$ 29,449
TOTAL OPERATING EXPENSES	\$ 587,205	\$ 552,044	\$ 568,605	\$ 531,027	\$ 546,958	\$ 622,768	\$ 580,268
OPERATING SURPLUS/DEFECIT	\$ 77,927	\$ 457,424	\$ 307,790	\$ 420,473	\$ 423,999	\$ 368,112	\$ 431,013

Capital Improvement Fund - Airport (41) Expenses	2024	2025	2026	2027	2028	2029	2030
41.4031 Professional Services (included in ACIP below)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41.4072 Building and Improvements (see ACIP below)	\$ 702,640	\$ 926,000	\$ 5,616,000	\$ 543,000	\$ 3,831,000	\$ 1,083,000	\$ 15,437,000
41.4080 Capital Projects	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41.4074 Equipment	\$ 56,000	\$ -	\$ -	\$ -	\$ -	\$ 64,919	\$ -
TOTAL CAPITAL EXPENSES	\$ 1,658,640	\$ 926,000	\$ 5,616,000	\$ 543,000	\$ 3,831,000	\$ 1,147,919	\$ 15,437,000
21.7030 Sponsor Participation of Capital Projects	\$ 323,037	\$ 136,925	\$ 140,400	\$ 25,440	\$ 179,482	\$ 237,629	\$ 723,223
FISCAL YEAR OPERATING SURPLUS/DEFECIT - TRANSFER TO CAPITAL FUND	\$ (245,110)	\$ 320,499	\$ 167,390	\$ 395,034	\$ 244,517	\$ 130,483	\$ (292,211)
Capital Improvement Fund - Airport (41) Ending Net Position	\$ (245,110)	\$ 75,389	\$ 242,779	\$ 637,813	\$ 882,330	\$ 1,012,812	\$ 720,601
Sponsor Participation of Uncompleted Projects		\$ 4,671,394	\$ 4,530,994	\$ 4,505,554	\$ 4,326,072	\$ 4,088,442	\$ 3,365,219
Percentage of Uncompleted Projects Funding in Reserve		2%	5%	14%	20%	25%	21%

Airport Capital Improvement Projects (ACIP) - Federal FY (Oct 1 - Sep 30)	2024 Est. Cost	2025	2026	2027	2028	2029	2030
2024 AWOS Replacement	\$ 160,000						
2024 Phase 1 Runway Relocation - EA	\$ 800,000						
2025 Pavement Preservation	\$ 376,900	\$ 513,000					
2026 Phase 1 Runway Relocation - AWOS Relocation	\$ 117,575		\$ 169,000				
2026 Phase 1 Runway Relocation - Hangar Access Road	\$ 343,110		\$ 486,000				
2026 Phase 1 Runway Relocation - Land Acquisition	\$ 3,810,000		\$ 4,961,000				
2027 Acquire Snow Removal Equipment	\$ 400,000			\$ 543,000			
2028 Phase 2 Runway Relocation - Perimeter Fence & Road	\$ 2,516,800				\$ 3,831,000		
2029 Pavement Preservation	\$ 376,900					\$ 600,000	
2030 Phase 2 Runway Relocation - South Campus Ramp	\$ 9,382,460						\$ 15,437,000
2031 Phase 2 Runway Relocation - North Campus Ramp	\$ 9,472,280						
2033 Pavement Preservation	\$ 376,900						
2033 North Campus Box Hangar Development	\$ 299,550						
2035 Phase 3 Runway Relocation - Taxiway Relocation	\$ 8,131,273						
2038 Phase 3 Runway Relocation - Runway Relocation	\$ 14,598,427						
State Funded Projects							
2025 Pavement Preservation - Parallel T/W and aprons	\$ 237,600	\$ 321,000					
2029 Pavement Preservation - Parallel T/W and aprons	\$ 237,600					\$ 376,000	
2033 Pavement Preservation - Parallel T/W and aprons	\$ 237,600						
Locally Funded Projects							
2023 Phase II ESA	\$ 175,000						
2025 Pavement Preservation - 15' in front of hangars and T/L	\$ 67,800	\$ 92,000					
2029 Pavement Preservation - 15' in front of hangars and T/L	\$ 67,800					\$ 107,000	
2033 Pavement Preservation - 15' in front of hangars and T/L	\$ 67,800						

HEBER VALLEY AIRPORT RATES AND CHARGES STUDY

FINAL REPORT

August 2, 2024



Heber Valley Airport (“HCR” or “Airport”) is Operated by Heber City (“Sponsor” or “City”). In June 2023, Heber City Council approved the Airport Master Plan developed by T-O Engineers (now Ardurra). The Master Plan depicts proposed facilities on the Airport Layout Plan (“ALP”) in Chapter 7 / Appendix D. The Airport Capital Improvement Plan (“ACIP”) projects capital expenses and project phasing of facilities on the ALP in Chapter 9 / Appendix C. The City engaged Aeroplex Group Partners (“AGP”) to conduct this *2024 Rates and Charges Study* with the purpose of determining appropriate aeronautical fees sufficient to cover the Airport’s operating expenses and funding requirements for capital projects in the ACIP.

This is the third in a series of reports conducted by AGP on behalf of the City. The *Heber Valley Airport Financial Requirements Analysis* (2022 Financial Analysis) was completed by AGP in December 2022 to estimate the financial implications of operating the Heber Valley Airport without making any physical changes required to comply with FAA design standards for Airport Reference Code (“ARC”) Category C-II. The *Heber Valley Airport ARC C-II Upgrades Financial Analysis* (2023 Revised Financial Analysis) was completed by AGP in June 2023 to determine funding requirements for constructing the facilities depicted on the ALP and determine if the Heber Valley Airport could feasibly generate sufficient revenue to meet federal grant match requirements. Federal grants provide funding equal to approximately 90% of the eligible project costs in exchange for obligations to uphold FAA Grant Assurances. The City’s 10% match is expected to be offset by grants from the Utah Department of Transportation (“UDOT”) equal to one-half of the required federal match.

The *2023 Revised Financial Analysis* concluded that projected operating revenues from existing sources would not be adequate to fund the five percent grant match unless airport rates and charges are increased. This *2024 Rates and Charges Study* was conducted to calibrate previous assumptions used in the *2023 Revised Financial Analysis*. Ardurra revised cost estimates for the ACIP included in the Airport Master Plan. The City also provided FY 2024-25 budget revenues and expenses for the Airport Special Revenue Fund (21) and Airport Capital Improvement Fund (41). **This study is not an examination of the City’s approved budget, for which a public process exists, but instead focuses on acceptable sources of revenue generation to fund the approved budget.** An expanded survey of market-based rates and charges was conducted for a peer set of airports along with a landing fee analysis, which uses a residual cost-recovery methodology to determine a range for landing fees adequate to cover the City’s obligations without accumulating an excessive reserve.

The following options are available to increase revenues at HCR:

1. increase the Airport Apron Ground Lease rate of \$0.07 per sq. ft. to \$0.25 per sq. ft. (360%),
2. increase the fuel flowage fee from \$0.05 / gallon to \$0.10 for avgas (100% increase) and \$0.15 for jet fuel (200% increase) after January 2025 with market rate adjustments every 5th year,
3. adopt a Rental Car / TNC Fee equal to 10% of gross receipts,
4. establish a hangar rental rate of \$0.34 / sq ft monthly for City-owned hangars,
5. change the Commercial Aeronautical Permit Fee from 1% gross income to a fixed tier of \$500 for gross income under \$100,000, \$1,000 for gross income between \$100,000 and \$1,000,000, and \$2,000 for a gross income over \$1,000,000,
6. assess the AOA Access Fee for all users with no waiver for hangar owners;
7. collect a \$45 / month parking fee on airport-owned property,
8. escalate landing fees by three percent annually, or
9. increase landing fees from \$4.00 to \$6.00 (50% increase) for transient aircraft with a maximum takeoff weight (MTOW) under 8,000 pounds and from \$4.00 to \$6.00 / 1,000 pounds (50% increase) for transient aircraft with a MTOW of 8,000 pounds or more, and/or
10. eliminate the based aircraft waiver for landing fees or establish a Based Aircraft Fee of \$170 annually for aircraft under 8,000 pounds MTOW and \$170 / 1,000 pounds annually for aircraft 8,000 pounds MTOW and over.

1.0 Airport Rates and Charges

Grant Assurance 24, Airport Fees and Rents, requires the airport 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. Airport proprietors must employ a reasonable, consistent, and transparent (i.e., clear and fully justified) method of establishing rates and charges, and adjustments on a timely and predictable schedule. FAA will not ordinarily investigate the reasonableness of a general aviation airport’s fees absent evidence of a progressive accumulation of surplus aeronautical revenues. In establishing new fees, and generating revenues from all sources, airport owners and operators should not seek to create revenue surpluses that exceed the amounts to be used for airport purposes, including reasonable reserves and other funds to facilitate financing and to cover contingencies.

A hybrid compensatory / residual methodology is used to determine rates and fees charged at the Airport. Under this methodology, HCR charges market-based rates comparable to a peer set of airports (“Peer Set”) for the lease of airport property and airport-related services to aeronautical users while establishing any approved non-aeronautical use of the Airport at fair market value. The Airport’s landing fee is calibrated to balance operating and capital budgets after cross-crediting other airport revenues and any reserves.

2.0 Market-Based Rate Survey

A market-based survey of rates and charges was conducted on a Peer Set of fifteen comparable airports, including Heber. Two hundred and eight two (282) publicly owned, public use airports in Utah and surrounding states were evaluated to select the airports most similar to HCR for inclusion in the Peer Set.

FAA ID	Name	State	Distance	NPIAS Role	ILS	ATCT	Based AC	CII TFMSC	Index Score
HCR	HEBER VALLEY	UT	0	National	N	N	100	1,156	5.00
EKO	ELKO RGNL	NV	230	Non-Hub	N	N	72	815	4.75
DNA	DONA ANA COUNTY	NM	650	Regional	N	N	130	240	4.68
DIJ	DRIGGS-REED MEML	ID	226	Regional	N	N	45	1,213	4.68
MYL	MC CALL MUNI	ID	386	Local	N	N	92	708	4.67
COD	YELLOWSTONE RGNL	WY	305	Non-Hub	N	N	75	2,164	4.67
CNY	CANYONLANDS RGNL	UT	149	Non-Hub	N	N	46	1,530	4.64
LAR	LARAMIE RGNL	WY	306	Non-Hub	N	N	38	1,352	4.63
EIK	ERIE MUNI	CO	338	Local	N	N	135	743	4.60
IGM	KINGMAN	AZ	386	Local	N	N	83	218	4.60
VEL	VERNAL RGNL	UT	101	Regional	N	N	30	1,053	4.59
HII	LAKE HAVASU CITY	AZ	439	Regional	N	N	157	264	4.55
SEZ	SEDONA	AZ	390	Local	N	N	63	331	4.54
PGA	PAGE MUNI	AZ	246	Non-Hub	N	N	70	2,291	4.53
SBS	STEAMBOAT SPRINGS	CO	240	Regional	N	N	57	43	4.52

Figure 1. HCR Airport Peer Set.

Five criteria were used in the evaluation: NPIAS role, number of based aircraft, TFMSC C-II operations, Air Traffic Control Tower (ATCT), and Instrument Landing System (ILS) facilities. Data was acquired from the FAA Form 5010-1 Airport Master Record (Existing Public Use Airports) database. The National Plan of Integrated Airport Systems (“NPIAS”) role is based on the two systems of categorization for Primary and Non-primary airports. Non-primary airports are categorized as Unclassified, Basic, Local, Regional, and National while Primary airports are categorized as Non-Hub, Small, Medium, and Large hub. The Traffic Flow Management System Count (“TFMSC”) operations for Airport Reference Code C-II aircraft or above was acquired from the FAA Aviation System Performance Metrics Web Data System for CY2022.

All airports in the Peer Set were scored on the five criteria by indexing the value for each airport minus the value for HCR on a scale of 0 to 1 with the highest score given to airports identical to HCR and the lowest score given to airports most dissimilar to HCR. For instance, HCR received a score of 1 in each of the five criteria for a total index score of 5.0. Elko Regional Airport (EKO) was the next most similar airport in the region with a total index score of 4.75: NPIAS Role (0.889), based aircraft (0.925), TFMSC C-II Operations (0.936), ATCT (1.000), and ILS (1.000). Only airports with a score greater than 4.50 were included in the Peer Set. A sample of the top 60 airports is provided in Appendix A.

2.1 Ground Lease and Hangar Rent Rates

Ground lease and hangar rent rates are difficult to compare because most property leases are uniquely determined based on existing improvements, access to the airfield, negotiation between parties, appraisals, and/or comparative properties. Surveying ground lease and hangar rent rates is informative but such rates are not universally comparable from airport to airport. Ground lease rates are typically influenced by terms specified in the lease, such as required scheduled improvements over the lease term or conditions such as reversion requirements at the end of the term.

Ground lease rates are often bifurcated for unimproved sites with no utilities or taxiway access and improved sites that have utilities and taxiway access. The most common structure in the survey was a single aeronautical ground lease rate. The rates displayed in Figure 2 are for improved aeronautical sites at Peer Set airports. Note, HCR has a bifurcated rate for Airport Aeronautical and Airport Apron.

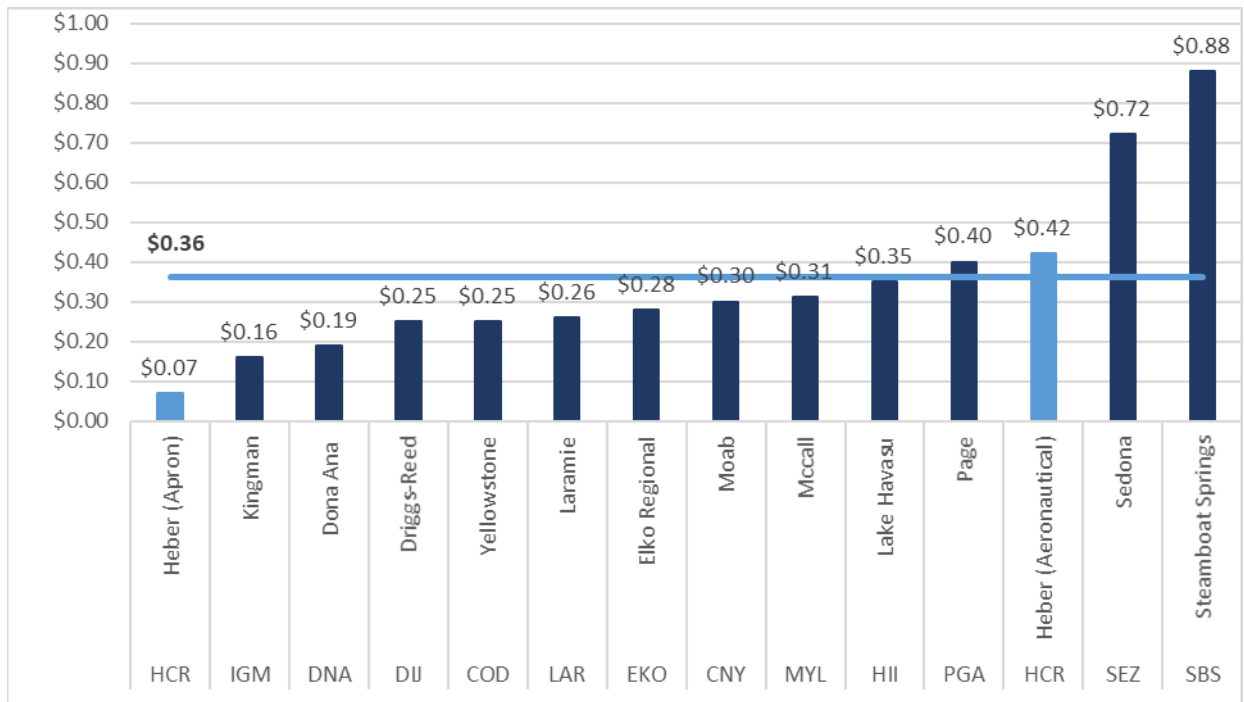


Figure 2. Ground Lease Rates (\$/sq. ft. annually).

Heber's Airport Aeronautical Lease rate of \$0.42 / sq. ft. annually is slightly above the market average of \$0.36 / sq. ft. The only two airports in the survey with higher aeronautical ground rents are 71% and 110% above HCR. The Airport Aeronautical Lease rate is in line with market, but the existing Airport Apron Ground Lease rate should be increased to the 25th percentile, from \$0.07 per sq. ft. to \$0.25 per sq. ft. annually.

Hangar rental rates were not included in the scope of this study because the City does not currently own any hangars at HCR. However, several reversionary ground leases with existing hangars have already expired or are set to expire in the next few years. Figure 3 shows the average box hangar rental rates at comparable airports, several of which are in the Peer Set, previously collected for the 2023 Revised Financial Analysis.

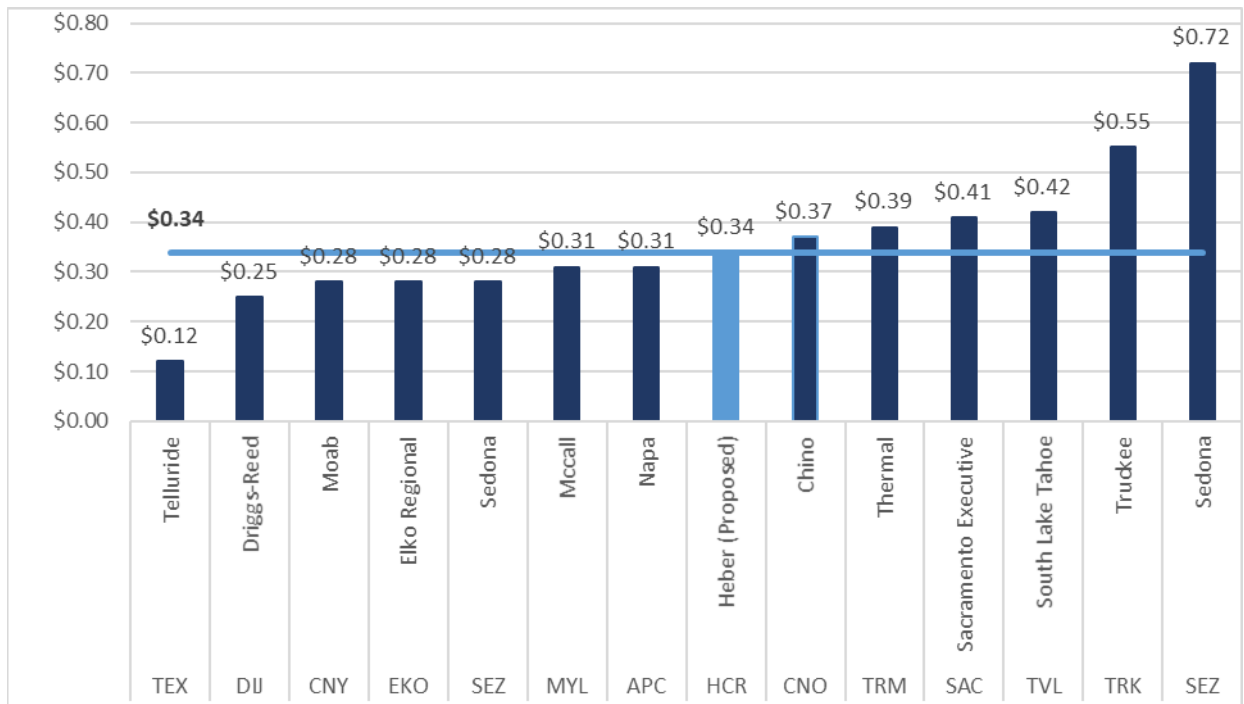


Figure 3. Hangar Rent Rates (\$/sq ft monthly).

2.2 Fuel Flowage Fee

Fuel flowage fees are a charge on fuel sales by Fixed Base Operators (“FBOs”) and remitted to the Airport. Similar to ground lease rates, airports occasionally bifurcate fuel flowage fees for jet fuel and avgas. Figure 4 shows the jet fuel flowage fee for Peer Set airports relative to HCR.

The Airport’s existing fee of \$0.05 / gallon has been in place since 2012 and is significantly below the average of \$0.12 / gallon while slightly above the range floor. Driggs and Page charge a separate avgas fuel flowage fee of \$0.10 and \$0.05 / gallon respectively. Adopting Driggs fuel flowage fee structure that straddles the market average with \$0.15 / gallon for jet fuel and \$0.10 / gallon for avgas would represent a 100% increase in avgas and 200% increase in jet fuel flowage fees.

These rates are in line with comparable airports in the Peer Set and below the 5-year regional percentage change in jet fuel (417%) and avgas (167%) fuel flowage fees at publicly owned airports within a 50 nautical mile radius of HCR.¹

¹ The airport is contractually bound to only adjust fuel flowage fees every fifth year in line with regional trends. The analysis assumes a 20% increase in fuel flowage fees every 5th year.

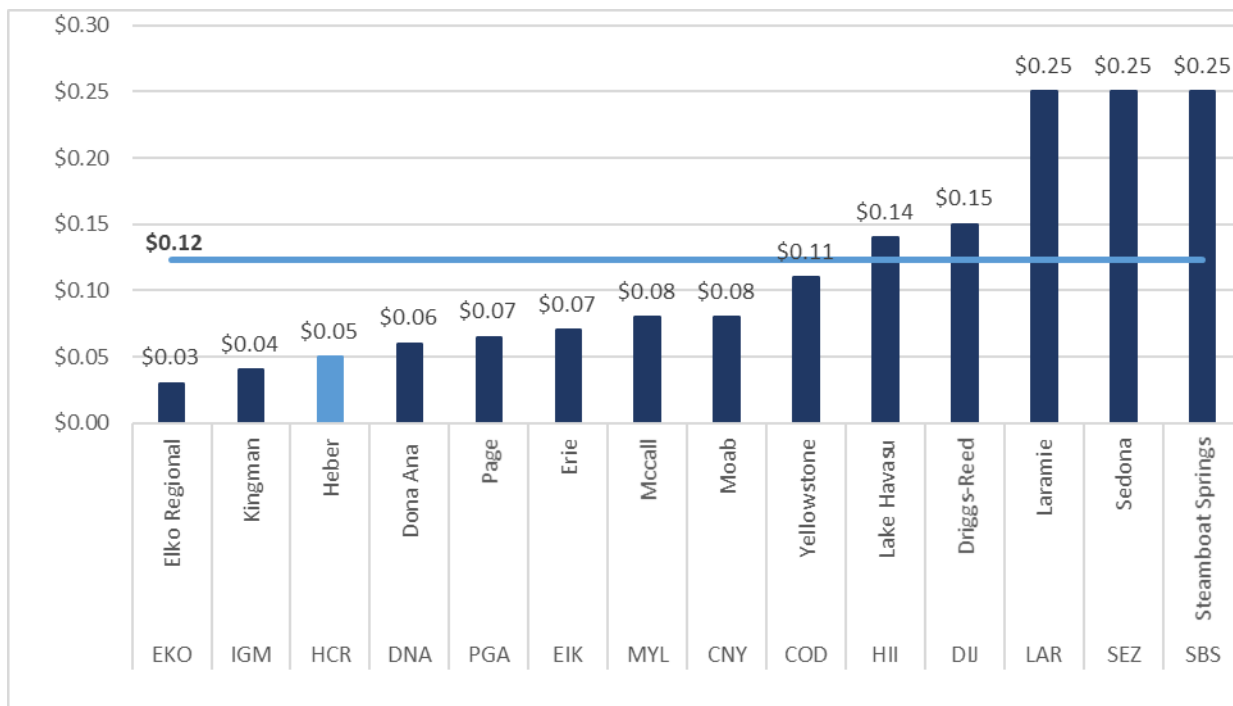


Figure 4. Jet Fuel Flowage Fee (\$/gallon).

2.3 Other Airport Fees and Charges

Airports in the Peer Set were selected on characteristics similar to those found at HCR. However, many other circumstances influence the revenue-generating ability of the airport to cover capital and operating expenses toward the FAA’s stated goal of self-sufficiency described in Grant Assurance 24. Some airports in the Peer Set operate proprietary-exclusive FBOs, airport-owned hangar developments and aircraft parking ramps, or collect a Passenger Facility Charge from commercial air carrier passengers that generate additional sources of revenue not available to HCR. These circumstances also influence the opportunities available to HCR for additional revenue-generation, such as vehicular parking and rental car / Travel Network Company (“TNC”) fees from companies such as Uber, Lyft, and Turo. Thus, comparable market rates are informative in determining appropriate rates at HCR, but market rates may reflect other budget-balancing revenue sources that are not available to the Airport.

The adoption of a Rental Car / TNC Fee equal to 10% of monthly gross receipts represents the most significant source of incremental revenue from other airport fees.² The Airport should also consider adopting a new vehicular parking fee for the existing 38 spaces on airport owned property at the Peer Set average of \$45 / month, up to the range maximum of \$150 / month. However, collecting this parking fee would require public or private investment in physical infrastructure. The existing Commercial Aeronautical Permit Fee of 1% gross income is not consistently collected and should be changed to simplify collection to a fixed tier of \$500 for gross income under \$100,000, \$1,000 for gross income between \$100,000 and \$1,000,000, and \$2,000 for a gross income over \$1,000,000. The AOA Access Fee waiver for hangar owners could be eliminated to generate additional airport revenue³ while remaining within the market range. The existing percentage-based Hangar Transfer Fee is unique within the Peer Set but is an accepted practice nationally.

² Rental Car / TNC Fee revenue is not included in the analysis as no historical baseline exist to forecast revenue.

³ Collecting \$40 for the 375 exempt AOA badges would generate \$15,000 in incremental annual revenue.

HCR could add or change the following fees while remaining within the range of Peer Set market rates:

Rental Car / TNC Fees	<ul style="list-style-type: none"> • New Fee: 10% of Gross Receipts • Ranges 10-12% or \$4.50/trip and \$50 per vehicle/month
Vehicular Parking Fee:	<ul style="list-style-type: none"> • New Fee: \$45 / month • Typically \$5-7/night or \$45/month (ranges \$25-\$150)
AOA Access Fee	<ul style="list-style-type: none"> • Change: \$40 / card annually for all users, no waiver for hangar owners • Standard \$25 / user, max \$50 / user
Commercial Aeronautical Permit Fee	<ul style="list-style-type: none"> • Change: 1% of Gross Income to tiered fixed fee from \$500 – \$2,000 • 2% of Gross Receipts @ Dona Ana, but otherwise \$100-\$558 fixed fee
Hangar Transfer Fee	<ul style="list-style-type: none"> • No Change: 3% of greater sale or assessed price • Typically ranges from \$50 - \$1,000 fixed fee

Figure 5. Other Airport Fees.

Other fees charged at some airports, but not found in the Peer Set, include security fees and infrastructure fees. Security fees are common at commercial service airports to recover the cost of operating an Airport Security Program under 49 CFR 1542. At general aviation airports, the expense of security measures are typically recovered through an access fee which HCR already has in place. Historically, infrastructure fees have not been charged by airports to GA users. Some FBOs are implementing infrastructure fees to cover private capital expenditures that are not passed through to the airport.

3.0 Landing Fee Methodology

Landing fees provide a relatively inelastic revenue source to cover shortfalls in funding from market-based rates discussed above. HCR currently charges a landing fee \$4.00 for transient aircraft with a maximum takeoff weight (MTOW) under 8,000 pounds and \$4.00 / 1,000 pounds for transient aircraft with a MTOW of 8,000 pounds or more. No other airport in the peer set collects landing fees for aircraft under 6,000 pounds with Moab as the only airport collecting fees on aircraft under 8,000 pounds.

As a cost recovery mechanism, landing fees can be determined by dividing expenditures, less all other airport revenues and any reserve funds, by the anticipated landed weight for the rate setting period. The Master Plan prepared by Ardurra includes the ACIP that provides estimated costs and timing for implementing each of the proposed projects over the 15-year planning period. The cost estimates include engineering design fees of ten percent, construction/project design contingencies of ten percent, construction administration services of ten percent, a fixed legal and administrative fee of \$3,000 per project, and four percent per year escalation up to the year of construction.

Capital project expenditures assume FAA Airport Improvement Program (“AIP”) federal grants funding 90.63% and UDOT state grants⁴ funding 4.685% of ACIP-eligible projects⁵ (Figure 6) as well as 90.00% of

⁴ The FAA Reauthorization Act of 2024 provides for a 95% match in federal funds through FY 2026. UDOT confirmed state funding would still match half of the sponsor participation at 2.5%.

⁵ Removed \$1.5M in FBO Building and \$5.4M in Hangar Acquisition costs from North Campus Ramp project.

state funded ACIP projects (Figure 7). Heber City's sponsor participation of capital projects is 4.685% of federal eligible projects, 10% of state funded projects, and 100% of locally funded projects (Figure 8).

Year	Airport Capital Improvement Projects (ACIP) - Federal FY (Oct 1 - Sep 30)	2024 Hard Cost	Future Value
2024	AWOS Replacement	\$ 160,000	\$ 160,000
2024	Phase 1 Runway Relocation - EA	\$ 800,000	\$ 800,000
2025	Pavement Preservation	\$ 376,900	\$ 513,000
2026	Phase 1 Runway Relocation - AWOS Relocation	\$ 117,575	\$ 169,000
2026	Phase 1 Runway Relocation - Hangar Access Road	\$ 343,110	\$ 486,000
2026	Phase 1 Runway Relocation - Land Acquisition	\$ 3,810,000	\$ 4,961,000
2027	Acquire Snow Removal Equipment	\$ 400,000	\$ 543,000
2028	Phase 2 Runway Relocation - Perimeter Fence & Road	\$ 2,516,800	\$ 3,831,000
2029	Pavement Preservation	\$ 376,900	\$ 600,000
2030	Phase 2 Runway Relocation - South Campus Ramp	\$ 9,382,460	\$ 15,437,000
2031	Phase 2 Runway Relocation - North Campus Ramp	\$ 2,617,280	\$ 4,481,000
2033	Pavement Preservation	\$ 376,900	\$ 702,000
2033	North Campus Box Hangar Development	\$ 299,550	\$ 559,000
2035	Phase 3 Runway Relocation - Taxiway Relocation	\$ 8,131,273	\$ 16,278,000
2038	Phase 3 Runway Relocation - Runway Relocation	\$ 14,598,427	\$ 32,869,000

Figure 6. Federal ACIP-eligible Projects.

Year	State Funded Projects	2024 Hard Cost	Future Value
2025	Pavement Preservation - Parallel T/W and aprons	\$ 237,600	\$ 321,000
2029	Pavement Preservation - Parallel T/W and aprons	\$ 237,600	\$ 376,000
2033	Pavement Preservation - Parallel T/W and aprons	\$ 237,600	\$ 440,000

Figure 7. UDOT State Funded Projects.

Year	Locally Funded Projects	2024 Hard Cost	Future Value
2023	Phase II ESA	\$ 175,000	\$ 175,000
2025	Pavement Preservation - 15' in front of hangars and T/L	\$ 67,800	\$ 92,000
2029	Pavement Preservation - 15' in front of hangars and T/L	\$ 67,800	\$ 107,000
2033	Pavement Preservation - 15' in front of hangars and T/L	\$ 67,800	\$ 125,000

Figure 8. Locally Funded Projects.

Expenses were forecasted by calculating the future value of the FY2024-25 budget for the Airport Special Revenue Fund (21) and Airport Capital Improvement Fund (41) at a 3% annual growth rate.⁶ Operating revenues were forecast based on growth in aircraft operations projected in the Airport Master Plan at 1.3% annually.⁷ Landed weight of 82,737,000 pounds for the period April 1, 2023 through March 31, 2024 was calculated using operations observed by Virtower's ADS-B sensor at HCR to establish the 2024 baseline.

⁶ The analysis reduced FY2024-25 legal expense (21.4033) to \$55,000 and professional services (21.4031) by 50% in FY2027-28 down to ~\$55,000 reflecting a decrease in ongoing external support.

⁷ The analysis increased Miscellaneous Income (21.3620) to \$6,100 from existing AOA Access Fees in 2024. Hangar Ground Lease Fees (21.4071) are grown at 3% annually. Airport Business FBO/SASO Lease (21.3470) revenue increases in 2025 for apron and 31,500 sq ft Hangar F. Additional revenue is anticipated from 3% in Hangar Transfer Fees (21.3474) of the estimated \$5M value from sales in 2025. Also included is incremental revenue from 5,000 sq. ft. of hangars reverting to building rent rates @ \$0.34 / sq. ft. monthly in 2025 and 12,961 sq. ft. in 2027.

The General Aviation Landing Fee is calculated so that the Airport Restricted Revenue Fund is not negative or more than the Airport Sponsor's Participation of Uncompleted Projects in any year during the rate setting period. A rate setting period through 2030 was used given uncertainty in assumptions beyond this time.

The General Aviation Landing Fee was calculated using the following methodology:

- Line Item A. Operation and Maintenance Expenditures. This line item is Heber City's costs for the operation, maintenance, and repair of the Airport and includes salaries and employee benefits, utility costs, ordinary maintenance, direct and indirect administrative and general expenses listed in the annual operating budget of the Airport Special Revenue Fund (21) for the rate setting period.
- Line Item B. Operation and Maintenance Reserve. This line item is an amount equal to one fifth (1/5) of the amount appropriated in the annual budget for Operation and Maintenance Expenses for the rate setting period.
- Line Item C. Capital Improvement Plan Expenditures. This line item includes the sponsor's participation of federal, state, and locally funded capital projects and other capital expenditures attributable to the airport cost center equal to the budgeted amount for Capital Improvement Fund (41) for the rate setting period.
- Line Item D. Capital Improvement Plan Reserve Charge. This line item includes financing and contingencies that ensure airport self-sufficiency and a positive cashflow in future rate setting periods. The Capital Improvement Plan Reserve Charge is the Sponsor's CIP Participation of Uncompleted Projects divided by the number of current and future rate setting periods in the CIP. The Sponsor's CIP Participation of Uncompleted Projects means the total capital expense of uncompleted CIP projects less projected capital revenues from federal and state grant sources for future rate setting periods in the CIP.
- Line Item E. Airport Total Requirement. This line item is the sum of the following line items: Operation and Maintenance Expenditures, Operation and Maintenance Reserve Charge, Capital Improvement Plan Expenditures, and Capital Improvement Plan Reserve Charge.
- Line Item F. Credits to Airport Total Requirement. This line item identifies the credits to the Airport Total Requirement which include other airport revenues and the prior period ending balance of the Airport Restricted Revenue Fund, if any. The Airport Restricted Revenue Fund is a reserve fund to facilitate financing and cover contingencies. Any surplus revenue from the airport cost center will be transferred to the Airport Restricted Revenue Fund at the end of the fiscal year.
- Line Item G. Airport Net Requirement. This line item is the Airport Total Requirement less Credits to the Airport Total Requirement.
- Line Item H. Total Landed Weight is the sum of the Maximum Take Off Weight (MTOW) rounded up to the next highest 1,000 pound interval of each transient aircraft landing at the Airport with a MTOW of 8,000 pounds or more. For aircraft with a MTOW of less than 8,000 pounds, the landed weight is calculated as 1,000 pounds.
- Line Item I. General Aviation Landing Fee. This line item is the Airport Net Requirement divided by Total Landed Weight.⁸

⁸ The General Aviation Landing Fee calculation accounts for the 16% collection fee assessed by Vector Systems.

The General Aviation Landing Fee was calculated as set forth in Table A below.

	Line Item
Operations and Maintenance Expense	A
Operations and Maintenance Reserve Charge	B
Capital Improvement Plan Expenditures	C
Capital Improvement Plan Reserve Charge	D
AIRPORT TOTAL REQUIREMENT	E = A + B + C + D
Less Credits to Airport Total Requirement	F
AIRPORT NET REQUIREMENT	G = E – F
Total Landed Weight	H
General Aviation Landing Fee (per 1,000 lbs)	I = G / H

4.0 Conclusion

OPTION 1a. By the end of 2030, HCR is projected to have a shortfall of \$470,000 required to fund the \$1.8M in Sponsor Participation in Capital Projects. Based on the above methodology, a minimum General Aviation Landing Fee of at least \$4.21 is necessary to meet timely sponsor participation of capital project expenses throughout the rate setting period. Establishing landing fees above the minimum is a conservative approach to growing the Airport Restricted Revenue Fund early in the planning horizon to avoid the need for debt financing or delays in construction. An increase in landing fees for transient aircraft with a maximum takeoff weight (MTOW) under 8,000 pounds from \$4.00 to \$6.00 (50% increase) and landing fees for transient aircraft with a maximum takeoff weight of 8,000 pounds or more from \$4.00 to \$6.00 / 1,000 pounds MTOW (50% increase) is expected to establish a reserve of \$792,000 in 2030.

OPTION 1b. Eliminating the based aircraft waiver for landing fees or implementing a based aircraft fee in lieu of landing fees is an option to mitigate the landing fee increase or generate a more robust reserve. The landed weight of based aircraft for the period April 1, 2023 through March 31, 2024 was 11,359,000 pounds. Additional revenue from based aircraft landing fees would permit a minimum General Aviation Landing Fee of \$0.62 less than with the based aircraft exemption. The equivalent Based Aircraft Fee would be \$170 annually for aircraft under 8,000 pounds MTOW and \$170 / 1,000 pounds annually for aircraft 8,000 pounds MTOW and over. The reserve would grow to approximately \$1.15M in 2030, representing 35% of the Sponsor Participation of Uncompleted Projects if the based aircraft exemption is eliminated along with an increase in the landing fee to \$6.00.

OPTION 2. Alternatively, the Airport could achieve a comparable financial result during the rate setting period without significantly increasing landing fees by implementing the following:

1. increase the fuel flowage fee from \$0.05 / gallon to \$0.10 for avgas (100% increase) and \$0.15 for jet fuel (200% increase) after January 2025 with market rate adjustments every 5th year,
2. escalate landing fees by three percent annually,
3. establish a hangar rental rate of \$0.34 / sq ft monthly for City-owned hangars,
4. change the Commercial Aeronautical Permit Fee from 1% gross income to a fixed tier of \$500 for gross income under \$100,000, \$1,000 for gross income between \$100,000 and \$1,000,000, and \$2,000 for a gross income over \$1,000,000,
5. assess the AOA Access Fee for all users with no waiver for hangar owners, and
6. collect a \$45 / month parking fee on airport-owned property.

Adopting the above rates and fees would establish a reserve of approximately \$1.1M in 2030, representing 33% of the Sponsor Participation of Uncomplete Projects. Landing fees could be adjusted in subsequent

years if the reserve is projected to be insufficient for, or exceed, the Sponsor's CIP Participation in Uncompleted Projects. The Airport Advisory Board should monitor the projected Airport Restricted Revenue Fund and adjust landing fees if projected reserves are insufficient to cover or substantially exceed the Sponsor's CIP Participation in Uncompleted Projects.

The Heber Valley Airport is entering a sustained, capital intensive period of facility redevelopment with little in reserve to finance construction projects. Over the 15-year planning period, the Airport must generate approximately \$4.4 million in additional revenue above existing levels, of which \$1.8 million is required through 2030. Funding this aggressive capital redevelopment program is feasible, but an immediate increase in airport rates and charges is required to fund a capital reserve from surplus revenue if the Sponsor desires to avoid debt financing through airport revenue bonds.

APPENDIX 1 – AIRPORT PEER SET SAMPLE

Loc_ID	Name	City	State_ID	ILS_Flag	ATCT_Flag	DBAC%	CII%rank	DNRV%	Indexed
HCR	HEBER VALLEY	HEBER	UT	1	1	1	1	1	5
EKO	ELKO RGNL	ELKO	NV	1	1	0.925267	0.935943	0.8889	4.75
DNA	DONA ANA COUNTY INTL JETPORT	SANTA TERESA	NM	1	1	0.918149	0.871886	0.8889	4.68
DIJ	DRIGGS-REED MEML	DRIGGS	ID	1	1	0.800712	0.985765	0.8889	4.68
MYL	MC CALL MUNI	MC CALL	ID	1	1	0.978648	0.918149	0.7778	4.67
COD	YELLOWSTONE RGNL	CODY	WY	1	1	0.935943	0.846975	0.8889	4.67
CNY	CANYONLANDS RGNL	MOAB	UT	1	1	0.818505	0.928826	0.8889	4.64
LAR	LARAMIE RGNL	LARAMIE	WY	1	1	0.768683	0.97153	0.8889	4.63
EIK	ERIE MUNI	ERIE	CO	1	1	0.893238	0.925267	0.7778	4.6
IGM	KINGMAN	KINGMAN	AZ	1	1	0.953737	0.864769	0.7778	4.6
VEL	VERNAL RGNL	VERNAL	UT	1	1	0.725979	0.975089	0.8889	4.59
HII	LAKE HAVASU CITY	LAKE HAVASU CITY	AZ	1	1	0.790036	0.875445	0.8889	4.55
SEZ	SEDONA	SEDONA	AZ	1	1	0.882562	0.882562	0.7778	4.54
PGA	PAGE MUNI	PAGE	AZ	1	1	0.918149	0.718861	0.8889	4.53
SBS	STEAMBOAT SPRINGS/BOB ADAMS FLD	STEAMBOAT SPRINGS	CO	1	1	0.868327	0.765125	0.8889	4.52
ALM	ALAMOGORDO-WHITE SANDS RGNL	ALAMOGORDO	NM	1	1	0.957295	0.768683	0.7778	4.5
SKX	TAOS RGNL	TAOS	NM	1	1	0.725979	0.879004	0.8889	4.49
AFO	AFTON MUNI	AFTON	WY	1	1	0.825623	0.850534	0.7778	4.45
TEX	TELLURIDE RGNL	TELLURIDE	CO	1	1	0.686833	0.960854	0.7778	4.43
SOW	SHOW LOW RGNL	SHOW LOW	AZ	1	1	0.743772	0.758007	0.8889	4.39
SAD	SAFFORD RGNL	SAFFORD	AZ	1	1	0.825623	0.779359	0.7778	4.38
PNA	RALPH WENZ FLD	PINEDALE	WY	1	1	0.758007	0.843416	0.7778	4.38
PSO	STEVENS FLD	PAGOSA SPRINGS	CO	1	1	0.779359	0.818505	0.7778	4.38
SZT	SANDPOINT	SANDPOINT	ID	1	1	0.758007	0.836299	0.7778	4.37
BMC	BRIGHAM CITY RGNL	BRIGHAM CITY	UT	1	1	0.843416	0.733096	0.7778	4.35
MZJ	PINAL AIRPARK	MARANA	AZ	1	1	0.686833	0.868327	0.7778	4.33
ATS	ARTESIA MUNI	ARTESIA	NM	1	1	0.661922	0.75089	0.8889	4.3
CEZ	CORTEZ MUNI	CORTEZ	CO	1	1	0.743772	0.761566	0.7778	4.28
FLX	FALLON MUNI	FALLON	NV	1	1	0.946619	0.55516	0.7778	4.28
JER	JEROME COUNTY	JEROME	ID	1	1	0.772242	0.718861	0.7778	4.27
BRG	BELEN RGNL	BELEN	NM	1	1	0.846975	0.637011	0.7778	4.26
SVC	GRANT COUNTY	SILVER CITY	NM	1	1	0.672598	0.697509	0.8889	4.26
BYG	JOHNSON COUNTY	BUFFALO	WY	1	1	0.647687	0.822064	0.7778	4.25
RXE	REXBURG-MADISON COUNTY	REXBURG	ID	1	1	0.953737	0.508897	0.7778	4.24
LND	HUNT FLD	LANDER	WY	1	1	0.83274	0.508897	0.8889	4.23
ANK	SALIDA/HARRIETT ALEXANDER FLD	SALIDA	CO	1	1	0.818505	0.626335	0.7778	4.22
1V6	FREMONT COUNTY	CANON CITY	CO	1	1	0.911032	0.508897	0.7778	4.2
PO8	COOLIDGE MUNI	COOLIDGE	AZ	1	1	0.761566	0.654804	0.7778	4.19
GNG	GOODING MUNI	GOODING	ID	1	1	0.903915	0.508897	0.7778	4.19
FMM	FORT MORGAN MUNI	FORT MORGAN	CO	1	1	0.758007	0.654804	0.7778	4.19
BXK	BUCKEYE MUNI	BUCKEYE	AZ	1	1	0.893238	0.508897	0.7778	4.18
RTN	RATON MUNI/CREWS FLD	RATON	NM	1	1	0.558719	0.843416	0.7778	4.18
AEJ	CENTRAL COLORADO RGNL	BUENA VISTA	CO	1	1	0.597865	0.786477	0.7778	4.16
20V	MC ELROY AIRFIELD	KREMMLING	CO	1	1	0.686833	0.793594	0.6667	4.15
U02	MCCARLEY FLD	BLACKFOOT	ID	1	1	0.850534	0.508897	0.7778	4.14
DGW	CONVERSE COUNTY	DOUGLAS	WY	1	1	0.725979	0.604982	0.7778	4.11
AVQ	MARANA RGNL	MARANA	AZ	1	1	0.330961	0.886121	0.8889	4.11
LAA	SOUTHEAST COLORADO RGNL	LAMAR	CO	1	1	0.672598	0.654804	0.7778	4.11
LAM	LOS ALAMOS	LOS ALAMOS	NM	1	1	0.818505	0.508897	0.7778	4.11
GUP	GALLUP MUNI	GALLUP	NM	1	1	0.587189	0.733096	0.7778	4.1
OLS	NOGALES INTL	NOGALES	AZ	1	1	0.530249	0.786477	0.7778	4.09
SAA	SHIVELY FLD	SARATOGA	WY	1	1	0.530249	0.893238	0.6667	4.09
ITR	KIT CARSON COUNTY	BURLINGTON	CO	1	1	0.619217	0.672598	0.7778	4.07
PAN	PAYSON	PAYSON	AZ	1	1	0.779359	0.508897	0.7778	4.07
65S	BOUNDARY COUNTY	BONNERS FERRY	ID	1	1	0.896797	0.384342	0.7778	4.06
TOR	TORRINGTON MUNI	TORRINGTON	WY	1	1	0.711744	0.565836	0.7778	4.06
74V	ROOSEVELT MUNI	ROOSEVELT	UT	1	1	0.711744	0.55516	0.7778	4.04
BDU	BOULDER MUNI	BOULDER	CO	1	1	0.875445	0.384342	0.7778	4.04
AJZ	BLAKE FLD	DELTA	CO	1	1	0.871886	0.384342	0.7778	4.03
POY	POWELL MUNI	POWELL	WY	1	1	0.743772	0.508897	0.7778	4.03