

**SUBMITTAL TO THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



**ITEM: 3.53  
(ID # 27441)**

**MEETING DATE:**  
Tuesday, June 24, 2025

**FROM :** TLMA - AVIATION

**SUBJECT:** TRANSPORTATION AND LAND MANAGEMENT AGENCY/AVIATION: Riverside County Aviation Rates and Fees Fiscal Year 25/26, All Districts [\$0]

**RECOMMENDED MOTION:** That the Board of Supervisors:

1. Approve the proposed rates and fees for the County of Riverside Aviation Division, per Exhibit A.

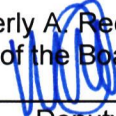
**ACTION:Policy**

---

**MINUTES OF THE BOARD OF SUPERVISORS**

On motion of Supervisor Spiegel, seconded by Supervisor Gutierrez and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Medina, Spiegel, Washington, Perez and Gutierrez  
Nays: None  
Absent: None  
Date: June 24, 2025  
xc: TLMA-Aviation

Kimberly A. Pector  
Clerk of the Board  
By:   
Deputy

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

<b>FINANCIAL DATA</b>	<b>Current Fiscal Year:</b>	<b>Next Fiscal Year:</b>	<b>Total Cost:</b>	<b>Ongoing Cost</b>
<b>COST</b>	N/A	N/A	N/A	N/A
<b>NET COUNTY COST</b>	N/A	N/A	N/A	N/A
<b>SOURCE OF FUNDS: N/A</b>			<b>Budget Adjustment: NO</b>	
			<b>For Fiscal Year: 25/26</b>	

**C.E.O. RECOMMENDATION: APPROVE**

**BACKGROUND:**

**Summary**

The Riverside County Aviation Division is updating its airport fees to align with current operational costs while maintaining fairness for tenants and airport users. Airport fees were last updated in 2015. The goal of the fee increases is to utilize the rate increases to partially cover operating costs and increased costs associated with operations, regulatory compliance including required annual Federal Aviation Administration and airport improvements. The methodology for determining the proposed rate increases examined operational costs including labor, maintenance, and airport capital improvements such as runway pavement and terminal facilities, and fair market value of the services available.

Key updates include revised rates for tie-downs and T-hangars, setting new tenant rates equal to what long-term tenants currently pay. Adjustments to hangar and tie-down rates will apply only to new tenants, with existing tenants continuing to pay rates per their current agreements.

Beginning in July 2025, tie-down and hangar rates for new tenants as well as existing tenants will be subject to an annual increase based on the Consumer Price Index (CPI), provided, however that the fees determined via CPI shall be rounded to the nearest dollar.

To optimize hangar space usage, a new fee will be introduced for non-airworthy aircraft stored beyond three years without an approved plan to return the aircraft to airworthy condition. Other changes include a new waitlist fee for T-hangars due to high demand, a fee increase to gate access transmitter issuance, and updated fees for aviation services such as self-fueling, and Specialized Aviation Service Operator permits. These adjustments ensure the County's airports remain financially sustainable while continuing to provide high-quality services for the aviation community. Revenue generated from these adjustments will support aviation operational and administrative costs across the county's airport system.

Unlike typical government departments, airports operate under a federal enterprise model. The Federal Aviation Administration (FAA) requires airports to set fees based on fair market value where possible and generate sufficient revenue to maintain and improve infrastructure as best as possible without reliance on the general fund. Cost recovery alone is not enough; self-sustainability is the regulatory standard. For example: FAA Grant Assurance 24 – Fee and Rental Structure states “the airport owner or operator will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport.” Additionally, FAA Compliance Manual – FAA Order 5190.6B, Chapter 15: “Self-Sustainability and Fee and Rental Structures”

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

reinforces that cost allocation methods are not the same as cost recovery under FAA guidelines and that airports can and should generate surplus revenue to reinvest in airport facilities—not just recover current operational costs. Regardless, the fees and lease rates proposed act to offset the cost of the service provided only and does not exceed the reasonable cost of providing that service and is not deemed to be a tax under prop 26.

The Auditor-Controller has approved the methodology for the development of the rates and fees.

**FEES FOR COUNTY TIE-DOWNS AND HANGARS**

Aircraft tie downs are available for based and transient pilots to use daily or monthly at French Valley and Hemet Ryan Airports. A “single” parking spot is for an aircraft with a single engine; a “pull-through” is a space where the aircraft can pull forward from the space rather than backing out. A “twin” is an aircraft with two engines. Helicopters use a helicopter pad or multiple tie-down spaces, depending on the size of the aircraft. The larger the aircraft, the larger the tie-down required. Hangars are also available for lease.

Since the last adjustment in 2015, Riverside County Airport rates and fees have increased annually based on the Consumer Price Index (CPI) using the Riverside-San Bernardino-Ontario Index (Series Report #CUURS49CSA0), with adjustments made each March. However, under the current structure, existing tenants incur these annual increases, while new tenants start at the original 2015 rate, creating a disparity where long-term tenants are paying significantly more than new tenants for the same space.

For example, a tenant who leased a hangar in 2015 is now paying \$745 per month due to CPI adjustments, whereas a new tenant entering today would only pay \$523. The proposed fee adjustment sets the new initial rate at \$745. This change promotes fairness and consistency while maintaining a sustainable revenue structure for airport operations.

**Helicopters**

The Aviation Division has also seen a steady increase in the activity of large helicopters requiring 2.5 helipad spaces for their oversize aircraft. Using the proposed 2025 rate of \$14/day x 2.5 spaces, the proposed new daily rate for helicopters with more than a 41’ rotor is \$35/day. Each support vehicle (fuel trucks, RV/Command trailers, crew transport vehicles, maintenance trucks, water tenders, etc.), will be charged the daily single aircraft rate.

Updated tie-down and hangar fees will apply only to new tenants and tenants without lease agreements. Existing tenants with lease agreements will continue to pay fees according to their lease agreement.

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

**Non-Airworthy Aircraft**

To optimize hangar space usage, a new fee of 50 percent above the current hangar rental rate will be introduced for non-operational aircraft stored more than three years without an approved plan to return the aircraft to airworthy condition.

The Riverside County Director of Airports may authorize a fee waiver if requested on a case-by-case basis upon submission of a plan or demonstrated progress to bring the subject aircraft into airworthy status.

**Wait List Fee**

Riverside County Aviation offers T-hangars to aircraft owners to store their aircraft. Due to the high demand for hangar space, we currently have a substantial wait list of more than 80 aircraft owners desiring a hangar. Through the Rates & Fees Schedule, we are proposing the implementation of a T-hangar Wait List Application and Fee. The proposed \$80 initial application fee for the Hangar Wait List is based on historic labor effort for the task as well as a comparison of fees at comparable airports.

**FEES FOR COUNTY AIRPORT ACCESS**

**Gate Transmitters**

Security Gate Access Transmitters and keypad access provide 24-hour access to individuals owning aircraft and leasing hangar space in French Valley, Hemet Ryan, Jacqueline Cochran Regional and Blythe Airports.

Since the adoption of gate transmitters in 2011, there has been a significant increase in their cost. Initially priced at \$25, plus shipping and tax, the \$40 charge enabled us to cover the staff cost associated with issuance. However, the current cost of these transmitters now exceeds \$45 each.

To align with rising costs, we are proposing a fee adjustment to \$75 per transmitter. This fee will also apply to tenants who return malfunctioning transmitters for replacement. The justification for this increase is based on the \$45 cost of the transmitter, as well as the additional labor required to process each request. Staff time includes collecting and processing the application, coordinating insurance coverage (which requires showing the County as an additional insured), and programming the transmitter.

While the actual cost to issue each transmitter totals \$111.41, including both labor and materials, we are proposing a more modest fee adjustment to \$75.00 (up from the current \$40.00). We recognize that a full cost recovery increase would represent a significant jump for our tenants, and implementing such a steep increase all at once would generate considerable frustration. By setting the fee at \$75.00, we are working toward better cost recovery in a measured and reasonable way, balancing fiscal responsibility with sensitivity to tenants' concerns. Given these costs, we believe the proposed increase to \$75 is reasonable and necessary to ensure the continued functionality of this access system

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

**Non-Tenant Airport Access for Blimps, Balloon Recovery or Banner Towing**

When a non-tenant blimp, or balloon lands at one of our airports, or a company wishes to engage in Banner Towing, airport personnel must meet with the entity and provide airport access, remain on-site to oversee the activity on-site, and escort them off airport property. This service incurs a fee of \$200 covering Airport staff assistance for facilitating airport access to the field. This fee is based on historic labor effort for the task as well as a comparison of fees at comparable airports.

The Airport Manager holds the explicit authority to restrict banner towing, particularly during peak activity in the winter months, emphasizing the pivotal role of safety considerations in evaluating the feasibility of towing operations.

**FEES FOR VARIOUS AVIATION RELATED ACTIVITIES  
(TENANT)**

**Specialized Aviation Service Operator (SASO) – Permit Fee (yearly)**

Section B.4 of Ordinance 576, Rules and Regulations for Operation of County Airports states that any person desiring to use an airport for any revenue producing activity shall file an application for an appropriate permit, license, or agreement with, and on the forms prescribed by, the Director and shall pay the fees, rates or charges as established by resolution of the Board. The proposed fee for this permit is \$150.00 and is based on historic labor effort for the task as well as a comparison of fees at comparable airports.

While the actual cost to issue a permit is \$183.73, we are proposing a more modest initial fee as this is a service we have not charged for previously and implementing such a steep increase all at once would generate considerable frustration. By setting the fee at \$150.00, we are working toward better cost recovery in a measured and reasonable way, balancing fiscal responsibility with sensitivity to tenant concerns. Given these costs, we believe the proposed initial fee of \$150.00 to be reasonable.

**Airport Facility Rental Rate**

An increase in the one-time deposit collected for events is proposed to increase from \$500 to \$1000 per event. The justification for this is recent incidents where our potential exposure far exceeded the deposit on hand. In one incident a water truck hit and damaged a fire hydrant and flooded an airport road. In another incident our airport security camera system was disabled and required after hours response from our maintenance crew. To balance this increase, we are also proposing that the deposit become fully refundable—compared to the current policy where only 50% is refundable—provided no damage or additional costs are incurred during the event.

**Impact on Residents and Businesses**

Overall, rate and fee increases have been kept as low as possible to cover the cost of doing business while providing the opportunity for all types of aeronautical uses to use our airports. Fees for improvement projects and long-term leases are expected to be recovered by tenants

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

that have revenue generating sources. Fees related to facility rental for special events are expected to have minimal impact as these events are rare due to FAA regulations which require strict guidelines on airport use.


**Additional Fiscal Information**

There is no net county cost, and no budget adjustment is required.

**ATTACHMENT:**

**Exhibit A – 2025/2026 Rates and Charges**

**Exhibit B – Detailed Explanation of Rates and Charges**

  
\_\_\_\_\_  
Jason Farin, Principal Policy Analyst                      6/19/2025

  
\_\_\_\_\_  
Aaron Gettis, Chief of Deputy County Counsel                      5/1/2025

## **Riverside County Aviation Division FY 2025 Rates/Fees**

### **Riverside County Airport Fees Update**

The Riverside County Aviation Division is updating its airport fees to align with current operational costs while maintaining fairness for tenants and airport users. Airport fees were last updated in 2015.

The revenue received from the increase in fees will be used for Aviation operational and administrative costs.

### **FEES FOR COUNTY TIE-DOWNS AND HANGARS**

Aircraft tie downs are available for based and transient pilots to use daily or monthly at French Valley and Hemet Ryan Airports. A “single” parking spot is for an aircraft with a single engine; a “pull-through” is a space where the aircraft can pull forward from the space rather than backing out. A “twin” is an aircraft with two engines. Helicopters use a helicopter pad or multiple tie-down spaces, depending on the size of the aircraft. The larger the aircraft, the larger the tie-down is required. Hangars are also available for lease.

Since the last adjustment in 2015, Riverside County Airport rates and fees have increased annually based on the Consumer Price Index (CPI) using the Riverside-San Bernardino-Ontario Index (Series Report #CUURS49CSA0), with adjustments made each March. However, under the current structure, existing tenants incur these annual increases, while new tenants start at the original 2015 rate, creating a disparity where long-term tenants are paying significantly more than new tenants for the same space.

For example, tenants who leased a tie down spot at French Valley Airport in 2015 would now be paying \$93.98 per month due to annual CPI increases. To correct this inequity, the proposed new rate for a single tie down spot is rounded to \$94 per month and will increase annually based on CPI, provided, however that the fees determined via CPI shall be rounded to the nearest dollar.

Similarly, a tenant who leased a hangar in 2015 would now be paying \$744.69 per month due to CPI adjustments, whereas a new tenant entering today would only pay \$523. The proposed fee adjustment sets the new initial rate at \$745. This change promotes fairness and consistency while maintaining a sustainable revenue structure for airport operations.

#### **Helicopters**

The Aviation Division has also seen a steady increase in the activity of large helicopters requiring 2.5 helipad spaces for their oversize aircraft. Using the proposed 2025 rate of \$14/day x 2.5 spaces, the proposed new daily rate for helicopters with more than a 41’ rotor is \$35/day. Each support vehicle (fuel trucks, RV/Command trailers, crew transport vehicles, maintenance trucks, water tenders, etc.), will be charged the daily single aircraft rate.

Updated tie-down and hangar fees will apply only to new tenants and tenants without lease agreements. Existing tenants with lease agreements will continue to pay fees according to their lease agreement.

## **Riverside County Aviation Division FY 2025 Rates/Fees**

### **Non-Airworthy Aircraft**

To optimize hangar space usage, a new fee of 50 percent above the current hangar rental rate will be introduced for non-operational aircraft stored more than three years without an approved plan to return the aircraft to airworthy condition. County staff will determine the status of an aircraft and applicability of the fee based on a logged flight in the last three years or a copy of the aircraft maintenance logbook indicating current airworthy status. The Riverside County Director of Airports may authorize a fee waiver if requested on a case-by-case basis upon submission of a plan or demonstrated progress to bring the subject aircraft into airworthy status.

Santa Maria Airport charges non-airworthy aircraft a fee of 40 percent above current hangar rental rates. Watsonville Airport charges non-airworthy aircraft a fee of 75 percent above current hangar rental rates.

### **Wait List Fee**

Riverside County Aviation offers T-hangars to aircraft owners to store their aircraft. Due to the high demand for hangar space, we currently have a substantial wait list of more than 80 aircraft owners desiring a hangar. Through the Rates & Fees Schedule, we are proposing the implementation of a T-hangar Wait List Application and Fee. The proposed \$75 initial application fee for the Hangar Wait List is reasonable as the historical actual cost of receiving the application, reviewing it, verifying registration of the subject aircraft, and maintaining the list is 1.6 hours of Admin Services Analyst I staff hours at a rate of \$51.08 per hour (including benefits), or \$81.73.

In comparison to other airports, Torrance Airport charges \$75; San Jose Airport charges \$75 initially and \$50 per year to stay on the list. Fullerton and Modesto Airports charge \$100. Watsonville Airport charges \$50 to be placed on the list initially and \$100 per year to stay on the list. Livermore Airport charges \$204. Sonoma County charges one month's rent in advance.

## **FEES FOR COUNTY AIRPORT ACCESS**

### **Gate Transmitters**

Security Gate Access Transmitters and keypad access provide 24-hour access to individuals owning aircraft and leasing hangar space in French Valley, Hemet Ryan, Jacqueline Cochran Regional and Blythe Airports.

Since the adoption of gate transmitters in 2011, there has been a significant increase in their cost. Initially priced at \$25, plus shipping and tax, the \$40 charge enabled us to cover the staff cost associated with issuance. However, the current cost of these transmitters now slightly exceeds \$45 each.

To align with rising costs, we are proposing a fee adjustment to \$75 per transmitter. This fee will also apply to tenants who return malfunctioning transmitters for replacement. The justification for this increase is based on the \$45 cost of the transmitter, as well as the additional 1.3 hours of labor required to process each request. Staff time includes collecting and processing the application, coordinating insurance coverage (which requires showing the County as an additional insured), and programming the transmitter. This work is performed by our Admin Services Analyst I staff at a rate of \$51.08 per hour (including benefits). The total cost to issue a transmitter is \$66.41 in labor plus \$45 for the transmitter, totaling \$111.41.

## **Riverside County Aviation Division FY 2025 Rates/Fees**

Given these costs, we believe the proposed increase to \$75 is reasonable and necessary to ensure the continued functionality of this access system

### **Non-Tenant Airport Access for Blimps, Balloon Recovery or Banner Towing**

When a non-tenant blimp, or balloon lands at one of our airports, or a company wishes to engage in Banner Towing, airport personnel must meet with the entity and provide airport access, oversee the activity on-site, and escort them off airport property. This service incurs a fee of \$150 covering Airport staff assistance for facilitating airport access to the field. This fee is reasonable as this activity historically takes a minimum of 2 hours of labor with one of our Airport Operations and Maintenance Supervisors at an hourly rate (with benefits) of \$68.83, or \$137.66. If the request occurs after regular hours, the overtime rate for two hours of an Airport Operations and Maintenance Supervisor is \$206.49.

For comparison, Santa Clara charges banner towing operators a daily use fee of \$111.50-\$222.00 depending on the size of the aircraft and charges blimps \$253.50 per day. Sonoma County Airport charges an annual fee of \$500 plus \$67 per hour for recovery escort (\$85 per hour if overtime).

The Airport Manager holds the explicit authority to restrict banner towing, particularly during peak activity in the winter months, emphasizing the pivotal role of safety considerations in evaluating the feasibility of towing operations.

## **FEES FOR VARIOUS AVIATION RELATED ACTIVITIES (TENANT)**

### **Specialized Aviation Service Operator (SASO) – Permit Fee (yearly)**

Section B.4 of Ordinance 576, Rules and Regulations for Operation of County Airports states that any person desiring to use an airport for any revenue producing activity shall file an application for an appropriate permit, license, or agreement with, and on the forms prescribed by, the Director and shall pay the fees, rates or charges as established by resolution of the Board. Historically this activity takes 2 hours for a Supervising Development Specialist at \$91.86 per hour (including benefits), or \$183.73. The proposed fee for this service is \$100.00.

In comparison to other airports, Santa Clara airport charges \$120, Los Angeles general aviation airports charge \$250-\$500, Watsonville Airport charges \$100, San Luis Obispo charges \$350, and Ventura County charges a daily permit of \$199 or an annual fee of \$750-\$2,438, Hayward charges \$120, Santa Maria Airport charges \$150, and San Diego County Airports charge \$468.98 annually. Sonoma County charges \$320-\$690.

### **County Counsel and Airport Staff Cost Recovery Fees**

Historically, the County has charged for County Counsel cost recovery on Consent to Assignment projects based on actual staff hours worked. However, after conducting a detailed analysis of all Consent to Assignment projects over the past year, we have determined that a flat fee is a more efficient and predictable method for cost recovery.

Our analysis reviewed eight projects, with County Counsel costs averaging \$580.93 and Supervising Development Specialist hours averaging 3.3 hours per project at \$91.86/hour, or

**Riverside County Aviation Division FY 2025 Rates/Fees**

\$303.14. When factoring in administrative and processing costs, the average total cost per Consent to Assignment was \$879.48.

Based on this data, we propose setting a standard fee of \$850 per Consent to Assignment. This amount provides a fair and consistent cost structure while ensuring adequate recovery of County Counsel expenses. The new flat-rate structure will streamline the billing process and provide greater cost predictability for applicants.

**Airport Facility Rental Rate**

An increase in the one-time deposit collected for events is proposed to increase from \$500 to \$1000 per event. The justification for this is recent incidents where our potential exposure far exceeded the deposit on hand. In one incident a water truck hit and damaged a fire hydrant and flooded an airport road. In another incident our airport security camera system was disabled and required after hours response from our maintenance crew.

Exhibit "A"  
Riverside County TLMA/Aviation  
FY 2024-2025 Rates Charged for Current Services

Rates and Charges	Current Rates	July 1, 2025
<b>Aircraft Tie-Down Space</b>		
Transient Overnight Single Engine Aircraft or Support Vehicle	\$7.00	\$10.00
Transient Overnight Twin or Helicopter Space (not impacting more than one space)	\$10.00	\$14.00
Transient Overnight Helicopter Parking (41' rotor or More)	Not Established	\$35.00
Transient Overnight Turbo/Jet	\$15.00	\$21.00
Monthly Single Space (aircraft must be registered and airworthy)	\$66.00	\$92.00
Monthly Pull Through Space (aircraft must be registered and airworthy)	\$84.00	\$120.00
Monthly Twin or Helicopter Parking (not impacting more than one space) (aircraft must be registered and airworthy)	\$99.00	\$141.00
<b>T-Hangar (Monthly)</b>		
French Valley Airport Hangar (826-1,036 SF)	\$523.00	\$745.00
French Valley Airport Hangar (1,208-1,222 SF)	\$604.00	\$860.00
French Valley Airport Hangar (1,563 SF)	\$612.00	\$871.00
Hemet-Ryan Airport Hangar (955 SF)	\$392.00	\$558.00
Hemet-Ryan Airport Hangar (1,015 SF)	\$454.00	\$646.00
Non-Airworthy Aircraft Fee = 1.5 times current rate with 3 year grace period for existing hangar tenants	Not established	1.5 times current rate
<b>Hangar Waiting List Fee (Non-refundable)</b>		
Initial Application	Not established	\$75.00
<b>Airport Access Fee</b>		
Gate Access Transmitter Fee	\$40.00	\$75.00
Airport Access for Non-Tenants (Includes Blimps, Balloon Recovery or Banner Towing)	Not established	\$150.00
<b>Miscellaneous Fees</b>		
Fuel Flowage Fee	\$0.12 per gallon/\$0.10 for FBOs if paid by 20th of month.	No Change
Specialized Aviation Service Operator (SASO) - Permit Fee (yearly)	Not established	\$100.00
<b>County Counsel and Airport Staff Cost Recovery Fees</b>		
Sale or Lease Assignment Fee	2 hrs min/29 hrs max @ \$174 per hour for County Counsel	\$850
<b>Airport Facility Fees</b>		
Special Event Fee	\$500.00	No Change
One Time Deposit per Event (50% refundable)	\$500.00	\$1,000.00
Minor Improvement Projects - Non-Refundable	\$300.00	No Change
Major Improvement Projects - Non-Refundable	\$560.00	No Change
<b>Charges by Location (Daily Rate)</b>		
> Unimproved Areas - First 5 acres (i.e. vacant parcels of land)	\$500.00	No Change
> Unimproved Areas - Additional acres in 1 acre increments	\$100.00	No Change
> Runway - Chiriaco Summit Airport Only	\$ 1,500 min/\$5,000 max	No Change
> Taxiways - Jacqueline Cochran Airport Only	\$700.00	No Change
> Apron/Ramps	\$500.00	No Change
> Hangar	\$500.00	No Change
<b>Event Staff Time Fees (including Film Shoots at all airports)</b>		
Aviation Staff Fees Per Hour-Available Monday-Friday, Time and 1/2 before or after designated work hours		Fully Burdened Staff Rate
Airport Ops and Maintenance Worker I	\$33.00	\$41.33/\$61.99 OT
Airport Ops and Maintenance Worker II	\$33.00	\$52.01/\$78.01 OT
Equipment Operator I	Not Established	\$60.56/\$90.84 OT
Airport Ops and Maintenance Supervisor	\$50.00	\$68.83/\$103.24 OT
Admin Services Analyst I	Not Established	\$51.08/\$76.63 OT
Admin Services Analyst II	Not Established	\$67.95/\$101.93 OT
Supervising Development Specialist	Not Established	\$91.86/\$137.79 OT
TLMA Regional Office Manager	Not Established	\$114.59
County Airport Director	\$85.00	\$158.63
<b>Returned Check Fee</b>		
Not-Sufficient Funds for Returned Check	\$25.00	No Change

Note: Airport Rates and Fees increase annually based on a Consumer Price Index (CPI) increase using the Riverside-San Bernardino-Ontario Index (Series Report #CUURS49CSA0), using the March number, and rounded to the nearest dollar.

Note: Effective May 2, 2025, staff rates will increase by 4% to reflect adjustments required under current labor Memorandums of Understanding (MOUs)

**Wait List Time to Process**

Potential Tenant	Date	Time to Process (hours)	Staff Member
Anady, Phil	11/6/2024	2	Bruce Shaffer
Bruce Lieberman	12/2/2024	1.5	Bruce Shaffer
Brian Tomlinson	12/2/2024	1.25	Bruce Shaffer
Stuart Smith	12/3/2024	1.5	Bruce Shaffer
Markowski, Jeff	12/9/2024	2	Bruce Shaffer
Ferro, Paul	12/30/2024	1.5	Bruce Shaffer
Chip Shirek	1/2/2025	1.25	Bruce Shaffer
Reynolds, Kirk	1/14/2025	2	Bruce Shaffer
Chip Shierk	2/4/2025	1.5	Jose Ruiz
Ryan Sherrett	2/28/2025	1.5	Jose Ruiz

Note: Will be Admin Svcs Analyst I - Tadasse Debay as soon as he starts

**Average Time** **1.6 Hours**

**Gate Transmitters Time to Process**

Name	Date	Time to Process (Hours)	Staff Member
Dawson, Gordon	10.03.24	1	Bruce Shaffer
Raymond, Dennis	10.07.24	1.25	Bruce Shaffer
Vazquez, Oscar	10.09.24	1	Bruce Shaffer
Smith, Steven	10.23.24	1.25	Bruce Shaffer
Rodriguez, Leo	10.31.24	1	Bruce Shaffer
Johns, Rick	11.4.24	1.25	Bruce Shaffer
Figuroa, Angel	11.05.24	1	Bruce Shaffer
Gilbert, Kim	11.06.24	1.5	Bruce Shaffer
Breanon, James	11.15.24	1	Bruce Shaffer
Good, Michael	11.15.24	1.5	Bruce Shaffer
Villano, Brandon	11.19.24	1.25	Bruce Shaffer
Villano, Brandon	11.19.24	1	Bruce Shaffer
Tao, Zheng	11.20.24	1.5	Bruce Shaffer
Corcoran, Tom	12.09.24	1	Bruce Shaffer
Corcoran, Tom	12.09.24	1	Bruce Shaffer
Ferro, Paul	12.30.24	1.25	Bruce Shaffer
Jackson, Leslie	1.9.25	1.25	Bruce Shaffer
Paap, Patrick	1.14.25	1.5	Bruce Shaffer
Paap, Patrick	1.14.25	1	Bruce Shaffer
Ferris, Trent	1.15.25	1	Bruce Shaffer
Clark, Dave	1.30.25	1	Bruce Shaffer
Wayne G Simonds	2.3.25	2	Jose Ruiz
Todhunter, John	2.3.25	2	Jose Ruiz
Andy Forristel	3.6.25	2	Jose Ruiz

Note: Will be Admin Svcs Analyst I - Tadasse Debay as soon as he starts

**Average Time** **1.3 Hours**

**Non-Tenant Airport Access for Blimps, Balloon Recovery or Banner Towing**

	Date	Time to Process (Hours)	Staff Member
Fantasy Balloon Flight	2/17/2023	3	Edgar Ocampo
Goodyear Blimp	1/9/2024	2	Edgar Ocampo
Goodyear Blimp	1/12/2024	1	Edgar Ocampo
Aerial Sign North	4/18/2024	2	Edgar Ocampo
Van Wagner	4/19/2024	2	Edgar Ocampo
Van Wagner	12/27/2024	2	Edgar Ocampo
FlySkyAds	1/15/2025	2	Edgar Ocampo
FlySkyAds	1/16/2025	2	Edgar Ocampo

**Average Time** **2.0 Hours**

**SASO Permit Fee**

	<b>Date</b>	<b>Time to Process (Hours)</b>	<b>Staff Member</b>
Vanguard Aviation	8/13/2024	2	Jose Ruiz
Speedy's Aviation Det	5/22/2024	2	Jose Ruiz

**Consent to Assignment**

	<b>Date</b>	<b>CoCo Cost</b>	<b>Staff Hours</b>	<b>Staff Membr</b>
Andrew Hendrickson	Apr-24	705.88	4	Jose Ruiz
Murrieta Airpark	Jul-24	611.62	3	Jose Ruiz
MCTC	Oct-24	498.36	3	Jose Ruiz
All Inside Storage	Oct-24	249.18	3	Jose Ruiz
Desalvo	Oct-24	634.28	3	Jose Ruiz
Ritchart	Oct-24	679.58	3	Jose Ruiz
MEA	Sep-24	203.88	3	Jose Ruiz
Nilsson Trust	Nov-24	1064.68	4	Jose Ruiz
		<b>\$ 580.93</b>		CoCo Average
		298.55	<b>3.3</b>	Average staff hours
		<b>\$ 879.48</b>		Average Cost per Consent to Assignment

	Annual	Hourly	Benefits	Billable	OT Rate
Airport Ops and Maintenance Worker I	47,926	23.04	79.37	41.33	61.99
Airport Ops and Maintenance Worker II	60,306	28.99	79.37	52.01	78.01
Equipment Operator I	70,227	33.76	79.37	60.56	90.84
Airport Ops and Maintenance Supervisor	79,816	38.37	79.37	68.83	103.24
Admin Services Analyst I	59,238	28.48	79.37	51.08	76.63
Admin Services Analyst II	78,800	37.88	79.37	67.95	101.93
Supervising Development Specialist	106,526	51.21	79.37	91.86	137.79
TLMA Regional Office Manager	132,875	63.88	79.37	114.59	
County Airports Manager	183,946	88.44	79.37	158.63	

Benefits rate revised 3/19/25

