

RESOLUTION NO.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

WHEREAS, Austin-Bergstrom International Airport (AUS) continues to experience historic commercial and private aircraft traffic growth, becoming a large hub for both commercial and business aviation in Central Texas; and

WHEREAS, private aircraft operations at AUS have significantly increased in recent years, particularly during major events such as South by Southwest (SXSW), Formula 1, and Austin City Limits, placing additional strain on airport infrastructure; and

WHEREAS, at AUS there are three Fixed Base Operators (FBOs) that provide aeronautical services for private aircraft operations, including fueling, hangar space, aircraft tie down areas, and concierge amenities, and charge their customers the applicable fees for providing such services; and

WHEREAS, the FBOs, in addition to the rentals paid to AUS under their respective leases, are required to remit a portion of the fuel flowage fee to AUS; and at the current time the AUS fee structures do not fully reflect the infrastructure demands of these operations; and

WHEREAS, private aircraft contribute disproportionately to environmental emissions per passenger and should be held to a fee structure that accounts for their environmental and operational impacts; and

WHEREAS, AUS is one of the few major Texas airports that does not levy general aviation (GA) landing fees for private aircraft operations resulting in an unbalanced cost burden for commercial passengers and missed revenue opportunities; and

25 **WHEREAS**, other airports in peer cities—including Dallas Love Field and
26 San Antonio International Airport—have adopted comprehensive pricing strategies
27 for private aviation that generate additional funds to reinvest in airfield related
28 airport infrastructure; and

29 **WHEREAS**, AUS currently does not charge GA landing fees, which results
30 in forgone revenue; and

31 **WHEREAS**, reinvestment in AUS’s infrastructure, customer experience,
32 sustainability programs, and operational capacity requires diversified and resilient
33 revenue sources that are equitably distributed among airport users, including
34 private and corporate aircraft operators; and

35 **WHEREAS**, City Council is committed to ensuring the airport remains
36 competitive, financially sound, and aligned with best practices while maintaining
37 compliance with Federal Aviation Administration (FAA) regulations and fair fee
38 structures; **NOW, THEREFORE,**

39 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

40 The City Manager is directed to work with the Department of Aviation to
41 explore and evaluate the feasibility of the following fee adjustments and new
42 revenue sources at AUS:

- 43 1. Increase of fuel flowage fees in accordance with FAA requirements.
- 44 2. Tiered general aviation landing fees based on aircraft weight or other
45 permissible classifications.
- 46 3. Event-based surge pricing for tie-downs, ramp usage, and landing fees
47 during high-traffic events such as SXSW, Formula 1, and Austin City
48 Limits Festival.

4. Increased hangar rental rates to the extent allowed under current FBO leases and agreements.

5. Implementation of environmentally focused aviation fees and incentives.

BE IT FURTHER RESOLVED:

The City Manager shall provide a memo and present findings and recommendations to the City Council, including estimated revenue potential, legal considerations, implementation timelines, and use of revenue no later than January 1, 2026.

ADOPTED: _____, 2025 **ATTEST:** _____
Erika Brady
City Clerk