

Clark County, Nevada
Business Impact Statement

The following Business Impact Statement was prepared pursuant to Nevada Revised Statutes (NRS) 237.080 and 237.090 to address the proposed impact of adoption of an **Ordinance amending Title 20 of the Clark County Code, Chapter 20.10, Section 20.10.010, to amend the rentals, fees, and charges, for air transportation companies and authorized operators at Harry Reid International Airport.**

1. The following constitutes a description of manner in which comment was solicited from affected businesses, a summary of their responses and explanation of the manner in which other interested persons may obtain a copy of the summary.
 - a. Notice: In 2013, the Clark County Department of Aviation (DOA), in coordination with the Director of the Clark County Department of Business License, obtained an exemption from Section III – Procedure for business impact statements pertaining specifically to aviation matters. The exemption limited the required stakeholder notification group to only those aviation stakeholders directly impacted by a proposed ordinance or regulatory change. The exemption also reduced the applicable process timeframe. On September 6, 2013, Jacqueline Holloway, Director of the Department of Business License at the time, executed a memorandum dated July 25, 2013 (Memorandum), formally establishing the exemption. **A copy of the Memorandum is attached.**

On April 16, 2026, in accordance with the requirements of the Airline-Airport Use and Lease Agreement, approved September 7, 2010, and subsequently amended on January 18, 2011, November 5, 2014, and July 21, 2020 (Signatory Agreement), and consistent with past practice, the DOA distributed a letter to all members of the LAS Airline-Airport Affairs Committee (LAS AAAC) outlining the proposed budgeted rentals, fees, and charges for Fiscal Year 2027 (FY2027) for review and comment. **A copy of the April 16, 2026 letter is attached.**

The LAS AAAC consists of representatives from all airlines, both Signatory and Non-Signatory, operating at Harry Reid International Airport (Airport).

On April 22, 2026, the LAS AAAC stakeholder group met with the DOA to review and discuss the budget calculations and budgetary requirements for the Airport. The methodology used to calculate the FY2027 rentals, fees, and charges was consistent with the methodology established under the Signatory Agreement. The proposed budget included various assumptions, all of which were presented to and discussed with the LAS AAAC stakeholder group. The resulting FY2027 budget reflects a measured increase in overall rates and Cost Per Enplanement (CPE). Contributing factors included the expiration of relief

grant funds, declining passenger enplanement projections for FY2027, reduced airline revenues, increased wage and benefit costs, higher operations and maintenance expenses, and debt service obligations. No objections were raised by the LAS AAAC stakeholder group.

- b. Summary of Comments: DOA staff attending the April 22, 2026 meeting engaged in discussions with the participating LAS AAAC members, provided clarifications, and answered all questions to their satisfaction regarding the FY2027 budget as presented. Following the meeting, the LAS AAAC Signatory Airline members held a vote and unanimously approved the Airport's FY2027 budget, including the proposed rentals, fees, and charges. All material questions and comments received from the LAS AAAC stakeholder group, whether collectively or individually, were addressed by the DOA.

On May 1, 2026, the LAS AAAC provided written notification of its formal approval of the proposed FY2027 Airport budgeted rentals, fees, and charges as presented on April 22, 2026. The LAS AAAC stakeholder group also expressed its support for continuing the work necessary to implement the DOA's capital plan for the new fiscal year. **A copy of the May 1, 2026 letter is attached.**

- c. Public Availability of Comments: Upon request, a copy of the proposed Ordinance amendment and Business Impact Statement may be obtained by contacting the Clark County Department of Aviation Business Office, located at Harry Reid International Airport, 5757 Wayne Newton Boulevard, Las Vegas, Nevada 89119, or by emailing aviationaffairs@lasairport.com.

- 2. The total number of businesses likely to be affected by the proposed rule:

Please see the attached Memorandum granting an exemption for business impact statements pertaining specifically to aviation matters. The exemption limits the stakeholder notification process to only those parties that may be directly impacted by the proposed change. These stakeholders consist of existing airport partners who are familiar with the strict timeframes associated with reviewing financial documents and the need to provide timely feedback.

- 3. The following chambers of commerce and trade associations were notified of the proposed rule:

Please see attached Memorandum with exemption.

- 4. The following is a summary of the workshop(s) conducted pursuant to NRS 237.080 (5):

Please see attached Memorandum with exemption.

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

The established distinction between Signatory Airlines and Non-Signatory Airlines, under which Non-Signatory rates are set at 125% of Signatory rates as outlined in the Signatory Agreement, became effective on July 1, 2010, and remains unchanged. Any airline that meets the established minimum criteria for Signatory Airline status will be offered the opportunity to obtain such status.

- a. Adverse Effects: The following represents the impacts of the calculated budget and rentals, fees, and charges, effective July 1, 2026, for FY2027.

Landing Fee (All Airlines):

Signatory and Non-Signatory Airline tenants will see a rate increase of approximately \$0.29 cents for each 1,000 lbs., gross certified landing weight, or fraction thereof, of maximum gross landing weight. However, this is an activity-based fee, so any increase or decrease will be based upon activity at the Airport.

Common Use Ticket Counter Fee:

Signatory and Non-Signatory Airline tenants will see a rate increase of approximately 1%. This increase will only affect airlines that occupy common use ticket counters. This fee is also an activity-based fee, so any increase or decrease to a specific airline will be based upon their activity at the Airport.

- b. Beneficial Effects: The following represents the beneficial effects of adjusting the rentals, fees, and charges, effective July 1, 2025 for FY2026.

Adjustments to the overall fees are necessary to maintain current levels of customer service for airlines and Airport customers, while helping to offset the maintenance and operational costs of the Clark County Airport System. The projected Cost Per Enplaned Passenger (CPE) for FY2027 is \$9.13, representing a measured increase of \$0.44 over the previous fiscal year. Despite this increase, the rate remains competitively lower than that of other comparable large hub airports.

The Airport operates as an Enterprise Fund; therefore, a combination of minor increases and decreases to various rentals, fees, and charges is anticipated to fully recover the operations and maintenance costs of the Clark County Airport System. This structure enables the Airport to manage operations efficiently, reinvest in infrastructure, and plan for future growth without impacting the County's general budget.

Terminal Complex Rental:

Signatory and Non-Signatory Airline tenants will see a rate decrease of approximately -5% per square foot per annum for Terminal Complex rentals.

Aircraft Gate Use Fee:

Signatory and Non-Signatory Airline tenants will see a rate decrease of approximately -16% per annum for each leased gate. This decrease only affects airlines that lease preferential gates.

Aircraft Turn Fee:

Signatory and Non-Signatory Airline tenants will see a rate decrease of approximately -2% for wide and narrow body aircraft turn fees. However, this is an activity-based fee, so any increase or decrease will be based upon activity at the Airport.

Common Use Baggage Service Office Fee:

This fee did not change. This fee only affects airlines that occupy a common use baggage service office. This is an activity-based fee, so any increase or decrease will be based upon activity at the Airport.

Apron Storage Fee (Covered and Uncovered):

This fee did not change, no impact.

International Passenger Processing Facility Use Fee:

This fee did not change, no impact.

Off-Gate Aircraft Parking Fee:

This fee did not change, no impact. This is an activity-based fee, so any increase or decrease will be based upon activity at the Airport.

Air Cargo Apron Use Fee:

This fee did not change. However, this is an activity-based fee, so any increase or decrease will be based upon activity at the Airport.

GSE Building Rental Fee:

This fee did not change, no impact. Only affects airlines that occupy GSE Building space.

Reservoir Storage Fee:

This fee did not change, no impact.

Off-Airport Fuel Storage Fee:

This fee did not change. However, this is an activity-based fee, so any increase or decrease will be based upon activity at the Airport.

West Side International Aircraft Facility Use Fee:

This fee did not change. However, this is an activity-based fee, so any increase or decrease will be based upon activity at the Airport.

- c. Direct Effects: The following represents the direct effects of changes to the rentals, fees, and charges, effective July 1, 2025, for FY2026.

The DOA is committed to managing airline rates and charges in order to keep the cost per enplanement at reasonable levels to attract and retain air service into the Las Vegas market. The DOA continuously looks for ways to maximize non-airline revenues and minimize operating and debt service expenses. The calculated FY2027 budget is projecting 65% of total revenue being generated from non-airline sources versus 35% from airline revenue. This has shifted approximately 1% from the previous fiscal year, which reflected 64% non-airline sources versus 36% from airline revenue.

The rentals, fees, and charges were calculated in accordance with the rate-making methodology contained in the current Signatory Agreement and will result in an estimated cost per enplanement of \$9.13. This is a \$0.44 increase over the prior FY2026.

- d. Indirect Effects: The following represents the indirect effects of changes to the rentals, fees, and charges for FY2027.

Keeping the rentals, fees, and charges stabilized allows airlines to plan future air service activities without volatile swings.

The agreed-upon changes to the overall fees will ensure consistent levels of customer service to the airlines and Airport customers and will help offset maintenance and operational costs to operate the Clark County Airport System.

- e. Other Economic Effects to be Considered: None for this fiscal year.

6. The following constitutes a description of the methods that the local government considered to reduce the impact of the proposed rule on businesses and a statement regarding whether any, and if so which, of these methods were used:

The Clark County Department of Aviation (DOA) calculated the FY2027 rentals, fees, and charges in accordance with the rate-making methodology set forth in the current Airline Use and Lease Agreement (Signatory Agreement). In developing the proposed budget and rate structure, the DOA considered several measures to reduce the financial impact on airlines and other airport tenants, including:

- Maintaining cost discipline through active management of operating and maintenance expenses and optimization of debt service obligations.
- Maximizing non-airline revenues through continued development of gaming concessions, parking operations, ground transportation fees, terminal retail and food concessions, and other building and land leases.
- Evaluating the timing and scope of capital improvement projects to defer or phase certain investments and reduce near-term cost pressures.

The DOA implemented several of these measures. For example, the FY2027 budget reflects a continued strategic emphasis on increasing non-aeronautical revenues, with approximately 65% of total projected revenue generated from non-airline sources. This compares with approximately 64% in the prior fiscal year, reducing the relative share of costs supported by airline revenues.

The DOA remains committed to maintaining a competitive Cost Per Enplaned Passenger (CPE) in order to support the retention of existing air service and the attraction of new air service within the Las Vegas market.

7. The governing body estimates the annual cost to the local government for enforcement of the proposed rule is:

The governing body estimates that the annual cost to the local government for enforcement of the proposed rule is included within the Department of Aviation's FY2027 operating budget. Salary, wages, and benefits for FY2027 are projected at \$189.3 million, reflecting a measured 3.6% increase over the prior fiscal year. These costs support overall departmental operations and are sufficient to cover the ongoing enforcement and administration of the proposed adjustments.

All administrative and enforcement-related costs have been incorporated into the FY2027 rate-setting process in accordance with the Signatory Airline Use and Lease Agreement. This agreement outlines the methodology for allocating costs to appropriate cost centers, ensuring that users are charged based on actual usage and services received.

Any additional costs related to implementation of the ordinance change are expected to be minimal, consisting primarily of one-time administrative updates to internal forms and accounting systems. These minor adjustments are not expected to result in any material financial impact to the local government.

8. The proposed rule provides for a new fee or increases an existing fee and the total annual amount expected to be collected is:

Although certain existing fee rates are increasing for Fiscal Year 2027, the estimated total amount to be collected through airline fees, including Landing Fees and Common Use Ticket Counter Fees, is approximately \$249.4 million, representing an overall 1.7% decrease in airline revenues

compared to the previous fiscal year. This decrease is primarily attributable to slightly lower projected enplanements in the upcoming fiscal year.

The fee adjustments are based on the cost recovery methodology outlined in the Airline Use and Lease Agreement, which ensures that charges are equitably allocated based on actual use of airport facilities and services. To help offset the impact of these adjustments, non-airline revenue is projected to increase by approximately 1%, supporting the Airport's goal of maintaining a competitive cost per enplanement while minimizing the financial burden on airline partners.

9. The money generated by the fee or increase in existing fee will be used by the local government to:

The Airport operates as an Enterprise Fund, meaning it is financially self-sustaining and relies solely on revenues generated through airline rates and charges, concessions, parking, and other user fees. Revenue generated from the proposed fee adjustments will be used to support the operational, maintenance, and capital costs of the Clark County Airport System.

The combination of targeted increases and decreases to various rentals, fees, and charges for Fiscal Year 2027 is intended to ensure full cost recovery, preserve the financial stability of airport operations, and maintain safe, efficient, and reliable service for airport users.

10. The proposed rule includes provisions that duplicate or are more stringent than federal, state, or local standards regulating the same activity. The following explains when such duplicative or more stringent provisions are necessary:

Not applicable.

11. Set forth the reasons for the conclusions regarding the impact of the proposed rule on businesses.

The Department of Aviation (DOA) carefully evaluated the potential impact of the proposed modifications to rentals, fees, and charges on affected businesses. In developing the proposed adjustments, management placed significant emphasis on minimizing financial disruption by keeping rate changes as stable and predictable as possible, based on current operational activity, projected demand, and available financial data.

The Airport, in coordination with the LAS Airline Airport Affairs Committee (AAAC), utilizes a rate-making methodology approved and outlined in the current Signatory Agreement. Under this residual rate-setting approach, revenues and expenses are allocated among designated cost centers to ensure that charges are based on the actual cost of providing facilities and services. This methodology promotes transparency, fairness, and an equitable distribution of costs among airline and tenant users.

Based on this analysis, the Department concluded that the proposed rule is reasonable and necessary to maintain the financial stability of the Airport while limiting adverse impacts on businesses to the extent practicable.

Certification of Business Impact Statement

Pursuant to NRS 237.090(2), I, Kevin Schiller, as County Manager for Clark County, Nevada, hereby certify that, to the best of my knowledge and belief, the information contained in this statement was prepared properly and accurately.



Kevin Schiller
County Manager, Clark County Nevada

Dated: 5/5/26

MEMORANDUM

ROSEMARY A. VASSILIADIS
Director

DEPARTMENT OF AVIATION

TO: Jacqueline Holloway, Business License Director

FROM: Rosemary A. Vassiliadis, Director *RAV*

SUBJECT: Request Exemption from Admin Guideline #(draft) Business Impact Statements

DATE: July 25, 2013

The Department of Aviation seeks an exemption from Section III -- PROCEDURE for those business impact statements that pertain specifically to aviation matters.

The exemption being sought is to limit the stakeholder group to be notified of the proposed ordinance or regulation change to only those aviation stakeholders that may be directly impacted by the proposed change. The exemption would also reduce the timeframe of the process to be followed in disseminating the notification, gathering the information from the stakeholders and developing the required analysis. As an example, the airport produces specific business impact statements annually which coincide with the development of the rates and charges program. The stakeholders are existing airport partners whom are cognizant of the strict time frames associated with review of the financial documents and the need to provide feedback timely. Our requested exemption would cover these rates and charges program changes, as well as, other similar airport-specific ordinance or regulation proposed changes. This request is not intended to limit the scope of the business impact statement as required by legislation. The Board of County Commission agenda process will be followed.

For other non-aviation specific business impact statements, the airport will follow the approved administrative guideline.

Please let me know if you wish to discuss this further.

I appreciate your consideration of this request.

Reviewed and Discussed with Aviation

Jacqueline H. Holloway

Jacqueline Holloway, Business License Director

9/6/13

Date

cc: Harry Waters, Deputy Director



Department of Aviation

James C. Chrisley, Director

P.O. Box 11005

Las Vegas, NV, 89111-1005

(702) 261-5211

Fax (702) 597-9553

April 16, 2026

Mr. David Sellers
Manager, Airport Affairs
LAS Airline and Airport Affairs Committee Chair
SOUTHWEST AIRLINES CO.
P.O. Box 36611
HDQ-4PF
Dallas, TX 75235-1611

RE: LAS FISCAL YEAR 2027 BUDGET / RATES & CHARGES SUBMITTAL

Dear Mr. Sellers,

Please find attached the budget report for review by the LAS Airline and Airport Affairs Committee (AAAC) in advance of our meeting scheduled for **Wednesday, April 22, 2026, at 9:00 AM (Pacific Time)**. We welcome any questions or feedback from you or other AAAC members.

The enclosed report provides financial information for the **FY2027 Airport Budget**, prepared in accordance with the approved rates and charges methodology outlined in Exhibits D1 through D12 of the Airline-Airport Use and Lease Agreement, as amended.

The projected Cost Per Enplaned Passenger (CPE) for **FY2027 is \$9.13**, reflecting an increase from the FY2026 budgeted CPE of \$8.69. Despite this adjustment, LAS continues to maintain a competitive cost structure among large hub airports. For FY2027, rate increases are limited to the Landing Fee Rate and the Common Use Ticket Counter Fee, with no increases to other key rate components. Estimated enplanements are projected at 27.3M, compared to the previously budgeted 29.2M, reflecting more conservative traffic assumptions for the upcoming fiscal year.

The Department of Aviation remains committed to maintaining a competitive and efficient operating environment for our airline partners. We appreciate your continued collaboration and look forward to discussing the FY2027 budget at the upcoming meeting.

Sincerely,

A blue ink signature of Phillip Detmer.

PHILLIP DETMER

Managing Director, Aviation Affairs & Real Estate

Attachment(s)

cc: James C. Chrisley Joseph Piurkowski Tyler McHenry Scott Kichline
LAS Airline-Airport Affairs Committee (AAAC) Members



Clark County Board of Commissioners

Michael Naft, Chair • William McCurdy II, Vice Chair • April Becker
James B. Gibson • Justin C. Jones • Marilyn Kirkpatrick • Tick Segerblom

Harry Reid International Airport

Rentals, Fees, and Charges - Effective July 1, 2026

RENTALS, FEES, AND CHARGES CATEGORIES	ALL TERMINALS FY 2026 Effective 7/1/26	ALL TERMINALS FY 2027 Effective 7/1/26
Landing Fee (All Airlines), Per 1,000 lbs., GCLW	SIGNATORY	\$ 1.49
	NON-SIGNATORY	\$ 1.78
Terminal Complex Rental, Per Square Foot Per Year (PSFPY)	SIGNATORY	\$ 152.62
	NON-SIGNATORY	\$ 181.95
Aircraft Gate Use Fee	SIGNATORY	\$ 221,624.00
	NON-SIGNATORY	\$ 233,865.00
Aircraft Per Turn Fee - Wide Body ^[3] [6]	SIGNATORY	\$ 500.00
	NON-SIGNATORY	\$ 615.00
Aircraft Per Turn Fee - Narrow Body ^[3] [7]	SIGNATORY	\$ 333.00
	NON-SIGNATORY	\$ 410.00
Common Use Ticket Counter Fee - Per Enplanement	SIGNATORY	\$ 1.41
	NON-SIGNATORY	\$ 1.79
Common Use Baggage Service Office Fee - Per Enplanement	SIGNATORY	\$ 0.11
	NON-SIGNATORY	\$ 0.13
Apron Storage Fee - Uncovered Apron, PSFPY	SIGNATORY	\$ 15.00
	NON-SIGNATORY	\$ 18.75
Apron Storage Fee - Covered Apron, PSFPY	SIGNATORY	\$ 30.00
	NON-SIGNATORY	\$ 37.50
Joint Use Fee	SIGNATORY	90/10 Split
	NON-SIGNATORY	at 125%
International Passenger Processing Facility Use Fee - Per Deplanement	SIGNATORY	\$ 8.50
	NON-SIGNATORY	\$ 10.63
Off-Gate Aircraft Parking Fees - Tier 1	SIGNATORY	
	< 8 hours	\$ 200.00
	+8 hrs but <24 hrs	\$ 400.00
	+24 hrs ^[1]	\$ 500.00
	Unauthorized Use	\$2,500 per occurrence
	NON-SIGNATORY	
Off-Gate Aircraft Parking Fees - Tier 2	SIGNATORY	
	< 8 hours	\$ 150.00
	+8 hrs but <24 hrs	\$ 250.00
	+24 hrs ^[1]	\$ 300.00
	Unauthorized Use	\$2,500 per occurrence
	NON-SIGNATORY	
Off-Gate Aircraft Parking Fees - Tier 2	SIGNATORY	
	< 8 hours	\$ 150.00
	+8 hrs but <24 hrs	\$ 250.00
	+24 hrs ^[1]	\$ 300.00
	Unauthorized Use	\$2,500 per occurrence
	NON-SIGNATORY	
Air Cargo Apron Use Fee, Per 1,000 lbs., GCLW	\$ 1.25	\$ 1.25
GSE Building Rent, PSFPY	\$ 16.00	\$ 16.00
Reservoir Storage Fee, PSFPY	\$ 2.00	\$ 2.00
PFC	\$ 4.50	\$ 4.50
Fuel Flowage Fee, per gallon	\$ 0.12	\$ 0.12
Off-Airport Fuel Storage Fee, per gallon	\$ 0.03	\$ 0.03
West Side International Aircraft Facility Use Fee, Per Occurrence ^[2]	\$ 250.00	\$ 250.00
Off-hours reservation - 20 Souls on board or less ^[4]	\$ 800.00	\$ 800.00
Off-hours reservation - More than 20 Souls on board ^[5]	\$ 1,600.00	\$ 1,600.00
Unauthorized Gate Use Fee	\$ 1,000.00	\$ 1,000.00
Unauthorized Ticket Counter Use Fee	\$ 500.00	\$ 500.00
Airline Estimated Cost Per Enplanement (CPE)	\$ 8.69	\$ 9.13

Note [1] = +24 hours or for each subsequent 24 hour period or portion thereof

Note [2] = Aircraft Per Turn Fee is not applicable to West Side International Aircraft Facility

Note [3] = Aircraft Per Turn Fee does not apply to Ferry Flights

Note [4] = 20 or less SOB must use West Side International Facility and pay fee in addition to West Side International Aircraft Facility Use Fee

Note [5] = More than 20 SOB must use Terminal 3 International Facility and pay fee in addition to International Pax Processing Facility Use Fee and per turn fee

Note [6] = Wide Body CAP = 97 Turns (FY2026); 89 Turns (FY2027)

Note [7] = Narrow Body CAP = 145 Turns (FY2026); 134 Turns (FY2027)

Southwest Airlines Co.
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May 1, 2026

Mr. Jim Chrisley
Director, Clark County Department of Aviation
Harry Reid International Airport
5757 Wayne Newton Blvd.
Las Vegas, NV 89119

Re: **Approval of the Proposed Airline Rates and Charges - Fiscal Year Ended June 30, 2027**

Dear Jim,

Thank you once again for your gracious hosting of the annual AAAC Rates and Charges meeting on April 22, 2026. As always, you and your team were extremely informative in covering the details of all the exciting developments transpiring in and around the airport and were very thorough in your review of the airport financial data. I have talked with a number of the carrier representatives since the meeting, all of which were highly complimentary of your team and very supportive of the direction the airport is taking. Again, thank you!

Please accept this correspondence as formal notification of the LAS air carrier's support for the proposed rates and charges for the Fiscal Year ending June 30, 2027, and our support for the capital expenditures planned for the new FY.

Again, thank you for your wonderful hospitality and please don't hesitate to contact me if you have any questions.

Sincerely,

DP Sellers

David Sellers
SOUTHWEST AIRLINES CO.
Chair - LAS Airline and Airport Affairs Committee

Cc: LAS AAAC