

Prescott Regional Airport will be requesting City Council approval of adjustments to aircraft Tie Down fees, aircraft storage Hangar fees, and aeronautical Storage Unit fees in the Rates & Fees – Schedule 'B. If approved, these rates and fees will be effective July 1, 2025. The last increase to these specific rates and fees occurred July 1, 2024.

The Airport is moving to a new methodology that acknowledges the broad range of hangar sizes, condition and utility at Prescott Regional Airport, all which impact value to the aviation customer. This new methodology coincides with a recapitalization program that is bringing hangars up to contemporary standards. Some hangars will be torn down for airline terminal expansion in the future and are not receiving improvements to bring them up to the new Standard, so the matrix below illustrates the fact that those hangars will be discounted from the Standard, to reflect this difference in utility and, therefore, value.

In general, the regional market supports higher per square foot pricing of larger hangars that have taller doors, and are capable of housing larger aircraft, than the smaller hangars, so there is a greater spread in proposed per square foot values listed in the table below than in years past, recognizing the correlation between cost of construction and hangar value. The matrix also anticipates some new hangar construction expected in 2025, that will have features that do not currently exist in City-owned hangars.

Hangars with adjacent storage have more utility and value to the tenant, the new methodology recognizes that in terms of proposed pricing, and the recapitalization program will maximize those opportunities as improvements are made. Finally, an aircraft storage hangar has greater value for a commercial tenant than an individual aircraft owner, because it impacts revenue potential of the aircraft being stored. Commercial activity also correlates to a higher and more intense use of the city-owned hangars, so the proposed fees include a 25% premium to commercial use of City-owned assets.

The table below illustrates the variety of hangar sizes, the attributes that correlate to those facilities, and the range of per-square-foot fees being proposed:

			C, F, G, H, I, J, L, I, & O	Hangai	Row B	Hanga	r Row D	Hanga	r Row K	Hangar Rows P & Q		
Category	Attributes	Small T-Hangar with 10' - 11' Door	Commercial Use of Small T-Hangar with 12' Door	Large T-Hangar with 12'-8" Door Opening	Commercial Use of Large T-Hangar with 12'-8" Door Opening	Large T-Hangar with 11' Door Opening	Commercial Use of Large T-Hangar with 11' Door Opening	Large Box Hangar with 18' Door	Commercial Use of Large Box Hangar with 18' Door	Large Box Hangar with 15'-11" Door Opening	Commercial Use of Large Box Hangar with 15'-11" Door Opening	
5	Sub-Standard (10% Discount until Upgraded)	\$0.3350	\$0.4188	\$0.3600	\$0.4500	\$0.3600	\$0.4500	\$0.4320	\$0.5400			
4	Standard	\$0.3700	\$0.4625	\$0.4000	\$0.5000	\$0.4000	\$0.5000					
	LED light fixtures - 1 per 450 square feet / minimum of 3 Light switch at hangar entrance	,	,,,,,,	,,,,,,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,,,,					
	1 duplex outlet on each side wall and 1 quad outlet on back wall Serviceable concrete floor or mid-grade epoxy sealer											
	Access to permanent restrooms maintained by the Airport Functioning hangar door seals											
	Functioning roof vents  Exterior LED lighting and obstruction lights											
3	Premium	\$0,4200	\$0.5250	\$0,4500	\$0.5625	\$0,4500	\$0.5625	\$0,4800	\$0,6000	\$0,4800	\$0,6000	
	All Standard Features	,		,					,			
	Adjacent/additional space attached											
	Secondary access door(s) in addition to hangar door											
2	Premium Deluxe									\$0.6500	\$0.8125	
	All Premium Features											
	Insulation											
	Epoxy Floor											
	Bathroom inside of hangar											
1	Corporate											
	All Premium Deluxe Features											
	Free-standing / no common walls with other hangars											
	Roll-up automobile door											

- **Tie Down Fee**. A new 25% premium is being proposed to Commercial users, consistent with the methodology for hangars and aeronautical storage units per attached Schedule 'B', while the non-commercial fees will see a CPI increase only (2.9%).
- Hangars. Proposed prices per square foot vary more widely than in the previous Schedule 'B', in recognition that value is dependent on size, door height and overall utility. The fee per square foot in larger hangars will see a higher percentage increase, recognizing utility and drawing closer to fair market value within the region. The first new hangars being built will fall into the Premium Deluxe category, so pricing is being established in that regard, and the table recognizes that free-standing "Corporate" category hangars are anticipated in the future.
- Storage Units. The Airport has storage units available for storage of aeronautical parts and for those that have aeronautical use, those fees are proposed to increase sharply to put them closer to local non-aeronautical storage unites. As mentioned above, the recapitalization plan will maximize the number of Premium hangars, via inclusion of adjacent storage units where possible, so the proposed rate mirrors that aspirational goal as well.

This new methodology was presented to the Airport Advisory Committee and the Prescott Airport User's Association. Both audiences acknowledged the broad range of hangar attributes and capabilities and appreciated the fact that one pricing methodology is inadequate for the application of fees to approximately 150 individual aircraft storage hangars.



## Prescott Regional Airport - Ernest A. Love Field Rates & Fees - Schedule 'B' July 01, 2025 through June 30, 2026

IIE	DOWN LOCATIONS					Non-Com	merciai				Marci					Com	nercia					
	_			Current Monthly Rental Rate		Current Rate per SqFt	Percent Increase	p	ew Rate er Sq Ft	Re	New Monthly Rental Rate Tax NOT Included		Current Monthly ntal Rate	Cur	rent Rate per SqFt	Percent Increase		р	ew Rate er Sq Ft	R	lew Monthl Rental Rate Tax NOT Included	
	Nested	1010		64.68		0.0641	2.90%	\$	0.0660	\$	66.56	\$	64.68		0.0641		8.63%	\$	0.0824	\$	83.19	
	Pull Through	1386	-	121.90 148.34		0.0880	0.09%	\$	0.0881	9	122.00	\$	121.90		0.0880		0.09%	\$	0.0881	\$	122.00	
	Covered	1010	\$	140.34	_	0.1468	2.90%	\$	0.1511	Ф	152.64	\$	148.34		0.1468	_	8.63%	\$	0.1888	Ф	190.80	
Т	HANGARS	1105	Ι.Δ.	100.01	_	Non-Com		_	0.0000	•	100.17	•	100.01	_	0.0000		nercia	_	0.4500		507.70	
T	Row B	1195 985	\$	433.64 357.43	\$	0.3629	-0.80% -7.69%	\$	0.3600	\$	430.17 329.95	\$	433.64 357.43	\$	0.3629		4.00% 5.39%	\$	0.4500 0.4188	\$	537.72 412.44	
T	Row C Row D	1724	1.5	652.28	\$	0.3629	-4.86%	\$	0.3600	\$	620.56	\$	652.28	\$	0.3629		8.92%	\$	0.4100	\$	775.70	
T	Row F	985	-	357.43	\$	0.3764	1.96%	\$	0.3700	\$	364.42	\$	357.43	\$	0.3629		7.45%	\$	0.4500	\$	455.53	
Ť	Row G	1127		408.96	\$	0.3629	1.96%	\$	0.3700	\$	416.96	\$	408.96	\$	0.3629		7.45%	\$	0.4625	\$	521.20	
T+	G2 (Unimproved)	1617	_	586.76	\$	0.3629	1.96%	\$	0.3700	\$	598.24	\$	586.76	\$	0.3629		7.45%	\$	0.4625	\$	747.80	
T +	G2 (Improved)	1617	\$	586.76	\$	0.3629	15.73%	s	0.4200	\$	679.08	\$	586.76	\$	0.3629		4.67%	\$	0.5250	\$	848.85	
Т	Row H	1036	_	375.93	\$	0.3629	1.96%	\$	0.3700	\$	383.28	\$	375.93	\$	0.3629		7.45%	\$	0.4625	\$	479.11	
Т	Row I	1036	_	375.93	\$	0.3629	1.96%	\$	0.3700	\$	383.28	\$	375.93	\$	0.3629		7.45%	s	0.4625	\$	479.11	
Т	Row J	1156	\$	419.48	\$	0.3629	1.96%	\$	0.3700	\$	427.69	\$	419.48	\$	0.3629	2	7.45%	\$	0.4625	\$	534.61	
T +	J2 (Unimproved)	1670	\$	605.99	\$	0.3629	1.96%	\$	0.3700	\$	617.85	\$	605.99	\$	0.3629	2	7.45%	\$	0.4625	\$	772.31	
T +	J2 (Improved)	1670	\$	605.99	\$	0.3629	15.73%	\$	0.4200	\$	701.34	\$	605.99	\$	0.3629	4	4.67%	\$	0.5250	\$	876.67	
T +	J14 (Unimproved)	1739	\$	631.03	\$	0.3629	2.90%	\$	0.3700	\$		\$	631.03	\$	0.3629	2	7.45%	\$	0.4625	\$	804.22	
T +	J14 (Improved)	1739	\$	631.03	\$	0.3629	15.73%	\$	0.4200	\$		5	631.03	\$	0.3629		4.67%	\$	0.5250	\$	912.90	
Вох	Row K	2780	\$	1,109.64	\$	0.3992	8.22%	\$	0.4320	\$	1,200.81	65	1,109.64	\$	0.3992	3	5.27%	\$	0.5400	\$	1,501.02	
Т	Row L	1156		419.48	\$	0.3629	1.96%	\$	0.3700	\$	427.69	\$	419.48	\$	0.3629	2	7.45%	\$	0.4625	\$	534.61	
Т	Row M	1052	\$	381.73	\$	0.3629	1.96%	\$	0.3700	\$	389.20	\$	381.73	\$	0.3629	2	7.45%	\$	0.4625	\$	486.50	
T +	M2 (Unimproved)	1593	\$	578.04	\$	0.3629	2.90%	\$	0.3700	\$	594.80	\$	578.04	\$	0.3629	2	7.45%	\$	0.4625	\$	736.69	
T +	M2 (Improved)	1593	\$	578.04	\$	0.3629	15.73%	\$	0.4200	\$	668.99	\$	578.04	\$	0.3629	4	4.67%	\$	0.5250	\$	836.24	
T	Row N	1052	\$	381.73	\$	0.3629	1.96%	\$	0.3700	\$	389.20	\$	381.73	\$	0.3629	2	7.45%	\$	0.4625	\$	486.50	
T +	N2 (Unimproved)	1601	\$	580.95	\$	0.3629	2.90%	\$	0.3700	\$	597.80	69	580.95	\$	0.3629		7.45%	\$	0.4625	\$	740.40	
T +	N2 (Improved)	1601	\$	580.95	\$	0.3629	15.73%	\$	0.4200	\$	672.36	63	580.95	\$	0.3629		4.67%	<b>(5</b> )	0.5250	\$	840.45	
T	Row O	1052	-	381.73	\$	0.3629	1.96%	\$	0.3700	\$	389.20	\$	381.73	\$	0.3629		7.45%	\$	0.4625	\$	486.50	
T +	O2 (Unimproved)	1593		578.04	\$	0.3629	2.90%	\$	0.3700	\$		\$	578.04	\$	0.3629	2	7.45%	\$	0.4625	\$	736.69	
T+	O2 (Improved)	1593		578.04	\$	0.3629	15.73%	\$	0.4200	\$		\$	578.04	\$	0.3629		4.67%	\$	0.5250	\$	836.24	
Box	Row P	3900	-	1,637.73	\$	0.4200	14.29%	\$	0.4800		1,871.69	100	1,637.73	\$	0.4200		2.86%	\$	0.6000	\$	2,339.61	
Box	Q1 & Q2	3410					0.00%	\$	0.6500		2,216.50	\$	-	\$	-		0.00%	\$	0.8125	\$	2,770.63	
Вох	Q3 & Q4	4030	\$	-			0.00%	\$	0.6500	\$	2,619.50	\$	-	\$	-		0.00%	\$	0.8125	\$	3,274.38	
	STORAGE UNITS					Non-Com											nercia					
В	NORTH (B1)	649		235.50		0.3629	15.73%		0.4200	\$		\$	235.50	\$	0.3629		4.67%		0.5250		340.69	
_	SOUTH (B10)	649		235.50	\$	0.3629	15.73%	\$	0.4200	\$		\$	235.50	\$	0.3629		4.67%	\$	0.5250	\$	340.69	
С	NORTH (C1)	536	_	194.49	\$	0.3629	15.73%	\$	0.4200	\$		\$	194.49	\$	0.3629		4.67%	\$	0.5250	\$	281.36	
D	SOUTH (C10)	536		194.49 324.04	\$	0.3629	15.73%	\$	0.4200	\$		\$ 6	194.49 324.04	\$	0.3629		4.67%	\$	0.5250	\$	281.36	
	SOUTH (D3) NORTH (F2)	893 434		157.49	\$	0.3629	15.73% 15.73%	\$	0.4200	\$		\$	157.49	\$	0.3629		4.67%	\$	0.5250	\$	468.78	
F	SOUTH (F13)	506	10.4	183.61	\$	0.3629	15.73%	\$	0.4200	\$	212.50	9	183.61	\$	0.3629		4.67%	\$	0.5250	\$	265.62	
G	SOUTH (F13)	573	-	207.93	\$	0.3629	15.73%	\$	0.4200	\$	240.65	9	207.93	\$	0.3629		4.67%	\$	0.5250	\$	300.81	
	NORTH (H2)	536	10000	194.49	\$	0.3629	15.73%	\$	0.4200	\$	225.09	\$	194.49	\$	0.3629		4.67%	\$	0.5250	\$	281.36	
Н	SOUTH (H13)	536	1000	194.49	\$	0.3629	15.73%	\$	0.4200	\$		\$	194.49	\$	0.3629		4.67%	\$	0.5250	\$	281.36	
10.7	NORTH (I2)	536	-	194.49	\$	0.3629	15.73%	\$	0.4200	\$		S	194.49	\$	0.3629		4.67%	\$	0.5250	\$	281.36	
1	SOUTH (I13)	536	- 0	194.49	\$	0.3629	15.73%	\$	0.4200	\$		\$	194.49	\$	0.3629		4.67%	\$	0.5250	\$	281.36	
	NORTH (L1)	623		226.06	\$	0.3629	15.73%	•	0.4200	\$		\$	226.06	\$	0.3629		4.67%	\$	0.5250	\$	327.04	
L	SOUTH (L10)	623		226.06	\$	0.3629	15.73%	\$	0.4200	\$	261.63	\$	226.06	\$	0.3629		4.67%	\$	0.5250	\$	327.04	
M	NORTH (M11)	493	_	178.89	\$	0.3629	15.73%	\$	0.4200	\$		\$	178.89	\$	0.3629		4.67%	\$	0.5250	\$	258.80	
N	NORTH (N11)	330	_	119.75	\$	0.3629	15.73%	\$	0.4200	\$		\$	119.75	\$	0.3629		4.67%	\$	0.5250	\$	173.24	
0	NORTH (O11)	493	\$	178.89	\$	0.3629	15.73%	\$	0.4200	\$	207.04	\$	178.89	\$	0.3629	4	4.67%	\$	0.5250	\$	258.80	
	SHARED USE AREAS										-											
ared	Ramp/Apron Access C	harge					ners	a fi	ofbuildi	na I	leasehold									\$	0.0417	
	Automobile Parking Ch	-								-	leasehold									\$	0.0333	
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DOE	HANGAR LIST DEPOS	т																One	Time Fee	\$	500.00	
KGE																						