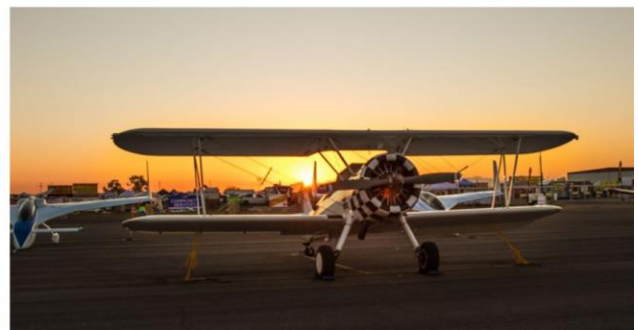


Buckeye Municipal Airport 2022 Rates and Fees Comparison Study



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Introduction

This report has been assembled in an effort to examine Rates & Fees at comparably equipped airports, in order to determine appropriate pricing for Fees and Services provided by Buckeye Municipal Airport. Current rates and fees have not been evaluated since the pricing structure was adopted in 2012. This rate study was conducted utilizing data gathered from regional airports similar in size and scope to Buckeye Municipal Airport. The included data has been considered in order to make recommendations for future airport fees to be adopted (Buckeye City Code, Section 22-11) as well as maintaining an appropriate (reasonably profitable and at the same time reasonably affordable) pricing structure for Buckeye Airport. It is recommended that the overall pricing strategy of Buckeye Airport remains competitive with comparable airports' prices, yet does not exceed those rates significantly. This study includes a Survey of Comparable Airports; Data Analysis and Key Findings; Rate Adjustment Recommendations; and a Summary Conclusion.

The Buckeye Municipal Airport is in a period of transition, with an increased interest in development opportunities, and continuing growth of the City as a whole. As one of the fastest growing cities in the country, the demand for Airport services has increased exponentially in recent years. Currently, the Airport makes a major contribution to the economy of the City.

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According to the 2019 Economic Impact Study conducted by the Arizona Department of Transportation (ADOT), more than 77 million dollars of impact can be attributed to the Airport.¹

The Buckeye Municipal Airport is non-towered; it consists of 700 acres of land, a self-service 100LL fueling station operated by the City, a public terminal, forty T-Hangars and fifty Open Tie-Down spaces. The Buckeye Municipal Airport leases facilities to six commercial tenants, provides JetA fueling operated by one of the City's commercial tenants, and is home to sixty-two based aircraft. Future development of the Airport is expected to generate additional use and potentially increase demand for Airport services even further.

Background – FAA Policies and Guidelines

The Buckeye Municipal Airport is a federally obligated General Aviation (GA) Airport. This means that the Airport has received federal and state grants and is subject to Federal Aviation Administration (FAA) Policies and Guidelines when it comes to establishing fees and rates for leased land, facilities, and provided services. The FAA Compliance Manual states that *“Grants and property conveyances are made in exchange for binding commitments (federal obligations) designed to ensure the public interest in civil aviation will be served.”* The Federal

¹ <https://azdot.gov/planning/airport-development/links-and-resources-airport-development>

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Aviation Administration Airport Compliance Manual - Order 5190.6B document can be accessed in full online at www.faa.gov.

The fundamental concepts related to the establishment of rates and fees that are outlined in FAA guidelines that the City is responsible for implementing are as follows:

FAIR AND REASONABLE RATE STRUCTURE – Due consideration should be given to both fairness and reasonableness when determining rates and fees. In addition to considering comparable fees offered within the region, the Airport is obliged to examine the impact on current aeronautical users. In consideration of this, the Airport should engage the tenant base to receive feedback and assess the fairness and reasonableness of the proposed fee structures.

ENSURING NON-DISCRIMINATION – The Airport is responsible for implementing a fee structure that does not discriminate against specific aeronautical users or groups of aeronautical users. A consistent methodology for the establishment and implementation of rates and fees must be used.

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FINANCIAL SELF-SUSTAINABILITY – While upholding reasonable fees that support the needs and sustaining viability of aeronautical users’ interests, the Airport must also strive for financial self-sustainability as an economic entity.

ALLOWABLE USE – The use of Airport Revenues is regulated by U.S. Code 49 U.S.C. §§ 47107(b) and 47133. Revenue generated by the Airport (including local taxes on aviation fuel) may only be utilized as Airport Capital and for costs related to the operation and maintenance of the Airport; the local Airport System; or another facility directly and substantially related to the air transportation of passengers or property.

Survey of Comparable Airports

Data was collected from Airports within the region that were identified as having similarities to Buckeye Municipal Airport that would make them comparable competitors. Also examined were several General Aviation Reliever airports with substantially different services and amenities in order to provide a true picture of the regions’ rates and fees. Airports offering similar services; of similar size; and/or functioning in a similar manner in terms of types of activity, local/itinerant users, and business offerings were selected for comparison. See the following: **Table 1: Comparable Airports** for specifics on each of the airports included in this

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study. It should be noted that while not all airports included were similar to Buckeye Municipal Airport in each category, every effort was made during the selection process to include an adequate cross-sectional sampling of airports in the region.

In some cases, the descriptions and particulars of different airports' fees and rates are varied making direct comparison challenging. Other times, directly correlating services do not exist across all comparable airports, or data was not available, therefore some interpretation and estimation (such as using an average/median amount for sliding scale fees) was necessary to determine comparable fees.

The staff at Buckeye Airport has gathered data from the following general aviation airports in the vicinity: Benson, Casa Grande, Chandler, Coolidge, Deer Valley, Falcon, Glendale, Goodyear, Kingman, Marana, Payson, Prescott. The following table (**Table 1: Comparable Airports**) outlines the specifications of selected airports.

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Table 1: Comparable Airports

AIRPORT	IDENTIFIER and (MILES from Buckeye)	ANNUAL OPERATIONS	BASED AIRCRAFT	RUNWAY
Buckeye	BXK (0)	54,000	64	Runway 17/35 - 5,500' x 75'
Benson	E95 (145 NM)	24,455	18	Runway 10/28 - 4,002' x 75'
Casa Grande	CGZ (54 NM)	121,910	74	Runway 5/23 - 5,200' x 100'
Chandler	CHD (44 NM)	239,075	445	Runway 4L/22R - 4,401' x 75' Runway 4R/22L - 4,870' x 75'
Coolidge	P08 (70 NM)	55,845	37	Runway 5/23 - 5,564' x 150' Runway 17/35 - 3,872' x 75'
Deer Valley	DVT (34 NM)	402,230	920	Runway 7R/25L - 8,196' x 100' Runway 7L/25R - 4,500' x 75'
Falcon	FFC (48 NM)	313,900	638	Runway 4L/22R - 3,799' x 75' Runway 4R/22L - 5,100' x 100'
Glendale	GEU (20 NM)	86,140	94	Runway 1/19 - 7,150' x 100'
Goodyear	GYR (15 NM)	79,750	215	Runway 3/21 - 8,500 x 150'
Kingman	IGM (126 NM)	27,768	83	Runway 3/21 - 6,827' x 150' Runway 17/35 - 6,725' x 75'
Marana	AVQ (95 NM)	90,000	193	Runway 12/30 - 6,901' x 100' Runway 3/21 - 3,892' x 75'
Payson	PAN (83 NM)	34,000	40	Runway 6/24 - 5,504' x 75'
Prescott	PRC (75 NM)	233,536	263	Runway 3R/21L - 7,619' x 150' Runway 3L/21R - 4,846' x 60' Runway 12/30 - 4,408' x 75'

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Data Analysis and Key Findings

The following tables highlight findings for specific types of fees that may warrant adjustments at this time. As the City seeks to increase the number of aircraft storage hangars at the Airport, adopting the most competitive fee structure for T-Hangars is of utmost concern. Therefore, this particular fee was a focus of this study. In addition, the fee structure for Ground Leases and Open Tie-Down rates are also relevant based on the most frequently utilized services at the Airport.

Open Tie-Down Rates:

At many of the comparable airports, there are several categories of Open Tie-Downs: Single-Engine, Twin-Engine, Turboprop, Jet, Helicopter, and Twin-Rotor Helicopter. The largest portion of current Open Tie-Down customers on a monthly and daily basis are Single-Engine aircraft. As the Airport develops further, it is conceivable that usage of Open Tie-Down spaces could expand in many of these other categories.

A few of the airports surveyed had one fee structure for all categories of Open Tie-Down spaces, as Buckeye Airport currently does, but most airports scaled the fee based on the aircraft type utilizing the Tie-Down. For this reason, it is recommended that Buckeye Airport

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increase the fees for Open Tie-Downs for Twin-Engine, Turboprop, Jet, Helicopter, and Twin-Rotor Helicopters, while keeping the current Single-Engine Open Tie-Down rates.

Table 2a: Single-Engine Open Tie-Down Rates

Single-Engine Open Tie-Down (Monthly)		Single-Engine Open Tie-Down (Daily)
Highest Rate	\$60.00 - Coolidge	\$20.00 - Prescott
Lowest Rate	\$19.00 - Goodyear	\$5.00 - multiple
Average Rate	\$41.40	\$7.50
Current BXK Rate	\$36.00	\$6.00
Proposed BXK Rate	\$36.00	\$6.00

Table 2b: Twin-Engine Open Tie-Down Rates

Twin-Engine Open Tie-Down (Monthly)		Twin-Engine Open Tie-Down (Daily)
Highest Rate	\$99.38 - Prescott	\$30.00 - Prescott
Lowest Rate	\$25.00 - Kingman	\$6.00 - Benson
Average Rate	\$56.67	\$11.43
Current BXK Rate	\$36.00	\$6.00
Proposed BXK Rate	\$45.00	\$8.00

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Table 2c: Turboprop Open Tie-Down Rates

Turboprop Open Tie-Down (Monthly)		Turboprop Open Tie-Down (Daily)
Highest Rate	\$138 - Chandler	\$60.00 - Prescott
Lowest Rate	\$25.00 - Kingman	\$6.00 - Benson
Average Rate	\$80.67	\$19.60
Current BXK Rate	\$36.00	\$6.00
Proposed BXK Rate	\$75.00	\$10.00

Table 2d: Jet Open Tie-Down Rates

Jet Open Tie-Down (Monthly)		Jet Open Tie-Down (Daily)
Highest Rate	\$138 - Chandler	\$60.00 - Prescott
Lowest Rate	\$45.00 - Payson	\$10.00 - Benson
Average Rate	\$101.20	\$24.57
Current BXK Rate	\$36.00	\$6.00
Proposed BXK Rate	\$90.00	\$12.00

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Table 2e: Helicopter Open Tie-Down Rates

Helicopter Open Tie-Down (Monthly)		Helicopter Open Tie-Down (Daily)
Highest Rate	\$111.00 - Falcon	\$10.00 - Prescott, Marana, Benson
Lowest Rate	\$40.00 - Payson	\$7.00 - Goodyear
Average Rate	\$86.25	\$9.25
Current BXK Rate	\$36.00	\$6.00
Proposed BXK Rate	\$36.00/\$50/\$75*	\$6.00/\$9.00/\$10.00*

*There are multiple categories of Helicopters such as those <12,500 lbs., >12,500 lbs., and Twin-Rotor Helicopters. The recommendation is for the rate to remain the same for Helicopters <12,500 lbs., but to increase the rate for Helicopters >12,500 lbs. to \$50 (monthly) / \$9 (daily) and to increase the rate for Twin-Rotor Helicopters to \$75 (monthly) / \$10 (daily).

Ground Lease Rates:

Currently all the land available for lease at Buckeye Municipal Airport is unimproved. As infrastructure continues to be built out on Airport property, both unimproved and improved land will become available. While some airports (Safford, Goodyear and Kingman) elect to publish rates/sq. ft., as Buckeye currently does, the majority of comparable airports leave this rate open for negotiation. It is recommended that Ground Lease Rates at Buckeye Municipal

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Airport be listed as negotiable going forward. This gives Airport Management the opportunity to offer a rate that both encourages future development and maximizes revenue.

Permit Rates and Other Fees:

Buckeye Municipal Airport charges fees for a variety of services which benefit the aviation community. While these services may not be needed on a regular basis, they are important offerings to users of the Airport. For example, there are fee structures in place for Fuel Flowage Fee, Airport Labor Fee and Commercial Photography Permit. The current fees are comparable within the region, therefore no increases are recommended at this time. However, one fee that has not previously been used at Buckeye but is recommended at this time is a Gate Card Fee. It is recommended that this fee be added.

Gate Card Permit:

A Gate Card Permit is not currently listed in Buckeye Municipal Airport's Rates and Fees Schedule, however Arizona Department of Transportation (ADOT) has recently approved a grant to fund improvements to security fencing and gates at Buckeye Airport, which is scheduled for completion in 2022/2023. This is an opportune time to include fees for issuing access control cards to tenants; and a replacement card fee. For reference, Glendale Airport

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charges \$15 to issue cards and to issue replacement cards. It is recommended that Buckeye Municipal Airport institute a \$15 fee for newly issued access control cards (waived for current tenants) and a \$15 fee for replacement cards as necessary.

T-Hangar Rates

Buckeye Municipal Airport currently has forty T-Hangars, with sixty potential tenants on the waiting list. The Airport's existing T-Hangars do not have electricity or water. The airports in the immediate vicinity to Buckeye are Goodyear (\$186.56) and Glendale (\$330), and their fees should be considered. The current rate of \$110 should first be adjusted for inflation since the last fee change in 2012. Consumer Price Index (CPI) increases over the past 10 years would adjust the base rate for T-Hangars to \$148.78. In addition to that, the average rate used by comparable airports in this region is \$291.90. Considering all of these factors, it is recommended that the T-Hangar Rate be increased to \$175.

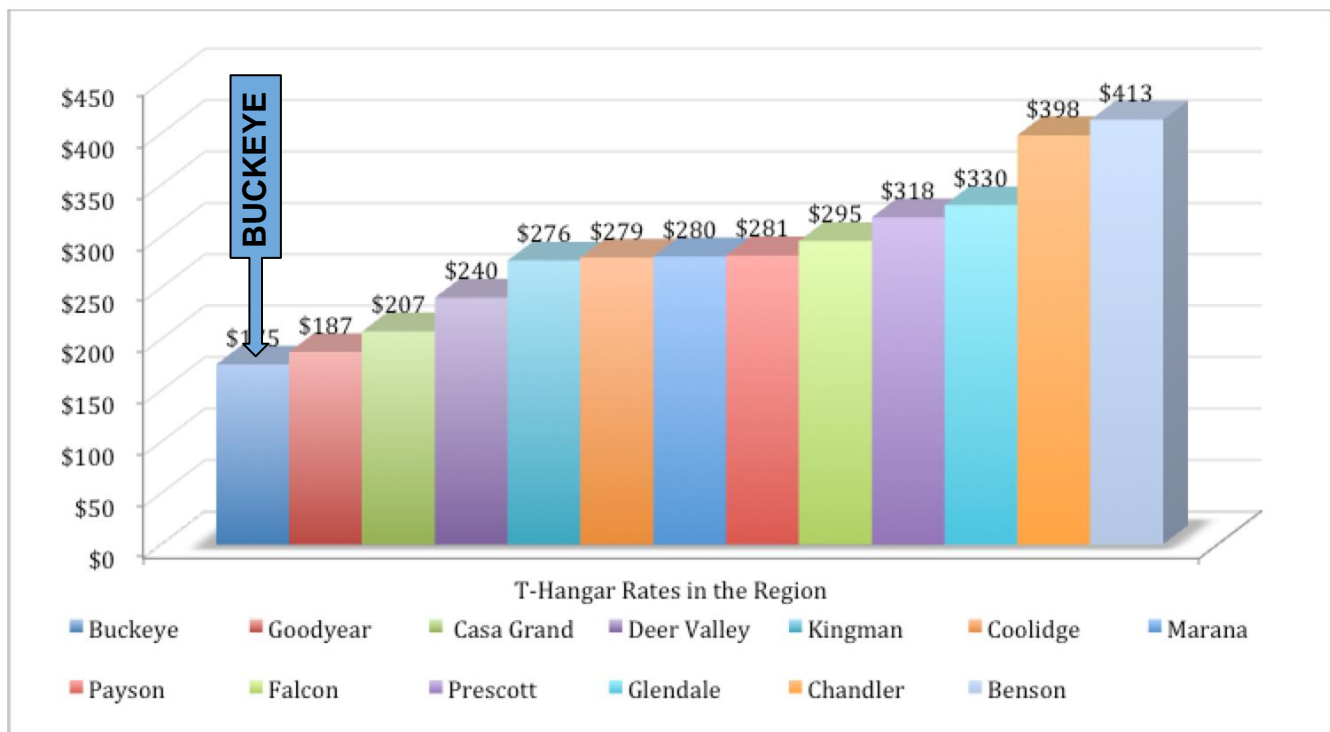
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Table 3a: T-Hangar Rates

T-Hangar Fee (Monthly)	
Highest Rate	\$412.50 - Benson
Lowest Rate	\$186.56 - Goodyear
Average Rate	\$291.90
Current BXK Rate	\$110.00
Proposed BXK Rate	\$175.00

Table 3b: T-Hangar Rate Comparison with Comparable Airports by Price



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As Table 3b demonstrates, all of the other comparable airports within the region (shown in order of distance from Buckeye Airport L-R) will have T-Hangar rates more expensive than Buckeye Municipal Airport's proposed rate.

Table 3c: T-Hangar Rate Comparison with Comparable Airports by Distance



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As Table 3c shows, the proposed increase to \$175 will bring Buckeye's rate for T-Hangar rentals to a rate that is more comparable to those within the nearest proximity (Goodyear and Glendale).

Rate Adjustment Recommendations

The table below shows a full list of Current Fees and Proposed Adjustments for comparison. In no case would a proposed rate change make any of Buckeye's fees the most expensive among the comparable airports in the region. After examining fee structures of comparable airports, three segments came to the forefront: Open Tie-Down Fees; T-Hangar Rates; and Ground Lease Rates.

When researching Open Tie-Down Fees, it was found that many airports utilize a tiered pricing system. Incorporating different pricing tiers for varied aircrafts allows the City to collect greater amounts from aircraft that will incur more wear-and-tear on airport grounds. While usage by larger aircraft isn't extensive at this time, as the Airport grows, additional traffic is expected.

A second segment that warrants consideration is the Ground Lease Rate. By including the rate in Buckeye's Rates and Fees Schedule, the Airport is locked into a price for all unimproved

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land without the ability to negotiate terms. It was found that the majority of comparable airports surveyed do not list their rate. This allows greater potential profitability as well as leverage to encourage future development.

The final segment that warranted close evaluation was the T-Hangar Fee. This fee is one that is of great concern to the current tenants at Buckeye Municipal Airport. It is also a critical metric for the City because it greatly affects the viability of building additional T-Hangars, whether as a City project, or by a private developer. This study clearly revealed that the current T-Hangar fee at Buckeye (\$110.00) is well below the average in the region (\$276.00). It should be considered, however, that many of the comparable airports also provide additional amenities with their T-Hangar rental, such as fire sprinklers to mitigate potential damages from fire, and electricity for tenant use. Nevertheless, inflation alone necessitates an increase of \$39. After that adjustment, an additional \$26 increase is recommended.

Lastly, in an effort to ensure the airport's fee schedule keeps up with inflation, annual increases are recommended. The recommended increase should be for all rates and fees and should be equal to the Consumer Price Index increase (CPI) for the preceding year, or the increase should be 3%, whichever is greater, with a cap at 5%. Inflationary increases would not preclude additional increases or adjustments based on future rates and fees studies.

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Table 4: Current vs. Proposed Rate Comparison

CURRENT FEE SCHEDULE		PROPOSED ADJUSTMENT	
Single-Engine Open Tie-Down Fee (Monthly)	\$36.00	NO CHANGE	
Single-Engine Open Tie-Down Fee (Daily)	\$6.00	NO CHANGE	
Twin-Engine Open Tie-Down Space (Monthly)		ADD RATE	\$45.00
Twin-Engine Open Tie-Down Space (Daily)		ADD RATE	\$8.00
Turboprop Open Tie-Down Space (Monthly)		ADD RATE	\$75.00
Turboprop Open Tie-Down Space (Daily)		ADD RATE	\$10.00
Jet Open Tie-Down Space (Monthly)		ADD RATE	\$90.00
Jet Open Tie-Down Space (Daily)		ADD RATE	\$12.00
Helicopter <12,500 lbs. Open Tie-Down (Monthly)		ADD RATE	\$36.00
Helicopter <12,500 lbs. Open Tie-Down (Daily)		ADD RATE	\$6.00
Helicopter >12,500 lbs. Open Tie-Down (Monthly)		ADD RATE	\$50.00
Helicopter >12,500 lbs. Open Tie-Down (Daily)		ADD RATE	\$9.00
Twin-Rotor Helicopter Open Tie-Down (Monthly)		ADD RATE	\$100.00
Twin-Rotor Helicopter Open Tie-Down Space (Daily)		ADD RATE	\$10.00
Small Covered Tie-Down Space (Monthly)	\$45.00	NO CHANGE	
Small Covered Tie-Down Space (Daily)	\$7.00	NO CHANGE	
Large Covered Tie-Down Space (Monthly)	\$75.00	NO CHANGE	

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CURRENT FEE SCHEDULE		PROPOSED ADJUSTMENT	
Large Covered Tie-Down Space (Daily)	\$12.00	NO CHANGE	
Aircraft Hangar Fee - SM (T-Hangar) <1,000 SF	\$110.00	CHANGE TO	\$175.00
Aircraft Hangar Fee - LG 1,000-2,500 SF (per SF)	\$0.17	CHANGE TO	\$0.25
Aircraft Hangar Fee - 2,501-5,000 SF (per SF)	\$0.25	NO CHANGE	
Aircraft Hangar Fee - >5,000 SF (per SF)	\$0.25	NO CHANGE	
Land Ground Lease (per square foot)	\$0.25	CHANGE TO NEGOTIABLE	
Vehicle Parking on Airport (long term >3 days)	\$25.00	NO CHANGE	
All FBO and SASO Permits (annual fee)	\$150.00	NO CHANGE	
Commercial Photography Permit (per day)	\$200.00	NO CHANGE	
Banner Towing Fee (per day)	\$10.00	NO CHANGE	
Airport Lease Application Processing Fee	\$150.00	NO CHANGE	
Fuel Flowage Fees: All Activities (per gallon)	\$0.08	NO CHANGE	
Airport Damage Fees	actual	NO CHANGE	
Aircraft Removal from Airport Surfaces	actual	NO CHANGE	
Airport Labor Rate - As adopted		NO CHANGE	
Late Payment Fee - As adopted		NO CHANGE	
Returned Check Fee - As Adopted		NO CHANGE	

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Summary and Conclusion

Buckeye Airport fees have been compared with those of other general aviation airports in the state. It was found that, overall, Buckeye Airport services are less expensive than comparable airports. By including tiered fees when applicable, and increasing T-Hangar Fees, Buckeye Airport can both maintain the competitive advantage of providing cost-efficient services and garner appropriate fees for in-demand services. It is recommended that Buckeye Municipal Airport's Rates and Fees Schedule be evaluated and updated on a more regular basis in the future. Further, it is suggested that the City consider hiring a professional appraiser when attempting to determine fair market value for the larger commercial hangars and potential ground lease opportunities.

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Appendix: Raw Data Tables

Area Airport Fees:	Benson	Casa Grande	Chandler	Deer Valley	Falcon	Glendale	Goodyear	Kingman	Marana	Payson	Prescott	Coolidge
Single-Engine Open Tie-Down (Monthly)	\$45.00	\$45.00	\$50.00	\$29.19	\$46.00	\$40.00	\$19.00	\$25.00	\$50.00	\$30.00	\$57.58	\$60.00
Single-Engine Open Tie-Down (Daily)	\$5.00	\$5.00				\$5.00	\$5.00	\$5.00	\$5.00		\$20.00	\$10.00
Twin-Engine Open Tie-Down (Monthly)	\$65.00		\$68.00		\$54.00	\$40.00		\$25.00	\$72.00	\$30.00	\$99.38	
Twin-Engine Open Tie-Down (Daily)	\$6.00	\$10.00				\$9.00		\$10.00	\$8.00		\$30.00	
Turboprop Open Tie-Down (Monthly)	\$65.00		\$138.00		\$117.00			\$25.00	\$94.00	\$45.00		
Turboprop Open Tie-Down (Daily)	\$6.00							\$10.00	\$10.00		\$60.00	
Jet Open Tie-Down (Monthly)	\$90.00		\$138.00		\$117.00				\$116.00	\$45.00		
Jet Open Tie-Down (Daily)	\$10.00	\$15.00				\$34.00		\$25.00	\$16.00		\$60.00	
Helicopter Open Tie-Down <12,500 lbs (Monthly)	\$100.00				\$111.00				\$94.00	\$40.00		
Helicopter Open Tie-Down <12,500 lbs (Daily)	\$10.00								\$10.00		\$10.00	
Helicopter Open Tie-Down >12,500 lbs (Monthly)	\$100.00											
Helicopter Open Tie-Down >12,500 lbs (Daily)	\$10.00											

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Area Airport Fees:	Benson	Casa Grande	Chandler	Deer Valley	Falcon	Glendale	Goodyear	Kingman	Marana	Payson	Prescott	Coolidge
Twin-Rotor Helicopter Open Tie-Down (Monthly)	\$100.00											
Twin-Rotor Helicopter Open Tie-Down (Daily)	\$10.00											
T-Shade Tie-Down (Monthly)		\$130.00	\$130.00	\$117.00	\$106.00		\$57.89	\$75.00	\$112.75		\$120.92	
T-Shade Tie-Down (Daily)		\$20.00										
T-Hangar (Monthly)	\$412.50	\$207.00	\$397.50	\$240.00	\$295.00	\$330.00	\$186.56	\$276.00	\$280.00	\$281.00	\$318.22	\$279.00
Hangar - Non-Specific Size/Type (Monthly)	\$312.50				\$839.50			\$480.00		\$577.00	\$1,056.92	
Hangar - Non-Specific Size/Type (Daily)												
Hangar - Non-specific Size/Type (Weekly)												
Ground Lease (Unimproved)							\$0.15	\$0.20				\$0.20
Ground Lease (Improved)							\$0.30	\$0.30				\$0.25
Fuel Flowage Fee					\$0.10	\$0.09	\$0.10	\$0.05	\$0.15		\$0.12	\$0.12
Commercial Fueling Permit									\$500.00			
Fuel Handler's Permit/Card							\$20.00					
Fuel Handler's Permit/Card Replacement							\$15.00					
Airport Operations Fee/Labor Rate (per hour)		\$150.00				\$50.00			\$75.00			

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Area Airport Fees:	Benson	Casa Grande	Chandler	Deer Valley	Falcon	Glendale	Goodyear	Kingman	Marana	Payson	Prescott	Coolidge
Airport Operations Fee/Labor Rate (per hour, after hours)						\$100.00			\$125.00		\$120.00	
Runway Taxilight Replacement									\$300.00			
Commercial Photography Permit									\$250.00			
Banner Tow Permit						\$50.00			\$500.00			
Charter Permit									\$250.00			
Parachuting Facility Fee									\$50.00			

Area Airport Fees	Regional Average	Buckeye (current)	Buckeye (proposed)	Buckeye (current) Percent of Regional Average	Buckeye (proposed) Percent of Regional Average
Single-Engine Open Tie-Down (Monthly)	\$41.40	\$36.00	\$36.00	86.96%	86.96%
Single-Engine Open Tie-Down (Daily)	\$7.50	\$6.00	\$6.00	80.00%	80.00%
Twin-Engine Open Tie-Down (Monthly)	\$56.67	\$36.00	\$45.00	63.52%	79.40%
Twin-Engine Open Tie-Down (Daily)	\$12.17	\$6.00	\$8.00	49.32%	65.75%
Turboprop Open Tie-Down (Monthly)	\$80.67	\$36.00	\$75.00	44.63%	92.98%
Turboprop Open Tie-Down (Daily)	\$21.50	\$6.00	\$10.00	27.91%	46.51%
Jet Open Tie-Down (Monthly)	\$101.20	\$36.00	\$90.00	35.57%	88.93%
Jet Open Tie-Down (Daily)	\$26.67	\$6.00	\$12.00	22.50%	45.00%
Helicopter Open Tie-Down <12,500 lbs (Monthly)	\$86.25	\$36.00	\$36.00	41.74%	41.74%
Helicopter Open Tie-Down <12,500 lbs (Daily)	\$10.00	\$6.00	\$6.00	60.00%	60.00%

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Area Airport Fees	Regional Average	Buckeye (current)	Buckeye (proposed)	Buckeye (current) Percent of Regional Average	Buckeye (proposed) Percent of Regional Average
Helicopter Open Tie-Down >12,500 lbs (Monthly)	\$100.00	\$36.00	\$50.00	36.00%	50.00%
Helicopter Open Tie-Down >12,500 lbs (Daily)	\$10.00	\$6.00	\$9.00	60.00%	90.00%
Twin-Rotor Helicopter Open Tie-Down (Monthly)	\$100.00	\$36.00	\$75.00	36.00%	75.00%
Twin-Rotor Helicopter Open Tie-Down (Daily)	\$10.00	\$6.00	\$10.00	60.00%	100.00%
T-Shade Tie-Down (Monthly)	\$106.20	\$75.00	\$75.00	70.62%	70.62%
T-Shade Tie-Down (Daily)	\$20.00	\$12.00	\$12.00	60.00%	60.00%
T-Hangar (Monthly)	\$291.90	\$110.00	\$175.00	37.68%	59.95%
Hangar - Non-Specific Size/Type (Monthly)	\$653.18			0.00%	0.00%
Hangar - Non-Specific Size/Type (Daily)	#DIV/0!			#DIV/0!	#DIV/0!
Hangar - Non-specific Size/Type (Weekly)	#DIV/0!			#DIV/0!	#DIV/0!
Ground Lease (Unimproved)	\$0.18	\$0.25	Negotiable	136.36%	#DIV/0!
Ground Lease (Improved)	\$0.28			0.00%	0.00%
Fuel Flowage Fee	\$0.10	\$0.08	\$0.08	77.24%	77.24%
Commercial Fueling Permit	\$500.00			0.00%	0.00%
Fuel Handler's Permit/Card	\$20.00			0.00%	0.00%
Fuel Handler's Permit/Card Replacement	\$15.00			0.00%	0.00%
Airport Operations Fee/Labor Rate (per hour)	\$91.67	\$50.00	\$50.00	54.55%	54.55%
Airport Operations Fee/Labor Rate (per hour, after hours)	\$115.00			0.00%	0.00%
Runway Taxilight Replacement	\$300.00			0.00%	0.00%
Commercial Photography Permit	\$250.00	\$200.00		80.00%	0.00%
Banner Tow Permit	\$275.00			0.00%	0.00%
Charter Permit	\$250.00			0.00%	0.00%
Parachuting Facility Fee	\$50.00			0.00%	0.00%

Dark Green Shading = Proposed Increase