

## Kennel, Lizet

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**From:** Wendy Terada Nicolle <[REDACTED]>  
**Sent:** Monday, May 11, 2026 1:04 PM  
**To:** Airport Meetings  
**Subject:** CAA Meeting Comment: Agenda Item B, Department of Airports' Fiscal Year 2026-27 Rent and Fee Schedule, Effective July 1, 2026

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For the public record, we respectfully note that the current hangar rent rate of \$0.15 per sq. ft. per month is significantly below typical U.S. general aviation airport benchmarks.

Published airport and industry data show typical hangar rents generally range from \$0.30–\$0.80 per sq. ft. per month, with higher-demand and constrained metro airports often ranging \$0.80–\$1.50+ per sq. ft. per month (Accounting Insights aviation cost surveys; published airport rate schedules, including Hayward Executive Airport and Livermore Municipal Airport).

Given Southern California demand, land scarcity, and infrastructure costs, a more aligned cost-recovery range would be:

- \$0.40–\$0.90 per sq. ft. per month (standard hangars)
- Higher tiers for premium or executive hangars where applicable

These levels are consistent with documented U.S. general aviation market rates while better reflecting regional conditions and airport cost recovery requirements.

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For aircraft operations, we also respectfully request that fees for general aviation and private aircraft over 12,500 lbs MTOW be aligned with U.S. airport benchmarks.

U.S. landing fee data shows typical charges of approximately \$2–\$8 per 1,000 lbs MTOW, with higher-demand airports at the upper end (DWU Consulting; U.S. airport rate studies). Fuel flowage fees commonly range \$0.10–\$0.25 per gallon, with higher rates used to support cost recovery and infrastructure funding (FAA-aligned airport financial studies; state DOT aviation rate reports).

Given Southern California demand, congestion, and infrastructure pressures, we request consideration of:

- Landing fees (over 12,500 lbs MTOW): \$4–\$7 per 1,000 lbs MTOW, with a \$75–\$150 minimum
- Fuel flowage + facility fees: \$0.20–\$0.40 per gallon combined

These levels remain consistent with national general aviation and business aviation practice while better reflecting regional operating costs, capacity constraints, and community impact considerations.