

MARKET RENT ANALYSIS

Aeronautical and Non-Aeronautical Land at the Paso Robles Municipal Airport (PRB) Paso Robles, California



Prepared for:

Ms. Meg Williamson
Assistant City Manager
Paso Robles Municipal Airport
1000 Spring Street
Paso Robles, California 93446

Date of Report & Analysis: December 1, 2015



Airport Business Solutions

"Valuation and Consulting Services to the Aviation Industry"

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December 1, 2015

Ms. Meg Williamson
Assistant City Manager
Paso Robles Municipal Airport
1000 Spring Street
Paso Robles, California 93446

RE: Market Rent Analysis
Aeronautical and Non-Aeronautical Land at the
Paso Robles Municipal Airport (PRB)
Paso Robles, California

Dear Ms. Williamson:

In accordance with your request, we have completed a comprehensive study of the Paso Robles Municipal Airport and competing market for the purpose of providing an estimate of the current monthly Market Rent for aeronautical and non-aeronautical land for land leased by the City of Paso Robles, owner of the Airport. This analysis provides an opinion of the Market Rent, on a per square foot per month basis, applicable to unimproved land on the Airport to assist with current and future lease negotiations by the City. For the purpose of this analysis, a single land rate applicable to the respective property types is provided without regard to parcel size or location on the Airport. Moreover, it is significant to note that the rates recommended herein do not distinguish between parcels with infrastructure (roads and utilities) and those without. It is anticipated that the distinction in the rates applicable to properties without infrastructure will be adjusted through the application of rent credits or other adjustments for capital improvements made by either the City or a prospective Lessee.

After careful analysis of the Paso Robles Municipal Airport and its competitive environment, as well as the local and regional aviation market, it is our opinion that the current Market Rent of aeronautical and non-aeronautical land at the Paso Robles Municipal Airport, as of December 1, 2015, are as follows:

PASO ROBLES MUNICIPAL AIRPORT MONTHLY RENTAL RATES FOR LAND	
Component	Monthly Rent Per Sq. Ft.
Aeronautical Land	\$0.035 - \$0.04
Non-Aeronautical Land	\$0.033

Please note that the aforementioned rates are predicated upon a lease of unimproved land directly with the City of Paso Robles. Said rates may not be reflective of market rates for subleases of developed sites within larger leaseholds at PRB, whereby the Lessee provided all infrastructure improvements at their own expense.

Solutions as Unique as the Problems . . .

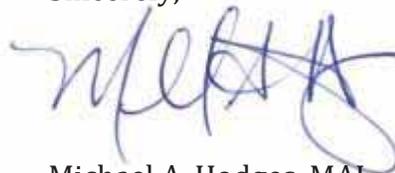
Ms. Meg Williamson
December 1, 2015
Page Two

As noted above, for the purpose of this analysis, a single land rental rate applicable to the respective property types is provided without regard to parcel size or location on the Airport. While size and location typically play a role in the overall value of a property, none of the airports surveyed distinguished their rates based upon these characteristics for aeronautical land. With regard to non-aeronautical land, it is City policy to utilize a single rate as a baseline for negotiations.

In addition, it is significant to note that the rates recommended herein do not differentiate between parcels with infrastructure (roads and utilities) and those without. It is anticipated that the distinction in the rates applicable to properties without infrastructure will be adjusted through the application of rent credits or other adjustments for capital improvements made by either the City or a prospective Lessee. This factor can and should be negotiated as part of a prospective tenant's proposed capital investment and contributory value to the overall Airport.

We appreciate this opportunity to be of service to the Paso Robles Municipal Airport on this project. If you should have any further questions, or request additional information or clarification, please advise.

Sincerely,

A handwritten signature in blue ink, appearing to read "m. hodges", with a large, stylized flourish at the end.

Michael A. Hodges, MAI
President/CEO

SCOPE OF THE ASSIGNMENT

The scope of this assignment is to estimate the current monthly Market Rent, on a per square foot per month basis, for aeronautical and non-aeronautical land at the Paso Robles Municipal Airport in Paso Robles, California. This analysis provides an opinion of the applicable to unimproved land on the Airport to assist with current and future lease negotiations. For the purpose of this analysis, a single land rate applicable to the respective property types is provided without regard to parcel size or location on the Airport.



Moreover, it is significant to note that the rates recommended herein do not distinguish between parcels with infrastructure (roads and utilities) and those without. It is anticipated that the distinction in the rates applicable to properties without infrastructure will be adjusted through the application of rent credits or other adjustments for capital improvements made by either the City or a prospective Lessee. As such, the City/Airport is advised to utilize these rates as a guideline for rate-setting, with prospective adjustments being warranted for specific investment requirements or other lease conditions.



It is assumed that *Airport Business Solutions (ABS)* and their representatives were provided all available information relative to the Paso Robles Municipal Airport, and that said information is current and accurate. *ABS* reserves the right to modify its conclusions if it is discovered that pertinent information was not made available.

IDENTIFICATION OF PROPERTIES ANALYZED

The subject of this analysis includes the unimproved aeronautical and non-aeronautical land at the Paso Robles Municipal Airport. The primary purpose of the analysis is to determine market-based rental rates for the specified areas and facilities in conjunction with current and pending lease negotiations. The aerial photo below reflects the western quadrant of the Airport, which exhibits primarily aeronautical development to the south and along the east side of the developed area. Areas to the north and the western portion to Airport Road reflect non-aeronautical development, primarily office, warehouse and distribution uses. Additional undeveloped areas to the north are primarily non-aeronautical, while the southern portions reflect aeronautical development potential.



The development area on the south side of the Airport is similar to the west side development with most of the area along the flightline (Taxiway F) almost entirely aeronautical in nature, with the exception of an office building. On the far east end near the end of Runway 31 is the Estrella Warbird Museum development



DATE OF RENT ESTIMATE

The date of this report is December 1, 2015, while an on-site review and personal inspection of the properties was performed on July 23, 2015.

OWNERSHIP HISTORY

The Paso Robles Municipal Airport is owned by the City of El Paso de Robles (Paso Robles), with various leaseholds around the Airport subject to ground and facility leases of mixed terms and conditions. The purpose of this analysis is to estimate the current Market Rent of aeronautical and non-aeronautical land at the Airport without regard to any current leases or operating agreements. The concluded rents herein will be utilized by the Airport for rate-setting purposes in conjunction with prospective lease negotiations.



DEFINITION OF MARKET RENT

The rent estimates herein conform with the definition of "Market Rent" per **The Dictionary of Real Estate Appraisal** (Fifth Edition, page 121-122), specifically defined as *"The most probable rent that a property should bring in a competitive and open market reflecting all conditions and restrictions of the lease agreement, including permitted uses, use restrictions, expense obligations, term, concessions, renewal and purchase options, and tenant improvements (TIs)."*

PASO ROBLES MUNICIPAL AIRPORT

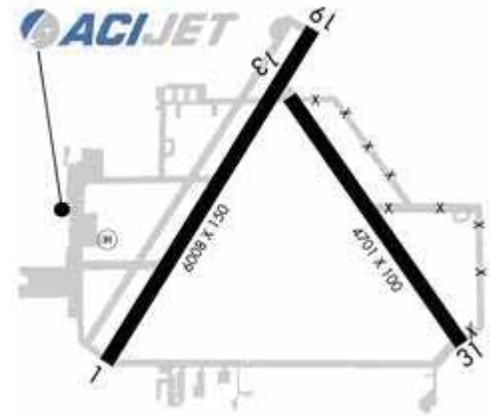
The Paso Robles Municipal Airport (FAA Identifier PRB) is owned by the City of El Paso de Robles and lies approximately 4 miles northeast of the City in San Luis Obispo County, California. The Airport serves as the primary general aviation airport for the community and surrounding area, with the closest commercial service airports lying approximately 26 miles to the South in San Luis Obispo. The Airport encompasses about 1,277 acres at an elevation of 836 feet above mean sea level, and is identified as a General Aviation Airport in the National Plan of Integrated Airport Systems (NPIAS), and a Regional Airport in the California Aviation System Plan.



There are two primary runways serving PRB. Runway 1/19 is the primary runway with a length of 6,008 feet and width of 150 feet. The runway offers an asphalt grooved surface in good condition, with a maximum weight capacity of 150,000 pounds with a double tandem wheel configuration. The runway has high intensity runway edge lights and a 4-light PAPI and runway

end identifier lights on Runway 19. Runway 13/31 is 4701 feet long and 100 feet wide and reflects an asphalt surface with a double tandem wheel weight capacity of 90,000 pounds. This runway is in good condition and has medium intensity runway edge lights and a 4-light PAPI on Runway 31. A parallel and connecting taxiway system supports the ground operations for maximum safety.

The Airport currently reflects aircraft operations (takeoffs and landings) of approximately 34,300 annually, of which approximately 89% is general aviation, 7% is air taxi, and 4% is military. The Airport reflects a based aircraft population of 164 aircraft, of which 134 are single engine, 19 are multi-engine, 2 are jets, 6 are helicopters, and the remaining 3 are gliders or ultralights.



Development at the airport is mixed, with aeronautical areas heavily dominated by aircraft storage hangars, both T-hangars and bulk storage, while non-aeronautical areas predominately reflect warehouse, light manufacturing or office/research and development facilities. From an aeronautical standpoint, limited new development or construction has occurred over the past 15 years, primarily due to two issues. First, while there is an abundance of developable land around the Airport, minimal land exists with infrastructure in place or even reasonably proximate. As a result, the development costs to provide roads, utilities, taxilanes, etc. are seen as cost prohibitive, especially given the impact of the national recession over the past 7 to 8 years. This is especially true of individual hangar development, whereby the costs cannot be spread across a larger project. Second, the development sites that are available with existing infrastructure are currently part of larger parcels subject to existing long-term leases with “master leaseholders”. These master leaseholders have historically entered into sublease agreements for smaller sites within their development for either build-to-suit hangar projects or straight ground leases whereby the subtenant built their own facility. However, the remaining lease terms on the master lease agreements are not sufficient to amortize significant investments before the improvements will revert to the City upon expiration of the master lease. (It should be noted that these reversionary

terms are typical of airport lease agreements throughout California and the rest of the U.S., and are not specific to Paso Robles.)

With regard to non-aeronautical development trends at PRB, although still very limited, while there have been more recent developments at the Airport, the challenge of any non-aeronautical development at an airport relates to the fact that the competing marketplace is the general real estate market surrounding the airport. In this surrounding market, potential users/developers have the benefit of purchasing the fee simple estate in the land, with no impact of such issues as reversion, rent adjustments, or other restrictive lease terms. As such, airports must be very creative in their lease terms in order to effectively compete for non-aeronautical development. In addition, the non-aeronautical land areas at PRB have the same limitations relative to the lack of existing infrastructure at many potential development areas.

In summary, the Paso Robles Municipal Airport reflects a typical general aviation airport found in similarly sized communities throughout the United States. However, the airport infrastructure and available development land at PRB exceeds many competing airports in the region, which will provide it with many opportunities to diversify revenues through marketing as the nation's economy continues to recover in coming years. The lack of an instrument landing system is not seen as an impediment to growth opportunities due to the limited weather impact on the area. The lack of infrastructure (roads and utilities) is seen as the primary challenge faced by the Airport, as without additional hangar and other aeronautical facilities, the potential for based aircraft, operations, and fuel volume growth are extremely limited. The development of new aeronautical facilities at PRB would likely spur significant growth opportunities relative to revenues from indirect sources such as fuel flowage.

MARKET RENT ANALYSIS

Aeronautical Land

In this analysis, the purpose of the assignment is to estimate prevalent Market Rent of both aeronautical and non-aeronautical land at the Paso Robles Municipal Airport. As previously noted, the Airport is advised to utilize these rates as a guideline for rate-setting, with prospective adjustments being warranted for specific investment requirements or other lease conditions.

The most accurate and effective methodology for projecting Market Rent for aeronautical land is through the assessment of rental rates at similar and competing airports, which is consistent with the FAA's Rates and Charges Policy for fair and reasonable rates and fees for aeronautical property at airports. As such, the estimation of market-based rental rates for the subject areas is completed through an analysis of similar areas and facilities throughout the region. These rental rates are derived from similar airports throughout the immediate region, with special attention to airports offering similar locational, physical, and operational characteristics to the Paso Robles Municipal Airport (PRB) where available. On the following page is a summary of our research relative to comparable land rents for the Paso Robles Municipal Airport.



COMPARABLE AERONAUTICAL LAND RATES

Airport Name	Paso Robles	Santa Maria	San Luis Obispo	Oceano	Columbia	Lompoc	Mesa Del Rey	Santa Ynez	Tehachapi
Identifier	PRB	SMX	SBP	L52	O22	LPC	KIC	IZA	TSP
Number of Runways	2	2	2	1	2	1	1	1	1
Longest Runway	6,008	8,004	6,100	2,325	4,673	4,600	4,479	2,803	4,040
ILS	No	Yes	Yes	No	No	No	No	No	No
Annual Operations	34,310	45,260	68,620	9,855	40,150	29,930	8,030	30,295	10,950
Based Aircraft	162	235	270	23	109	53	22	115	95
Ownership/Management	City	Airport District	County	County	County	City	City	County/Pvt	City
Current Rent/SF/Month	\$0.0024- \$0.036	\$0.035	\$0.027-\$0.03	\$0.0233- \$0.0583	\$0.046	\$0.08	\$0.11	\$0.042	\$0.05

For the purpose of this analysis, a single land rate applicable to the respective property types is provided without regard to parcel size or location on the Airport. While size and location typically play a role in the overall value of a property, none of the airports surveyed distinguished their rates based upon these characteristics.

Moreover, it is significant to note that the rates recommended herein do not distinguish between parcels with infrastructure (roads and utilities) and those without. It is anticipated that the distinction in the rates applicable to properties without infrastructure will be adjusted through the application of rent credits or other adjustments for capital improvements made by either the City or a prospective Lessee. As such, the City/Airport is advised to utilize these rates as a guideline for rate-setting, with prospective adjustments being warranted for specific investment requirements or other lease conditions.

Based upon the breadth of the consultant's research, there is sufficient data to derive reasonable conclusions of market rent for the aeronautical land at the Airport. The selection of a market-based rental rate is based upon the information analyzed by the consultant, with consideration to the utility of the current and available aeronautical areas discussed herein. Of significant importance, the location and amenities of PRB was carefully considered as compared to the airports surveyed as part of this analysis. Specifically, such issues as runway length, other airport infrastructure, activity levels, supply and demand, etc. were considered.

It is significant to note that the surveyed rates represent rents charged directly by the airport to their lessees, and does not consider any subleases that may exist. Airports have little to no control over subleases on their airport, except as it relates to the character of the tenant. In other words, airport sponsors must be wary of all activities and tenants on their airport to insure that no illegal or unsafe activity occurs, or that a subtenant is not someone that may have previously been a direct tenant that was evicted for various reasons. Otherwise, the relationship between the airport sponsor's tenant and their subtenants is a business relationship that is between them. They generally have minimal legal jurisdiction relative to rents or other terms imposed. If a lessee incurs capital investment costs and other risks associated with providing development alternatives on their

leasehold, it is reasonable to expect that the lessee would expect a return of and on that investment. Potential subtenants have several alternatives available to them, to include leasing other property on the airport (or another airport), with or without existing infrastructure.

Given the foregoing, it is the consultant's opinion that the prevailing market rent conclusion for unimproved aeronautical land at the Paso Robles Municipal Airport, leased directly from the City, is considered to be best reflected by a range of \$0.035 to \$0.04 per square foot per month.

As noted above, the land rate is deemed applicable herein without regard to parcel size or location on the Airport. While size and location typically play a role in the overall value of a property, none of the airports surveyed distinguished their rates based upon these characteristics. Moreover, these rates do not distinguish between parcels with infrastructure (roads and utilities) and those without. It is anticipated that the distinction in the rates applicable to properties without infrastructure will be adjusted through the application of rent credits or other adjustments for capital improvements made by either the City or a prospective Lessee. As such, the City/Airport is advised to utilize these rates as a guideline for rate-setting, with prospective adjustments being warranted for specific investment requirements or other lease conditions.

Non-Aeronautical Land

As noted previously, the purpose of the assignment is to estimate prevalent Market Rent of both aeronautical and non-aeronautical land at the Paso Robles Municipal Airport, or the amount of rent that the City can expect to receive from a tenant of the land.

In accordance with the FAA's Order 5190.6b, also known as the Airport Compliance Manual, *"The FAA defines "aeronautical use" as all activities that involve or are directly related to the operation of aircraft, including activities that make the operation of aircraft possible and safe. Services located on the airport that are directly and substantially related to the movement of passengers, baggage, mail, and cargo are considered aeronautical uses. . . . Individuals or businesses providing services involving operation of aircraft or flight support directly related to aircraft operation are considered to be aeronautical users. . . . All other uses of the airport are considered nonaeronautical. Aviation-related uses that do not need to be located on an airport, such as flight kitchens and airline reservation centers, are considered nonaeronautical uses. Nonaeronautical uses include public parking, rental cars, ground transportation, as well as terminal concessions such as food and beverage and news and gift shops.*

In Chapter 17.11 of FAA Order 5190.6b, the following on non-aeronautical rates is indicated: *"Rates charged for nonaeronautical use (e.g., concessions) of the airport must be based on fair market value (e.g., lease of land at fair market rent subject to the specific exceptions listed in this chapter)."* Moreover, the FAA further states in Chapter 17.12 that *"Fair market fees for use of the airport are required for nonaeronautical use of the airport and are optional for non-airfield aeronautical use."*

Based upon the foregoing, the derivation of a market rent for non-aeronautical land at PRB must be driven by land values and rates of return for similar and competing non-aeronautical land in the subject environs. While an aeronautical use competes with other properties on an airport, non-aeronautical uses compete with other similar properties located in the immediate and competing vicinity of the subject site, without regard to an on-airport location. It basically follows the "principle of substitution" which generally states that *"when several similar or commensurate*



commodities, goods or services are available, the one with the lowest price attracts the greatest demand and widest distribution. . . a buyer will not pay more for one property than for another that is equally desirable. Property values tend to be set by the price of acquiring an equally desirable substitute property. The principle of substitution recognizes that buyers and sellers of real property have options, i.e., other properties are available for similar uses. . . The cost of acquisition may be the cost to purchase a similar site and construct a building of equivalent utility, assuming no undue cost due to delay.” (The Appraisal of Real Estate, Thirteenth Edition, page 38-39)

In the determination of market rent for a non-aeronautical property, the most viable and accurate method is to determine a fee simple value for the land, then apply a rate of return based upon investor expectations in the market with regard to that particular property type and prevailing lease terms. As such, in this analysis, the consultant surveyed the immediate and surrounding competing area for pertinent land sales. The following is a summary of the land sales discovered by the consultant that were determined to be reasonably similar and comparable. (Detailed comparable data and analysis have been retained in the consultants’ files.)

NON-AERONAUTICAL/INDUSTRIAL LAND SALES					
Address	Grantor/Grantee	Date of Sale	Land Area (Acres)	Consideration	Price Per Sq. Ft.
2615 Germaine Way, Paso Robles	Estate Financial/Horn	1/3/14	2.76	\$365,000	\$3.04
Cow Meadow Place, Templeton	Silva Farm Trust/Olson Family Trust	9/25/14	5.46	\$875,000	\$3.68
Wisteria Lane, Paso Robles	Ramirez Family Trust/Riboli Paso Robles	11/7/14	5.17	\$939,500	\$4.17
Tractor Street, Paso Robles	Pacific Capital Bank/Mullahey	5/21/13	9.49	\$1,750,000	\$4.23
3330 Ramada Drive, Templeton	NWK1/Zacastreet21, LLC	2/6/14	4.80	\$1,100,000	\$5.26
Theater Drive, Paso Robles	Yellow Jacket/Templeton Properties	2/5/15	4.17	\$1,200,000	\$6.61

The six sales above are deemed the most comparable to the non-aeronautical land at the Paso Robles Municipal Airport. As noted within the aeronautical land analysis, a single land rate is deemed applicable herein without regard to parcel size or location on the Airport. While size and

location typically play a role in the overall value of a property, it is the City's policy to utilize a single uniform rate as a baseline for all lease negotiations of Airport property. Moreover, these rates do not distinguish between parcels with infrastructure (roads and utilities) and those without. It is anticipated that the distinction in the rates applicable to properties without infrastructure will be adjusted through the application of rent credits or other adjustments for capital improvements made by either the City or a prospective Lessee. As such, the City/Airport is advised to utilize these rates as a guideline for rate-setting, with prospective adjustments being warranted for specific investment requirements or other lease conditions.

The six sales offered herein are deemed the most viable for comparison to the subject parcels and demonstrate a wide range of unit values from \$3.04 to \$6.61 per square foot. Excluding the first sale, which is considered to be below market, a slightly narrower range is indicated. The focus of the selections of sales was predominately toward reasonably similar located properties, as well as those with a similar zoning, use, or prospective use. Based upon the available data, an overall unit value of \$5.00 per square foot is deemed reasonable and appropriate for non-aeronautical sites at the Paso Robles Municipal Airport.

RATE OF RETURN ANALYSIS

As noted herein, the purpose of this portion of the analysis is to estimate an annual rent allocation for the non-aeronautical land at PRB. As discussed, market rent estimates herein are predicated upon non-aeronautical land values and rates of return for the subject land. The significance of this designation is related to the fact that the Federal Aviation Administration (FAA) requires airport sponsors that receive Federal funds to obtain Fair Market Value for nonaeronautical land and facilities, while lease agreements on aeronautical properties should reflect "fair and reasonable" rates and fees. The fair market value requirement dictates that the airport should be mindful of the competing market for similar non-aeronautical developments when determining the prevailing fair market rent. This not only includes a comparison with similar

properties relative to underlying land and property values, but also with regard to market-based rates of return, which may or may not coincide with an airport sponsor policy driven rate of return for aeronautical leases.

A rental rate determination analysis (as a percent of value) was prepared in conjunction with this assignment. Most of the data reviewed were of land lease opportunities near or proximate to an airport location, and as such, were in general similar to the subject property, although in other markets. Our research indicated that developers/investors desired deals with lower rates than end users. Part of this phenomenon is attributable to desired profit levels sought by developers versus owner/users. In addition, we analyzed national survey data for net lease capitalization rates from several sources, as well as performed market interviews as an indication of land lease capitalization rates.

Based upon our research, land lease rates range from a low of 3% to a high of 10%. The trend in land lease rates for the past several years has been lower as alternative yield rates have also compressed. However, it was indicated that ground lease rates in the Paso Robles market for commercial sites has been in the 8-10% range. Given the location of the sites at PRB and the data reviewed, it is the consultant's opinion that a land lease rate of 8% is appropriate for sites at the Paso Robles Municipal Airport. Based upon the previous land value conclusion, and the concluded rate of return, yields an annual rental rate of \$0.40, or \$0.033 per month, for non-aeronautical land at PRB. This indicated rental rate is deemed to consider the current supply and demand of developable land in the Airport environs, as well as overall market conditions.

RECONCILIATION AND FINAL RENT ESTIMATES

Reconciliation is the process of evaluating facts, trends, observations, and conclusions developed in the valuation methods utilized to derive the final estimate of Market Rents of the aeronautical and non-aeronautical land areas at the Airport. After careful analysis and evaluation, it is our opinion that the Market Rent of these land areas at the Paso Robles Municipal Airport, as of October 22, 2015, is as follows.

PASO ROBLES MUNICIPAL AIRPORT MONTHLY RENTAL RATES FOR LAND	
Component	Monthly Rent Per Sq. Ft.
Aeronautical Land	\$0.035-\$0.04
Non-Aeronautical Land	\$0.033

Please note that the aforementioned rates are predicated upon a lease of unimproved land directly with the City of Paso Robles. Said rates may not be reflective of market rates for subleases of developed sites within larger leaseholds at PRB, whereby the Lessee provided all infrastructure improvements at their own expense.

Moreover, as noted herein, the prescribed land rate is deemed applicable herein without regard to parcel size or location on the Airport. While size and location typically play a role in the overall value of a property, none of the airports surveyed distinguished their rates based upon these characteristics for aeronautical land. For non-aeronautical land, it is City policy to utilize a single rate as a baseline for lease negotiations.

In addition, the rates noted herein do not distinguish between parcels with infrastructure (roads and utilities) and those without. It is anticipated that the distinction in the rates applicable to properties without infrastructure will be adjusted through the application of rent credits or other adjustments for capital improvements made by either the City or a prospective Lessee. As such, the City/Airport is advised to utilize these rates as a guideline for rate-setting, with prospective adjustments being warranted for specific investment requirements or other lease conditions.

ADDENDA

Market Rent Analysis
Aeronautical and Non-Aeronautical Land at the
Paso Robles Municipal Airport
December 1, 2015



EXHIBITS

AIRNAV.COM

Bose A20⁺ Aviation Headset
Now with enhanced features.


[Airports](#)
[Nav aids](#)
[Airspace Fixes](#)
[Aviation Fuel](#)
[iPhone App](#)
[My AirNav](#)

 1570 users online [LOGIN](#)

KPRB Paso Robles Municipal Airport Paso Robles, California, USA



GOING TO PASO ROBLES?



Reserve a
Hotel Room

enterprise
[Reserve Online](#)

FAA INFORMATION EFFECTIVE 15 OCTOBER 2015

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

Location

FAA Identifier: PRB

Lat/Long: 35-40-22.4000N / 120-37-37.5000W
35-40.373333N / 120-37.625000W
35.6728889 / -120.6270833
(estimated)

Elevation: 839 ft. / 255.7 m (surveyed)

Variation: 15E (1980)

From city: 4 miles NE of PASO ROBLES, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 93446

UVair FBO NETWORK

[UVairFBONetwork.com](#)

BRAVO
REWARDS

Upgrade Your Experience.

Airport Operations

Airport use: Open to the public

Activation date: 10/1943

Sectional chart: [LOS ANGELES](#)

Control tower: no

ARTCC: OAKLAND CENTER

FSS: HAWTHORNE FLIGHT SERVICE STATION

NOTAMs facility: PRB (NOTAM-D service available)

Attendance: 0700-1800

FEE FOR CALL OUT SVC OTR HRS. 805-596-0212
(FBO).

Pattern altitude: 1839 ft. MSL

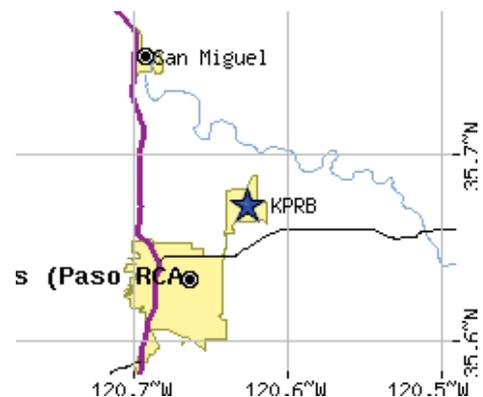
Wind indicator: lighted

Segmented circle: yes

Lights: RY LGTS OPER DUSK-2200; AFTER 2200 ACTVT
HIRL RY 01/19 MIRL RY 13/31 PAPI RYS 19 & 31, RY
H1 PERIMETER LGTS - CTAF.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

Aerial photo

WARNING: Photo may not be current or correct

Airport Communications

CTAF/UNICOM: 123.0

WX ASOS: 120.125 (805-239-3593)

- COMMUNICATIONS PRVDD BY HAWTHORNE RADIO ON FREQS 122.4/255.4 (PASO ROBLES RCO).
- APCH/DEP SVC PRVDD BY OAKLAND ARTCC ON FREQS 128.7/307.0 (PRIEST RCAG).

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
PRB at field	PASO ROBLES VORTAC	114.30	16E
MOQ r358/26.1	MORRO BAY VORTAC	112.40	16E
ROM r160/(28.1)	PRIEST VOR	110.00	16E
AVE r257/31.7	AVENAL VORTAC	117.10	16E

NDB name	Hdg/Dist	Freq	Var	ID
HUNTER LIGGETT	107/32.4	209	15E	HGT - - - -

Airport Services

- Fuel available: 100LL JET-A
- Parking: tiedowns
- Airframe service: MINOR
- Powerplant service: MINOR
- Bottled oxygen: LOW

Runway Information

Runway 1/19

Dimensions: 6008 x 150 ft. / 1831 x 46 m	
Surface: asphalt/grooved, in good condition	
Weight bearing capacity: Single wheel: 60.0	
Double wheel: 106.0	
Double tandem: 150.0	
Runway edge lights: high intensity	
RUNWAY 1	RUNWAY 19
Latitude: 35-39.966505N	35-40.835537N
Longitude: 120-38.134630W	120-37.552758W
Elevation: 814.5 ft.	803.4 ft.
Gradient: 0.2%	0.2%
Traffic pattern: left	left
Runway heading: 014 magnetic, 029 true	194 magnetic, 209 true
Markings: nonprecision, in good condition	nonprecision, in good condition
Visual slope indicator:	4-light PAPI on left (3.00 degrees glide path)
Runway end identifier lights: no	yes
Touchdown point: yes, no lights	yes, no lights

Runway 13/31

Dimensions: 4701 x 100 ft. / 1433 x 30 m



Photo by David Byrne of www.focallight.com
Photo taken 06-Apr-2010

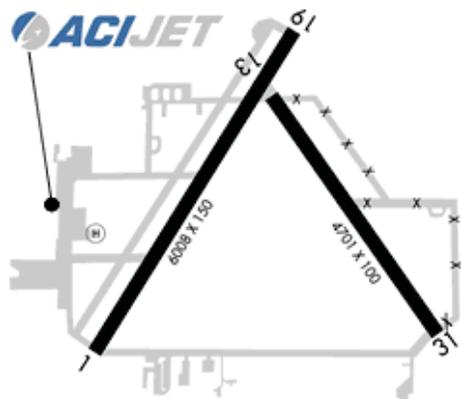
Do you have a better or more recent aerial photo of Paso Robles Municipal Airport that you would like to share? If so, please [send us your photo](#).

Sectional chart



Airport diagram

CAUTION: Diagram may not be current



Airport distance calculator

Flying to Paso Robles Municipal Airport? Find the distance to fly.

From to KPRB

Sunrise and sunset

Times for 02-Dec-2015
 Local Zulu
 (UTC-8) (UTC)

Surface: asphalt, in good condition
 Weight bearing capacity: Single wheel: 30.0
 Double wheel: 50.0
 Double tandem: 90.0
 Runway edge lights: medium intensity
 RUNWAY 13 **RUNWAY 31**
 Latitude: 35-40.649245N 35-40.025252N
 Longitude: 120-37.625793W 120-37.062968W
 Elevation: 810.0 ft. 838.7 ft.
 Gradient: 0.6% UP 0.6%
 Traffic pattern: left left
 Runway heading: 129 magnetic, 309 magnetic, 324 true
 144 true
 Markings: nonprecision, in nonprecision, in good
 good condition condition
 Visual slope indicator: 4-light PAPI on left (3.00
 degrees glide path)
 Runway end identifier lights: no
 Touchdown point: yes, no lights
 Obstructions: none 54 ft. tree, 1950 ft. from
 runway, 32:1 slope to clear

Morning civil twilight 06:28 14:28
 Sunrise 06:56 14:56
 Sunset 16:48 00:48
 Evening civil twilight 17:16 01:16

Current date and time

Zulu (UTC) 02-Dec-2015 18:25:17
 Local (UTC-8) 02-Dec-2015 10:25:17

METAR

KPRB 021753Z AUTO 33004KT 10SM CLR
 08/M01 A3023 RMK AO2 SLP237
 T00831011 10083 20000 55005 TSNO

TAF

KPRB 021720Z 0218/0318 VRB05KT P6SM
 BKN250 FM022000 11010KT P6SM
 BKN250 FM030300 VRB05KT P6SM
 SCT250

NOTAMs

[Click for the latest NOTAMs](#)
 NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

Helipad H1

Dimensions: 100 x 100 ft. / 30 x 30 m
 Surface: asphalt, in excellent condition
 Runway edge lights: PERI
 Runway edge markings: STANDARD HELIPAD MARKINGS.
 Traffic pattern: left left
 Markings: , in good condition

Airport Ownership and Management from official FAA records

Ownership: Publicly-owned
 Owner: CITY OF PASO ROBLES
 1000 SPRING ST.
 PASO ROBLES, CA 93446
 Phone 805-237-3888
 Manager: ROGER OXBORROW
 4912 WING WAY
 PASO ROBLES, CA 93446
 Phone 805-237-3877

Airport Operational Statistics

Aircraft based on the field: 164 Aircraft operations: avg 94/day *
 Single engine airplanes: 134 57% local general aviation
 Multi engine airplanes: 19 32% transient general aviation
 Jet airplanes: 2 7% air taxi
 Helicopters: 6 4% military
 Gliders airplanes: 1 * for 12-month period ending 10 December 2013
 Ultralights: 2

Additional Remarks

- PPR FOR AIRCRAFT OVER 80,000 LBS. CONTACT AMGR 805-237-3877

Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

NOT FOR NAVIGATION. Please procure official charts for flight.

FAA instrument procedures published for use between 12 November 2015 at 0901Z and 10 December 2015 at 0900Z.

IAPs - Instrument Approach Procedures

RNAV (GPS) RWY 19

[download](#) (230KB)

VOR/DME RWY 19

[download](#) (236KB)

VOR/DME-B

[download](#) (178KB)

NOTE: Special Alternate Minimums apply

[download](#) (18KB)

NOTE: Special Take-Off Minimums/Departure Procedures apply

[download](#) (132KB)

Other nearby airports with instrument procedures:

[KSBP](#) - San Luis County Regional Airport (26 nm S)

[KHGT](#) - Tusi Army Heliport (Hunter Liggett) (35 nm NW)

[KSMX](#) - Santa Maria Public Airport/Capt G Allan Hancock Field (47 nm S)

[KNLC](#) - Lemoore Naval Air Station (Reeves Field) (51 nm NE)

[KVBG](#) - Vandenberg Air Force Base (56 nm S)

FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
	UNICOM 123.00 805-596-0212 [web site] [email]	ACI Jet is located in the main terminal at Paso Robles. We offer rental cars, full-service Jet-A and 100LL, self-serve Jet-A and 100LL, catering, crew car, lav service and are available 24-hours a day. More info and photos of ACI Jet - Paso Robles	 100LL Jet A FS \$5.28 \$3.94 SS \$4.58 --- GUARANTEED	★★★★★ 18 read write
	    		FS= Full service SS= Self service 	

Where to Stay: Hotels, Motels, Resorts, B&Bs, Campgrounds

In this space we feature lodging establishments that are convenient to the Paso Robles Municipal Airport. If your hotel/inn/B&B/resort is near the Paso Robles Municipal Airport, provides convenient transportation, or is otherwise attractive to pilots, flight crews, and airport users, consider listing it here.



AirNav users who flew into KPRB have stayed at...

	Miles	Price (\$)
PASO ROBLES TRAVELODGE	4.2	99-109
LA QUINTA INN & SUITES PASO ROBLES	3.2	129-159
BEST WESTERN PLUS BLACK OAK	4.0	170-225
LA BELLASERA HOTEL AND SUITES	7.0	189-479
COURTYARD MARRIOTT PASO ROBLES	5.5	189-239

Hotels in other cities near Paso Robles Municipal Airport11 in [Paso Robles](#)**Other hotels near Paso Robles Municipal Airport**

	Miles	Price (\$)
AYRES RESORT AND VINEYARD PASO	2.6	
MOTEL 6 PASO ROBLES	3.9	79-82
THE OAKS HOTEL	4.0	203-264
PASO ROBLES WINE COUNTRY INN	4.0	60-127
HOLIDAY INN EXPRESS HOTEL & SUITES PASO ROBLES	4.1	114-175
CHEVAL HOTEL	4.8	345-346
PASO ROBLES INN	4.9	179-180

Distances are approximate, and may vary depending on the actual route traveled and the location of the travel start on the airport.

Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Paso Robles Municipal Airport, you should consider listing it here. To start the listing process, click on the button below

[ADD YOUR BUSINESS OR SERVICE](#)

Other Pages about Paso Robles Municipal Airport

[www.prcity.com/...](#)

[UPDATE, REMOVE OR ADD A LINK](#)

Market Rent Analysis
Aeronautical and Non-Aeronautical Land at the
Paso Robles Municipal Airport
December 1, 2015



QUALIFICATIONS OF CONSULTANT

CURRICULUM VITAE

NAME: Michael A. Hodges, MAI

TITLE: President/CEO

FIRM NAME: ABS Aviation Consultancy, Inc. d/b/a
Airport Business Solutions

ADDRESS: 12950 Race Track Road, Suite 206
Tampa, Florida 33626-1307

PHONE: (813) 855-3600 or (813) 317-3170

EDUCATION

Graduate of the University of Tennessee with a Bachelor of Arts Degree - Major in Philosophy.

PROFESSIONAL AND TECHNICAL COURSES

Currently certified in the program of continuing education as required by the Appraisal Institute.

Completed requirements for MAI member designation of the Appraisal Institute to include peer review of appraisal assignments, completion of a demonstration appraisal report on an income-producing property, experience rating, and educational courses.

Attended numerous professional courses and seminars relative to real estate appraisal such as Capitalization Theory and Techniques, Case Studies in Real Estate Valuation, Real Estate Appraisal Principles, Basic Valuation, Residential Valuation, Investment Analysis, Standards of Professional Practice, and Report Writing and Valuation Analysis, as presented by the American Institute of Real Estate Appraisers and the Appraisal Institute.

BACKGROUND AND EXPERIENCE

President and CEO of *ABS Aviation Consultancy, Inc. d/b/a Airport Business Solutions (ABS)*, a diverse aviation valuation and consulting firm which specializes in the analysis of airports, fixed base operations, and other aviation-related properties for lease negotiation, acquisition, litigation, leasehold and going-concern valuation, and bankruptcy, as well as providing specialized airport management consulting, to include policy development, to airports of all sizes. Additional expertise offered in the area of financial self-sufficiency analysis for general aviation airports and through-the-fence access agreements and operations.



BACKGROUND AND EXPERIENCE (Continued)

ABS has provided a myriad of services to airports throughout North and South America, Asia, and Europe. Using our extensive and diverse experience, *ABS* has assisted airports throughout the world in such areas as business plan development and implementation, concessions planning and management, air cargo assessments, airline agreement negotiation, terminal design analysis, parking assessment, rental car analysis, general aviation operations and management, non-aeronautical land development, financial modeling, and full or partial airport privatization assessments.

President and CEO of *ABS Aviation, Inc.*, an airport and FBO management services entity currently providing comprehensive airport management of the Minden-Tahoe Airport in Minden, Nevada.

Aviation President of Kompass Partners from 2005 through 2013. Kompass Partners was a Hong Kong-headquartered company specializing in creating successful partnerships between U.S. and Chinese aviation businesses.

Vice President and Part Owner in the firm of Hodges, McArthur, & Dunn, P.C. Real Estate Appraisers and Consultants from 1990 through 1995. Hodges, McArthur and Dunn, P.C. was a full-service real estate appraisal and consulting firm with offices in Knoxville, Nashville, and Memphis, Tennessee, and Atlanta, Georgia. Responsibilities included appraisals, general feasibility studies, and market analyses on a variety of property types involved in financing, acquisition, condemnation, bankruptcy, litigation, and estate valuation.

Founder and President of HMD Aviation Appraisal Group in 1994, a division of Hodges, McArthur & Dunn, P.C. HMD Aviation Appraisal Group was a real estate appraisal and consulting firm which specialized in the valuation of the real estate aspect of fixed base operations and other aviation-related properties for lease negotiation, acquisition, litigation, leasehold valuation, and bankruptcy.

Staff Appraiser with Hodges and Wallace Appraisal Associates from 1982 through 1990. Responsibilities included research, appraisals, general feasibility studies and market analyses on a variety of property types involved in financing, acquisition, condemnation, bankruptcy, litigation, and estate valuation.

COURT EXPERIENCE

Qualified as an expert witness in various courts in Florida, Georgia, Tennessee, Kentucky, Arizona, Colorado, and California on various valuation, management, financial and operational issues on airports, aviation businesses and aviation-related properties.



TERRITORY

Airport Business Solutions is based in Tampa, Florida, with satellite offices in Denver, Colorado and Dayton, Ohio. The firm has completed a variety of assignments throughout the United States, Asia, Europe and Latin America, to include valuation, consultation, and miscellaneous advisory services.

AFFILIATIONS AND DESIGNATIONS

Elected to Membership in the Appraisal Institute with an MAI designation on April 20, 1994 - Member No. 10,333.

State of Florida - Certified General Appraiser - License No. RZ2770

Commonwealth of Pennsylvania - Certified General Appraiser - Certificate No. GA-001626-R

State of Georgia - Certified General Real Property Appraiser - License No. CG004018

State of Texas – Certified General Real Estate Appraiser – License No. TX 1338569 G

Member of the Appraisal Institute's Young Advisory Council in 1994, 1995 and 1996

Corporate Member of the National Air Transportation Association (NATA)

Corporate Member of the American Association of Airport Executives (AAAE)

Corporate Member of the National Business Aviation Association (NBAA)

Member of AAAE's Non-Hub/GA Airport Committee

Member of NATA's Airport Business Committee

