

TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

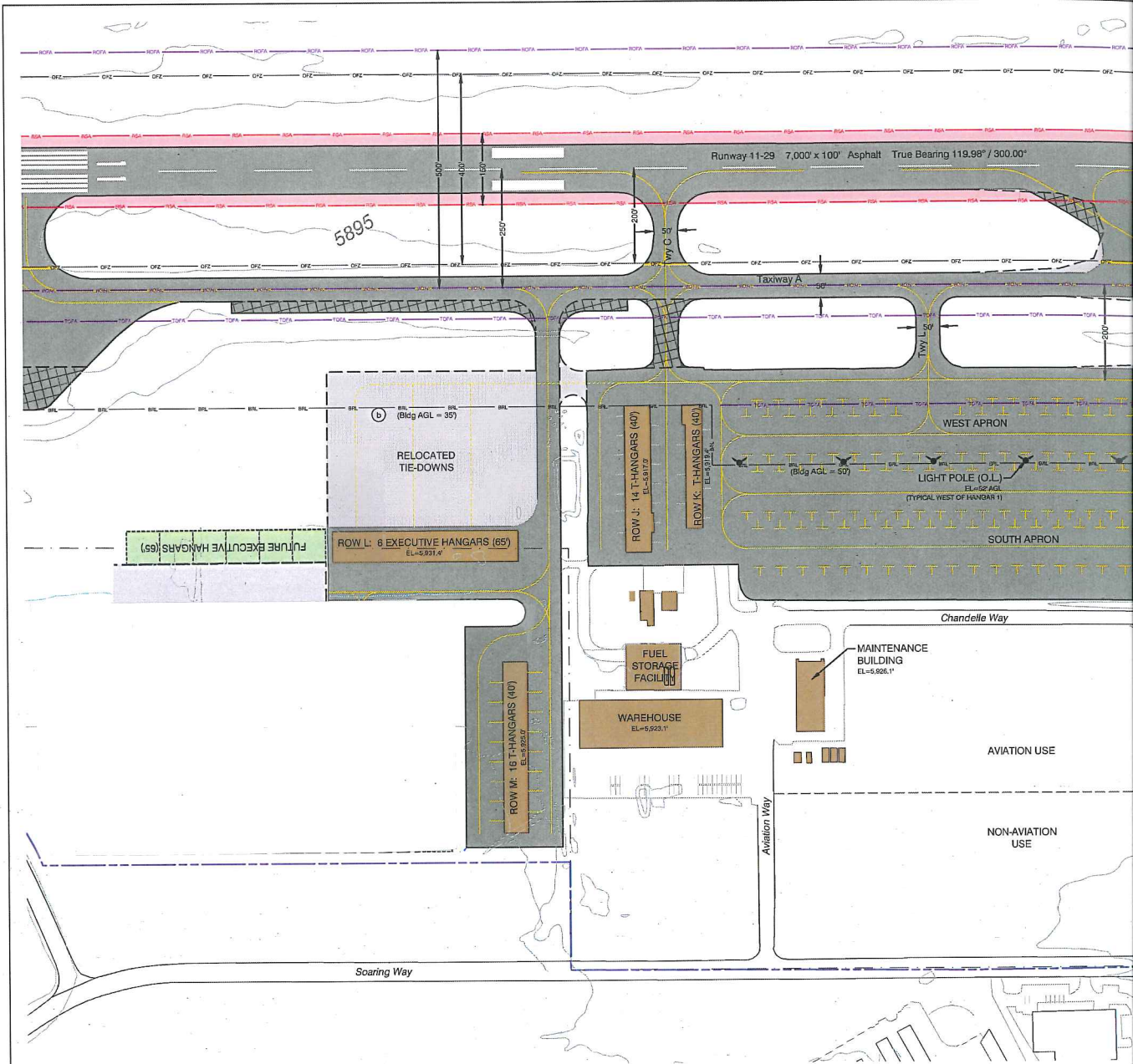
Topic: Box Hangar Row Fiscal Analysis Proposal

Purpose	Information:	Guidance:	Decision: X
Recommendation	Approve proposal to begin process to study site, product, and financial feasibility of additional box hangars.		
Last Action	Section 4.2 of the Draft Master Plan outlines a need for an additional 18 box hangars to be constructed for the planning period of the Master Plan (through 2025). The Implementation plan calls out for a study to be conducted in FY2015/2016. Due to high demand and frequent request for box hangars, staff recommends conducting the study this fiscal year to gain a better understanding of demand and some strategies to address it. Attached is a potential box hangar row layout.		
Discussion	<p>While hangar demand has been flat for the District's T-hangars, there is high demand for box hangars (often referred to as executive hangars). District staff receives constant requests for box hangar space as well as inquiries for hangar land leases to construct private box hangars on District property. This is also very common in our industry. For example, most of the hangars at Reno Stead Airport and Carson City Airport are land leases with private individuals constructing and maintaining the hangars. While this is a new concept for the District, some analysis may be in order as part of a box hangar feasibility study.</p> <p>In order to address demand for box hangars, staff recommends a product survey and fiscal analysis conducted by an aviation business consultant to help the District better understand the costs and revenue options for additional box hangars.</p>		
Fiscal Impact	<p>The Master Plan estimates that 6 new 60' by 60' box hangars along with site and taxi lane improvements are estimated to cost \$2,260,000. Rents would likely average approximately \$2000 per month equaling \$144,000 per year. A quick calculation shows approximately a 15.5 year return for 6 hangars. These numbers will need to be fully vetted by an aviation business consultant.</p> <p>The General Manager will be attending the Essentials of Airport Business Management Workshop Sept. 27-28, 2014 in Portland. This is one of the topics they will cover. The Workshop is put on by Aviation Business Solutions (ABS) through the American Association of Airport Executives. ABS would be a good candidate to do this study along with AMCG and other consultants. Staff will need to solicit 3 proposals per our Procurement Policy. Staff estimates the cost for the study at \$15,000 to \$25,000.</p>		

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Communication Strategy	Staff suggests a similar outreach strategy to the proposal for Hangar 3.
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Attachments	Hangar Layout Plan
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DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
AIRPORT PROPERTY		N/A
COUNTY BOUNDARY		N/A
TOWN OF TRUCKEE BOUNDARY		N/A
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY OBJECT FREE AREA (ROFA)		
TAXIWAY OBJECT FREE AREA (TOFA)		
OBSTACLE FREE ZONE (OFZ)		
BUILDING RESTRICTION LINE (BRL) (b)		N/A
RUNWAY VISIBILITY ZONE (RVZ)		
BUILDING - ON AIRPORT		
BUILDING - ON AIRPORT - TO BE RELOCATED		N/A
BUILDING - OFF AIRPORT		N/A
TAXIWAY MARKING (C.L. / TIE-DOWNS)		
BEACON		N/A
UTILITY / LIGHT POLE		N/A
PUBLIC ROAD		
FENCE		N/A
FILL FOR RUNWAY AND RSA EXTENSION	N/A	
CHANNEL / STREAM / DITCH		N/A
TERRAIN CONTOUR		N/A
CENTER SECTION MARKER		N/A

- ### LAYOUT PLAN NOTES
- ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, "Airport Design", 150/5070-6A, "Airport Master Plans" and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."
 - All coordinates NAD83. Horizontal datum source: Airport AVN Data Sheet and 5010 Master Record.
 - All elevations NAVD83. Data source: As-built engineering documents from airport management and R.W. Brandley Engineering (2014). Published runway elevation data (5010, AVN Datasheet) is NGVD29. As-built plans from 2012 runway construction on Runway 11-29 and associated survey used instead.
 - Extension of Runway 2-20 to the south will require a significant amount of fill plus drainage ditch realignment. Planning level design is illustrated on this Plan.
 - The building restriction line (BRL) is based on a composite of airfield design setbacks, such as the runway visual zone (RVZ), taxiway object free area (TOFA) and Part 77 airspace surfaces. Allowable building elevations above ground level are noted at each line.

NON-STANDARD CONDITIONS		
	EXISTING CONDITION	DISPOSITION
(N1)	Runway 2-20 to parallel Taxiway G centerline separation is 180 feet. Standard runway to parallel taxiway separation for runway design code B-I is 225 feet.	Taxiway G to be realigned for taxiway centerline to runway centerline separation of 240 feet. Taxiway G will then conform to B-I standards, which Runway 2-20 is projected to become.
(N2)	Structure and aircraft tie-downs on East Apron located within the runway visibility zone (RVZ), blocking line of sight between intersecting runways.	Building, wash rack and tie-downs to be relocated to account for ultimate RVZ associated with proposed Runway 2-20 extension.
(N3)	Aircraft parking positions on Terminal Apron are located within the apron taxiway object free area (TOFA).	Add pavement to edge of apron to allow taxiway to shift away from parking positions and provide proper centerline to fixed / movable object separation.