



ACT NOW!

Airport Community Team Meetings

ACT Meeting Summary Report

Topic:	A Discussion about Airport Hangars
Video Link:	https://vimeo.com/632298208
Date:	October 13, 2021

Attendance
<ul style="list-style-type: none">• 5 ACT Members• 5 Staff• 2 Board Members

Total Members
<ul style="list-style-type: none">• 88 ACT Members

Summary

- Kevin Smith, General Manager, welcomed members to ACT and gave an overview of the group's mission and goals. Mr. Smith provided information about District hangars including type, size, location and use. Mr. Smith described other hangar products that have been considered in the past and others being considered currently. He went on to describe the most recent hangars constructed, N and P, the cost of construction and financing. Mr. Smith presented a graphical representation of TTAD T-hangar rental rates in comparison to other General Aviation airports. Mr. Smith explained the rent discount program "Fly Quiet" that provides incentive for tenants to follow the voluntary curfews to reduce noise and annoyance in the community. He provided data on the very high take rate among current tenants.
- Mr. Smith detailed the current hangar wait list, wait times, and the ways staff maximizes the use of hangars based on aircraft dimensions and compatibility. Mr. Smith explained the operational and economic considerations weighed by the Board of Directors when deciding to build additional hangars. The District owns and operates all hangars and has what are called "proprietary exclusive rights" granted by the FAA. Mr. Smith outlined the rationale and importance of maintaining this designation by not permitting the leasing of land for private hangar construction. Mr. Smith described the process and requirements to be placed on the waitlist for hangar rental. He went on to discuss the allowance of a preference to local based businesses who charter or make aircraft available to the public, and the rationale behind this allowance.

Member Comments and Questions – (See Video Link for Detailed Responses)

- The hangar momentary switch feels like collective punishment for some unstated sin a pilot might have committed. How much can I pay the airport to get my automatic door restored? The board is anti-aviation. Anything you can do to make things more expensive and less convenient; you'll do.
- Are the hangars self-sufficient in covering their costs? Does tax revenue subsidize hangars for private pilots?
- Do people do upgrades to hangars that would allow them to spend the night there?
- How does the airport handle temporary aircraft parking on the ramp in the summer vs the winter?
- Who determines preference for local charter companies for hangar rental?
- Praise was expressed for the ACT single topic, informal format as being less contentious and more welcoming than a formal Board meeting.
- Why was there no line item for an electric trainer aircraft in the current draft budget?
- The Piaggio aircraft is a source of annoyance. What does it take to implement a noise limit in a community?
- Can the airport consider having the airshow every other year, and in the off year use the funding to increase non-profit grants?
- Can the jump plane leave the area to do their climb and do a 180 to return to do their drop?
- Are tree and brush removal a funded budget item?
- How many planes does the airport own and why?

Scheduled Future Meetings Topics

- Giving Back – An Overview of the District's Agency Partnership and Community Sponsorship Programs - 11/10/2021
- A discussion about District finances and overview of the 2022 TTAD Budget – 12/08/2021



Bike Rack – Topics Racked for Future Meetings

- Airport Master Plan Project – What is it and how to get involved. (January)
- Winter Operations
- Airport Properties and Open Space Lands

