

TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

Topic: Tahoe Flying Club Authorization

Purpose	Information:	Guidance:	Decision: X
Recommendation	Staff recommends the Board of Directors authorize and recognize the newly formed Tahoe Flying Club as required by airport Rules and Regulations.		
Last Action	None		
Discussion	<p><u>What is a Flying Club</u></p> <p>A non-commercial flying club is commonly defined as being one or more aircraft owned equally by more than five individuals, operating under by-laws, and being used for personal and not-for-profit use. The use of the aircraft is typically restricted to members only.</p> <p>This is different from an aircraft partnership both in the non-profit structure and the total number of members. Insurance requirements typically define flying clubs when shared ownership exceeds five to seven members.</p> <p><u>Current Club Status</u></p> <p>The Club began exploratory meetings in July 2013 and currently has 15 to 20 local pilots and interested parties following its progress. Last month the Club decided there was enough interest to create a 501.C(7) and formally organize. The next step is to seek official recognition and authorization from the Airport District Board of Directors.</p> <p>The main focus and goal of the club is to make flying as affordable as possible and introduce another option for local community members and pilots to utilize the airport. While most of the potential membership is already flying aircraft at the airport, the club has generated some interest in inactive pilots in our community and a few others that would like to be social members (non-flying). The Club anticipates acquiring one aircraft, probably on lease-back, with 10 to 12 active flying pilots.</p> <p>This is not a training club. They will encourage student pilots to complete their primary training at Sierra Aero or other flight schools. Touch and go activity would be limited to occasional currency flights by members.</p> <p>The Club has indicated to staff that they are committed to be a good neighbor and will have strict policies for membership to follow the Fly Quit Programs. The club is considering a Cessna 172, 182, Piper Archer or Dakota or something similar. The Club will look for options to install mufflers or other noise reduction equipment as</p>		

TRUCKEE TAHOE AIRPORT DISTRICT BOARD OF DIRECTORS AGENDA ITEM SUMMARY

able and practical.

Upon formal recognition from the Board, the Club would begin the aircraft search process and formally create a club structure with dues and fees. Club membership will be available to anyone in the community.

Required Board of Director Action

Airport Rules and Regulations require the Board to authorize all flying clubs.

- 3.7 *All flying clubs must be registered and approved by the Board of Directors. A flying club is recognized as a plan for joint ownership of aircraft and the fair distribution of the cost of maintaining and operating such aircraft. Such operation is not considered to be commercial in nature when so operated. Flight instruction for club members is not considered to be commercial in nature so long as there is no profit, or for hire motive involved in the operation. The Airport Board of Directors shall determine if the operation of a flying club, or such similar organization, is commercial. If determined to be commercial, the club shall conform to the requirements set forth for commercial fixed base operations.*

In staff's review of the Club's intentions and organization, this is a non-commercial club. Their goal is to pay the bills and keep flying as affordable as possible. While some flight instruction will occur (flight reviews, currency training) there will be no for profit motive in doing such.

Fiscal Impact	When the club acquires an aircraft, it will likely be hangared resulting in over \$4000 in revenue to the District. The Club will also likely purchase fuel and utilize maintenance facilities on the airport.
Communication Strategy	The Tahoe Flying Club began testing interest in membership earlier this year. Upon recognition, the Club will do their own marketing to local pilots and the community. The Club is interested in participating in community events and being involved in Airport public outreach projects as opportunities become available.
Attachments	Letter requesting recognition

October 7, 2013

Tahoe Flying Club, Inc.
(530) 378-4832

Truckee Tahoe Airport Board of Directors
10356 Truckee Airport Rd.
Truckee, CA 96161

Board of Directors,

With our incorporation we officially and graciously request recognition by Truckee Tahoe Airport District as the Tahoe Flying Club based at the Truckee Tahoe Airport.

It is our intention to operate as a 501.c(7) not-for-profit social organization for the purpose of collectively owning (and/or leasing) and operating aircraft from the Truckee Tahoe Airport.

For those members allowed to operate club aircraft we will be requiring a signed contract which will include, but won't be limited to, the following: A willingness to adhere to the fly quiet programs currently in place and any procedures created in the future, and a willingness to modify aircraft with noise reduction equipment when practical and financially able. We also have a strong incentive and desire to keep flying affordable. Our organization is dedicated to continued pilot education and safety, but not primary training; we will not be using the Truckee Tahoe Airport as a touch-and-go field.

Overall, we aim to be regarded as a well-run organization that is considered a good neighbor to both the airport and surrounding community. We hope to participate in any outreach, activity or program that the airport feels would be mutually beneficial. In this we hope to be a partner in keeping the airport in good standing with the community while at the same time adding value to an already vital and growing airport district.

Much of what and how we operate will be dictated by insurance requirements. As such we will be properly covered by our own policies and each pilots policies. In addition, we hope to be a good hangar tenant as well as a regular fuel buyer of the airport, as well as employing our local maintenance shop for all of our needs. We won't in anyway interfere with current tenants, FBO's and other organizations based at the airport. We want to compliment the current services available at the airport, not compete. Bringing lapsed pilots back to the airport we feel will be a win-win for all of us.

If you have any questions please feel free to contact us.

Sincerely,

Matthew S. Michael, President