



AGENDA ITEM: 6

MEETING DATE: March 25, 2015
TO: Board of Directors
FROM: Phred Stoner, Director of Operations & Maintenance
SUBJECT: Acquisition of aircraft tug

RECOMMENDATION: Approve the acquisition of a small aircraft tug.

DISCUSSION: The Board of Directors approved funding for a small aviation tug in the adoption of the 2014-2015 budget, but flagged the item for individual approval.

The on- ground movement and placement of aircraft is critical to the safe and efficient operation of the ramp. Staff is quite good at choreographing movement and parking of aircraft, but customer service and spacing needs invariably call for the repositioning of some static planes. The preferred method is to have the pilot taxi the aircraft to a new location. Several circumstances prevent this preference from taking place. Sometimes the pilot is not available, the pilot does not want to put another cycle on the power plant(s), the pilot wishes to face the aircraft into the sun to defrost all surfaces, a customer has rented an overnight hangar and staff tows it there, or parking is limited so as to make “taxi in” parking impossible.

Currently, the airport owns and operates a large tug that can accommodate aircraft up to 90,000 pounds. The proposed tug gives staff a second option. It is smaller, thus more maneuverable, and staff can cycle the service much quicker with this equipment. It has a maximum capacity of 15,000 pounds which will handle many of the aircraft at TRK. It’s use will minimize, or eliminate the chance of injuries while trying to hand push a heavy single or light twin into a hangar or parking spot.

FISCAL IMPACT:

The proposed machine costs approximately \$17,000. TTAD charges \$50 per tug movement if the operation is requested by the pilot. There is no charge for the movement if it is for the purpose of placing an aircraft in one of our nightly hangars or if the repositioning is required by Operations to maximize ramp efficiency.

Staff has discussed this equipment with the Demand Drivers team. In their experience they have not observed an instance where tug / aircraft relocation service have had any impact on airport operations count.

This equipment will be used extensively at the airshow, and the proposed Hangar 3.

PUBLIC COMMUNICATIONS:

None necessary, as this is a service that is already in place.

ATTACHMENTS:

Photo of the proposed machine.