

Purpose



In alignment with the Airport's Strategic Plan (Aug 2023), and feedback from the FAA Land Use Inspection (Sep 2023), the Truckee Tahoe Airport District (TTAD) is implementing the hangar revitalization plan.

3 Pillars:

- 1) Maintain a safe environment for tenants and employees.
- 2) Maintain and improve the useful life of existing infrastructure.
- 3) Comply with FAA Grant Assurances (FAA Hangar Use Policy).

FAA Land Use Inspection (Sep '23)



- Report received on January 31, 2024
- Aeronautical use hangars were being used for both [aircraft storage](#) and [non-aeronautical](#) related item storage. Additionally, aeronautical hangars are being used to store inoperative aircraft for lengthy periods of time.
- Aeronautical hangars are being used to [store inoperative aircraft](#) for extended periods of time.
- The airport [lacks adequate hangar usage standards](#) evidenced by the overabundance of non-aeronautical item storage in sponsor-owned aircraft hangars.

Inspection Timeline



<u>Rows</u>	<u>Dumpster Placement</u>	<u>Inspection Window</u>
Alpha, Bravo, Charlie	15 April – 1 May	May 1-15
Delta, Echo, Fox	1 May – 15 May	May 15-31
Golf, Hotel, Juliet	15 May – 1 Jun	June 1-15
Kilo, Lima, Mike, Nov, Papa	1 Jun – 15 Jun	June 15-30

Hangar Tenant “Garage Sale” on June 23 from 9-12 am
Day after airshow

Hangar Inspection Checklist



Yes No

___ ___

Pedestrian Door: 3 ft safety zone free of all debris (fire ext, momentary switch, electric panel).

Notes: _____

Yes No

___ ___

Hangar Door: 4 ft safety zone along entire length of door, except for aircraft nose/prop/tug.

Notes: _____

Yes No

___ ___

Aircraft Towing: free of all objects that would impede immediate towing of aircraft.

Notes: _____

Yes No

___ ___

Aircraft Clearance: 2' safety zone around entire aircraft unless approved by District.

Notes: _____

Yes No

___ ___

Walls: No items permanently attached to walls or “lofts” unless approved by District.

Notes: _____

Yes No

___ ___

Shelving: No shelves higher than 5' 9" unless approved by District.

Notes: _____

Hangar Inspection Checklist



Yes No

___ ___

Hazardous Materials: not stored in hangar; except in approved storage containers.

Notes: _____

Yes No

___ ___

Household Goods: no-egregious storage; does not interfere with aeronautical uses.

Notes: _____

Yes No

___ ___

Vehicles: meet safety/clear zone requirements, registered, insured, keys in ignition.

Notes: _____

Yes No

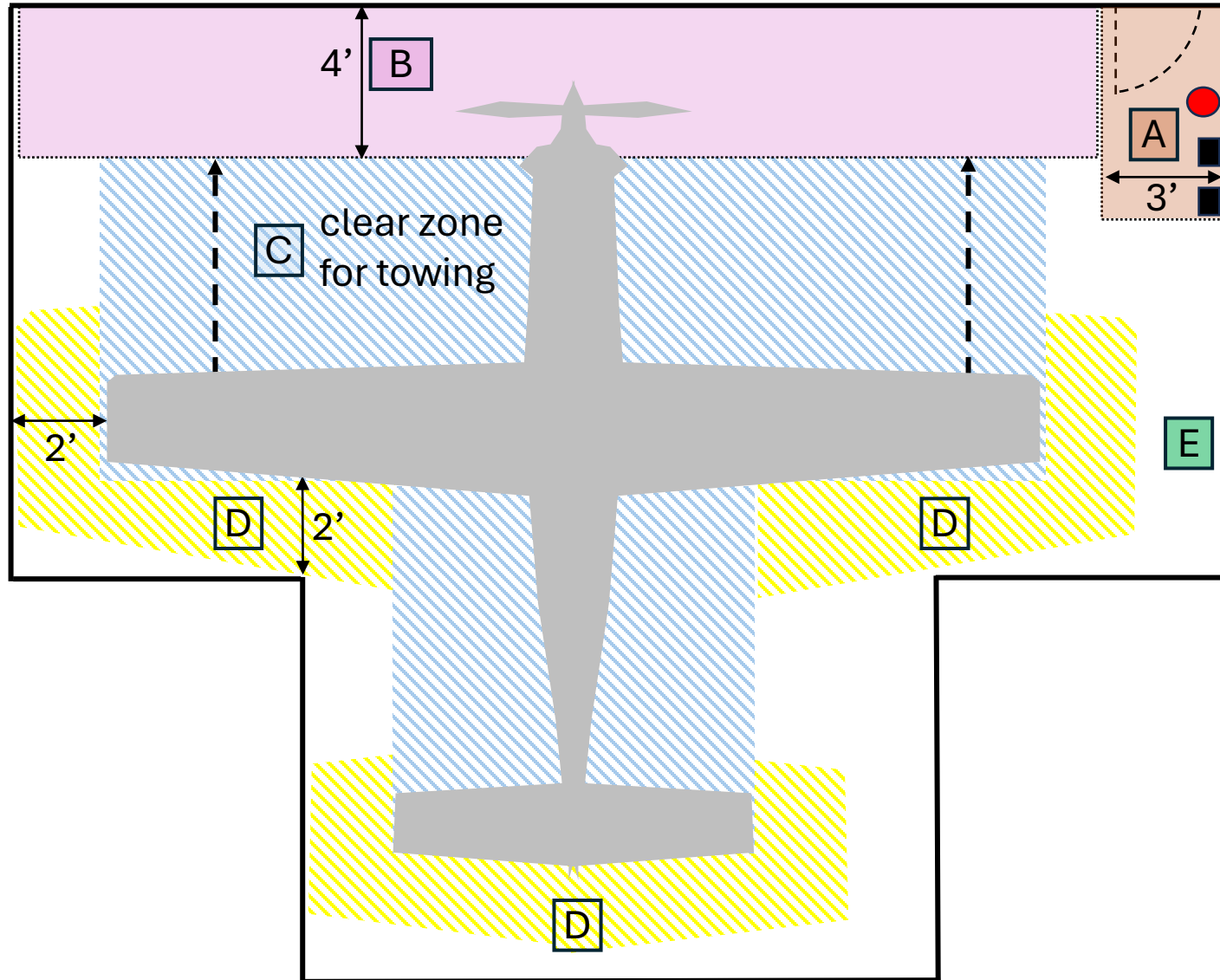
___ ___

Cleanliness: hangar is kept clean and free of clutter for movement about hangar.

Notes: _____

General Comments: _____

Safety/Clear Zones Depicted



- A** 3' safety zone around pedestrian door, momentary switch, electrical panel, & fire extinguisher (varies by hangar).

 - **Why: allows staff safe entry into hangar and execute Fire Code & Maintenance inspections.**
- B** 4' safety zone from bifold hangar door; cowling/prop/tug may intrude into the 4' clear zone (unless waived by District).

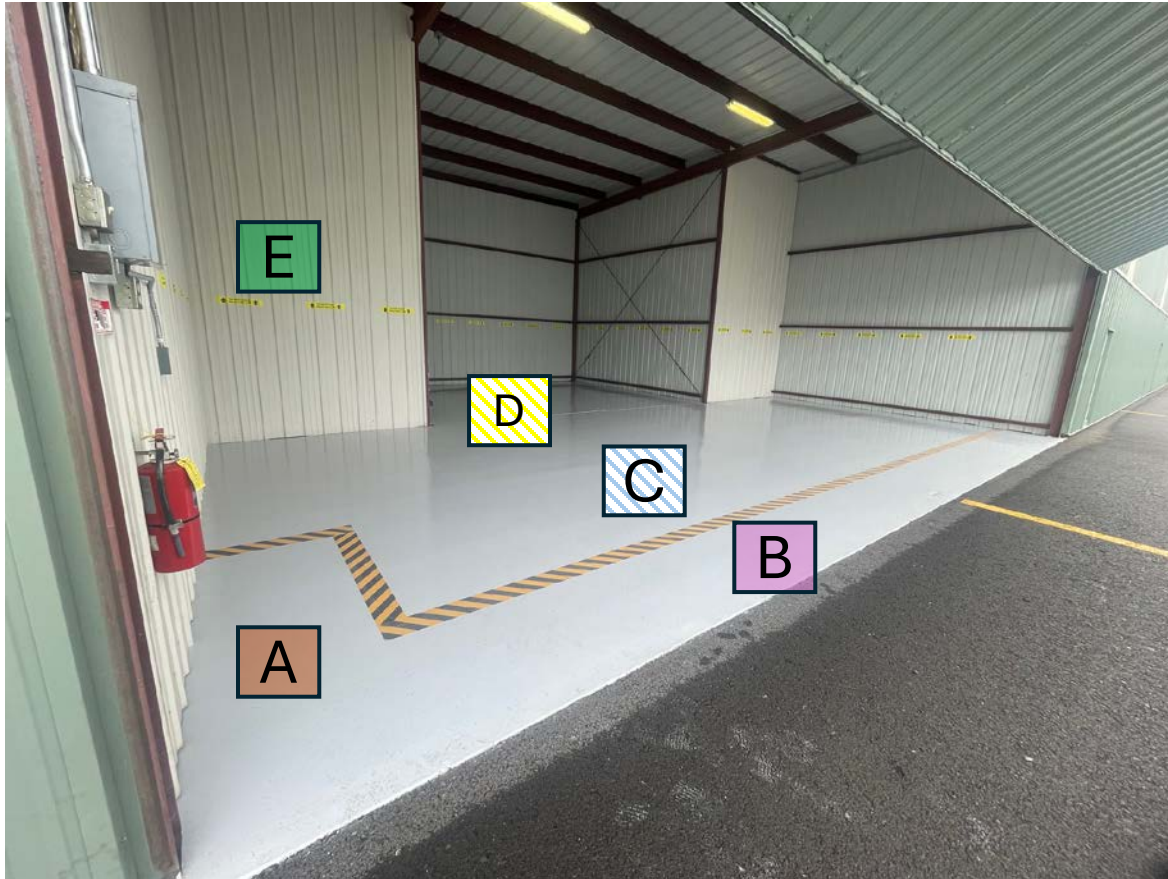
 - **Why: complies with OSHA ladder standards, allows staff to safely inspect hangar door/cables.**
- C** Clear zone with no objects that need to be moved that would impede immediate towing of aircraft by staff.

 - **Why: FAA policy, allows staff to tow aircraft for extenuating circumstances.**
- D** 2' safety zone around aircraft (unless waived by District).

 - **Why: allows staff ability to safely maneuver around hangar without risking damage to aircraft.**
- E** No shelving above 5' 9", lofts, or permeant attachments to walls (unless waived by District).

 - **Why: shelving height governed by CA Building Code 105.2 item 13, lofts can damage wall integrity if not built correctly.**

Revitalized Hangar



Future Policy Considerations



- Flight Frequency: aircraft not flown within 180 days are subject to lease termination; GM may waive requirement for extenuating circumstances (medical, supply-chain issues, etc.).
 - *Why: maximize hangars for use of the flying public...some aircraft meet all paperwork requirements but haven't flown in years.*

- Hangar Use Frequency: aircraft not spending one night in the hangar within 180 days, and 14 nights annually are subject to lease termination; GM may waive the requirement for extenuating circumstances.
 - *Why: maximize hangars for use of the flying public...some aircraft meet all paperwork requirements but have not physically been in the hangar for years.*

- Overnight Hangars: provide reservation system for overnight hangars up to 6 months in advance, up to 14 days at a time.
 - *Why: minimize weather impacts to overnight stays...we currently have an overnight hangar program, but customers can't reserve until the day of.*

Future Policy Considerations



- Shared Hangars: allow multiple aircraft to lease one hangar; comply with all safety/clear zone requirements; owners coordinate schedules for use.
 - *Why: maximize hangars for the use of the flying public...this has been done before, and we are likely to re-implement a similar program.*

- “VRBO” Hangars: if tenant is amicable, and hangar is exceptionally clean & free of items, allow for certain temp hangar usage.
 - *Why: maximize hangars for the use of the flying public...some tenants have expressed interest to temporary rent their hangars, similar to an aircraft leaseback.*

- Late Fees: \$50 fee for documentation that is 30 days late (every month until received)
 - *Why: minimize staff time to acquire required documents...we spend an inordinate amount of time chasing down documents, many airports have similar programs.*

Questions



- April 19: Fly Safe Seminar “10 ways to be a 10x safer pilot”
- April 20: AOPA Rust Pilots Seminar (free for Fly Safe pilots)
- April 23: Airport Board Workshop on Capital Projects & Community Benefit
- April 24: Airport Board Meeting
- June 22: Airshow
- June 23: Airport “Garage Sale” from 9 to 12

FAA Permissible Aeronautical Hangar Uses:

- Storage of active aircraft.
- Shelter for maintenance, repair, or refurbishment of aircraft, but not the indefinite storage of non-operational aircraft.
- Construction of amateur-built or kit-built aircraft provided that activities are conducted safely.
- Storage of aircraft handling equipment, e.g., tow bar, glider tow equipment, workbenches, and tools and materials used to service, maintain, repair or outfit aircraft; items related to ancillary or incidental uses that do not affect the hangars' primary use.
- Storage of materials related to an aeronautical activity, e.g., balloon and skydiving equipment, office equipment, teaching tools, and materials related to ancillary or incidental uses that do not affect the hangars' primary use.
- Storage of non-aeronautical items that do not interfere with the primary aeronautical purpose of the hangar (for example, televisions, furniture).
- A vehicle parked at the hangar while the aircraft usually stored in that hangar is flying, subject to local airport rules and regulations.

FAA Non-Permissible Hangar Uses:

- Use as a residence.
- Operation of a non-aeronautical business, e.g., limo service, car and motorcycle storage, storage of inventory, non-aeronautical business office.
- Activities which impede the movement of the aircraft in and out of the hangar or other aeronautical contents of the hangar.
- Activities which displace the aeronautical contents of the hangar or impede access to aircraft or other aeronautical contents of the hangar.
- Storage of household items that could be stored in commercial storage facilities.
- Long-term storage of derelict aircraft and parts.
- Storage of items or activities prohibited by local or state law.
- Fuel, and other dangerous and Hazmat materials.
- Storage of inventory or equipment supporting a municipal agency function unrelated to the aeronautical use.