

# **SESSION 3:**

## **GDOT Airport Hangar Study and Best Practices**

**Moderator: Terra Winslett, C.M., Director of Airport Property and Marketing  
Glynn County Airport Commission**

**Speakers: Nathan Coyle, Aviation Planner, Georgia Department of Transportation (GDOT),  
Carol Comer, President, River Street Group**



**2024 GAA Annual Conference & Expo | Columbus, Ga | October 16 – 18, 2024**



Georgia Department of Transportation



Georgia Airports Association  
Annual Conference  
October 16, 2024

2023

GEORGIA STATEWIDE

HANGAR INVENTORY AND  
DEMAND ANALYSIS

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GEORGIA DEPARTMENT OF  
TRANSPORTATION

*Presented By:*

Nathan Coyle, Aviation Planner, GDOT  
Carol L. Comer, President, River Street Group

# Presentation Overview

- Statewide Hangar Study Objectives
- Statewide Hangar Inventory
- Hangar Needs and Investment Demand
- Hangar Rental Rates (Statewide Averages)
- Nationwide Survey of Hangar Programs
- Hangar Waiting List and Rental/Lease Best Practices
- Questions



## 2022 Joint Legislative Study Committee on Airport Infrastructure and Improvements - Recommendation

## Business Case

- **Hangars are a primary revenue stream** for most general aviation airports
- Hangar availability **increases income** from fuel sales and aircraft maintenance services
- Income from hangar storage **help airports achieve financial self-sufficiency**
- Hangar storage is a **vital part of a sustainable statewide airport system**
- **Ad Valorem taxes** on aircraft based at an airport are a **benefit to a City/County**
- **Local Economic Impact during project construction** from jobs, materials purchased, etc.

## Three Study Components



# Aircraft and Hangar Inventory

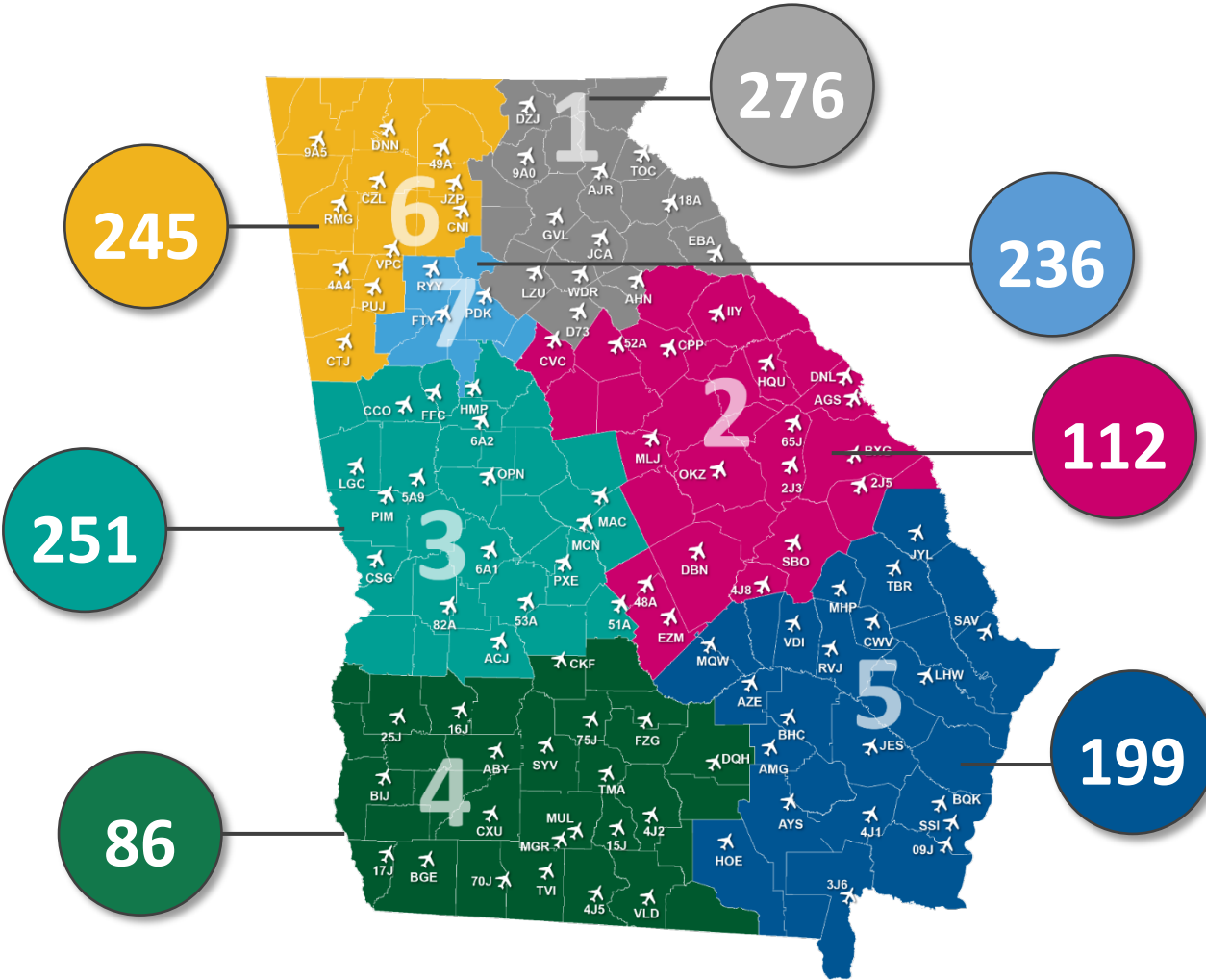
|  |       |
|--|-------|
| Current Number of Based Aircraft               | 5,654 |
| Current Number of Hangar Structures            | 1,298 |
| Current Number of Hangar Storage Spaces        | 4,828 |
| Current Number of Unhangared Based Aircraft    | 849   |
| Percent of Based Aircraft Now Stored in Hangar | 85%   |



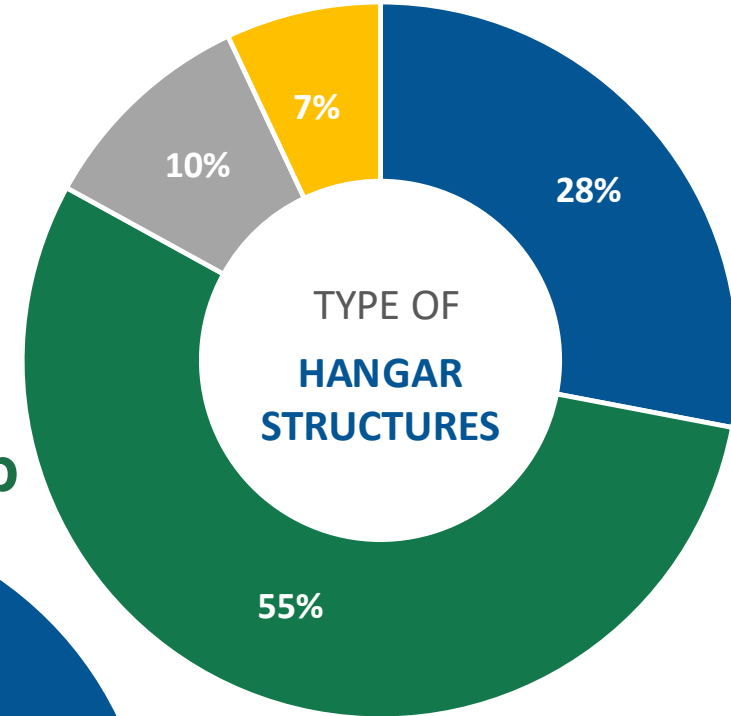
Cobb County  
International Airport

# Demand, Ownership and Type

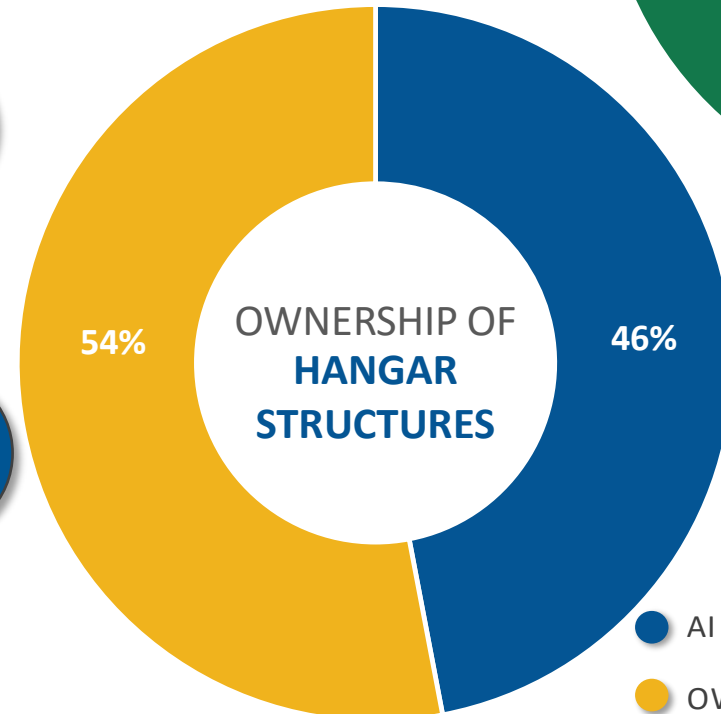
**Current Hangar Demand 1,405**



## Hangar Type



## Hangar Ownership



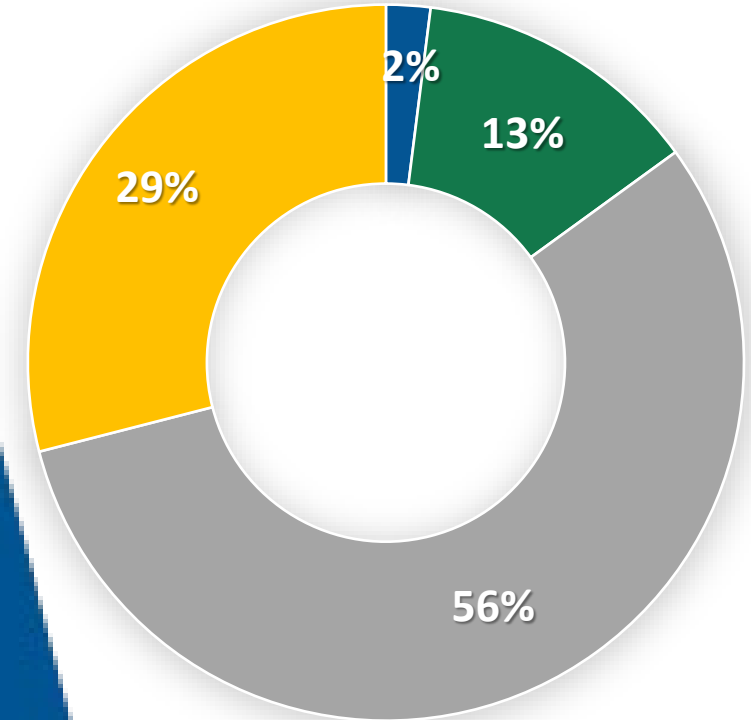
- T-HANGAR
- CORPORATE/BOX
- COMMUNITY
- MAINTENANCE/MRO

- AIRPORT OWNED
- OWNED BY OTHERS

# Condition and Investment Demand

## Investment Considerations

- **\$450 million** to meet statewide unmet demand
- **\$323.7 million** to meet Metro Area demand (72% of statewide \$450M)
- **\$11.8 million** (*additional*) needed to replace “failed” hangars
- Demand is continuing to **increase**
- Hangar development costs are continuing to **rise**
- **Two-year** lead time typical for hangar development
- **Fair Market** rental rates are part of the solution



**CONDITION OF HANGAR STRUCTURE**

- Failed Condition
- Poor Condition
- Good Condition
- Excellent Condition



# Hangar Rental Rates in Georgia

## Average Statewide Rental Rate T-hangar Unit

|                              |       |
|------------------------------|-------|
| <b>Airport Owned Hangars</b> | \$209 |
| <b>Owned by Others</b>       | \$342 |

## Average Statewide Rental Rate Corporate/Box Hangar Storage

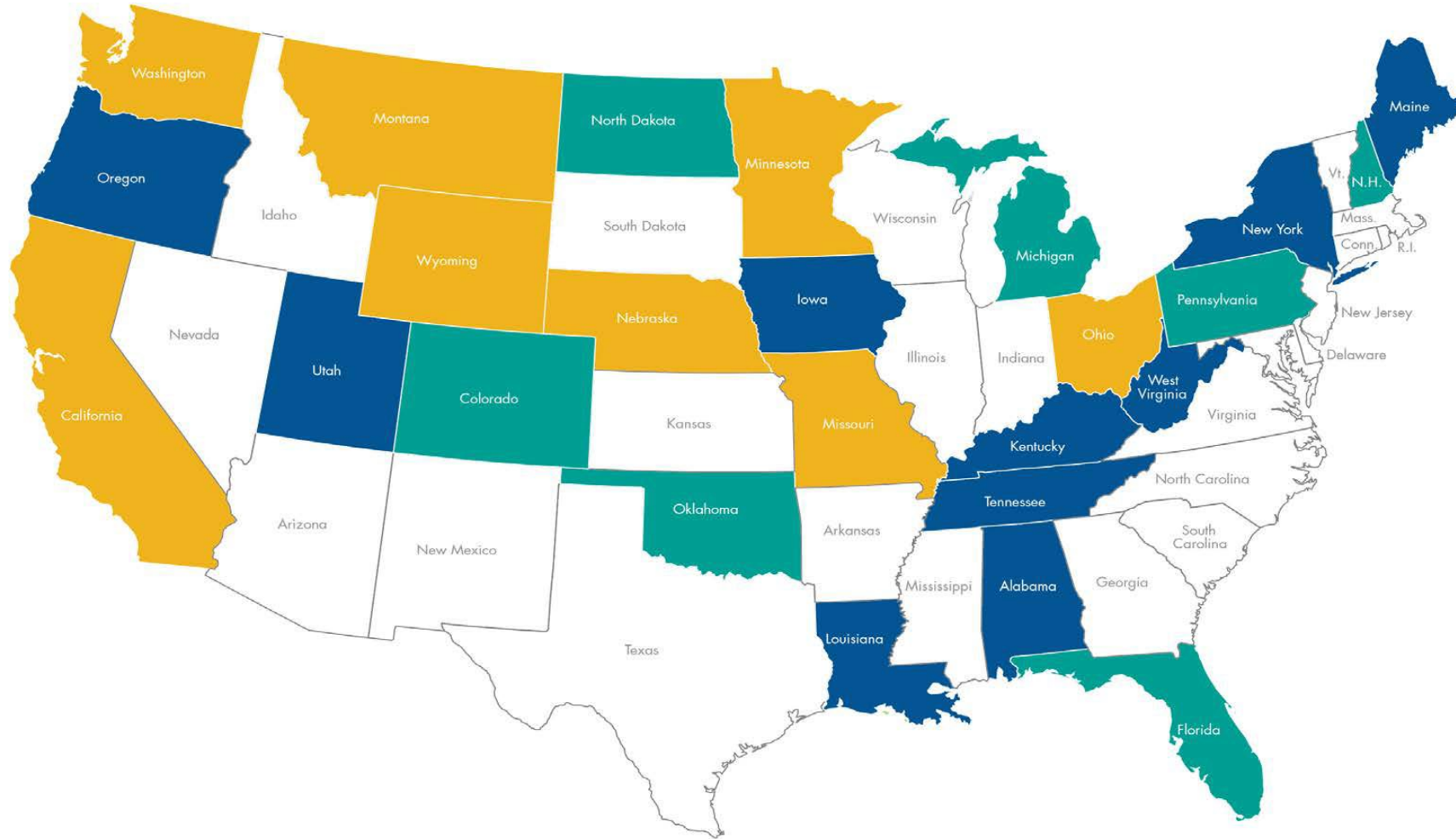
|                              |         |
|------------------------------|---------|
| <b>Airport Owned Hangars</b> | \$1,323 |
| <b>Owned by Others</b>       | \$2,071 |

## Average Statewide Rental Rate Community Hangar Parking Space

|                              |       |
|------------------------------|-------|
| <b>Airport Owned Hangars</b> | \$321 |
| <b>Owned by Others</b>       | \$507 |

Note: Values above reflect monthly rates.

# Hangar Programs in Other States



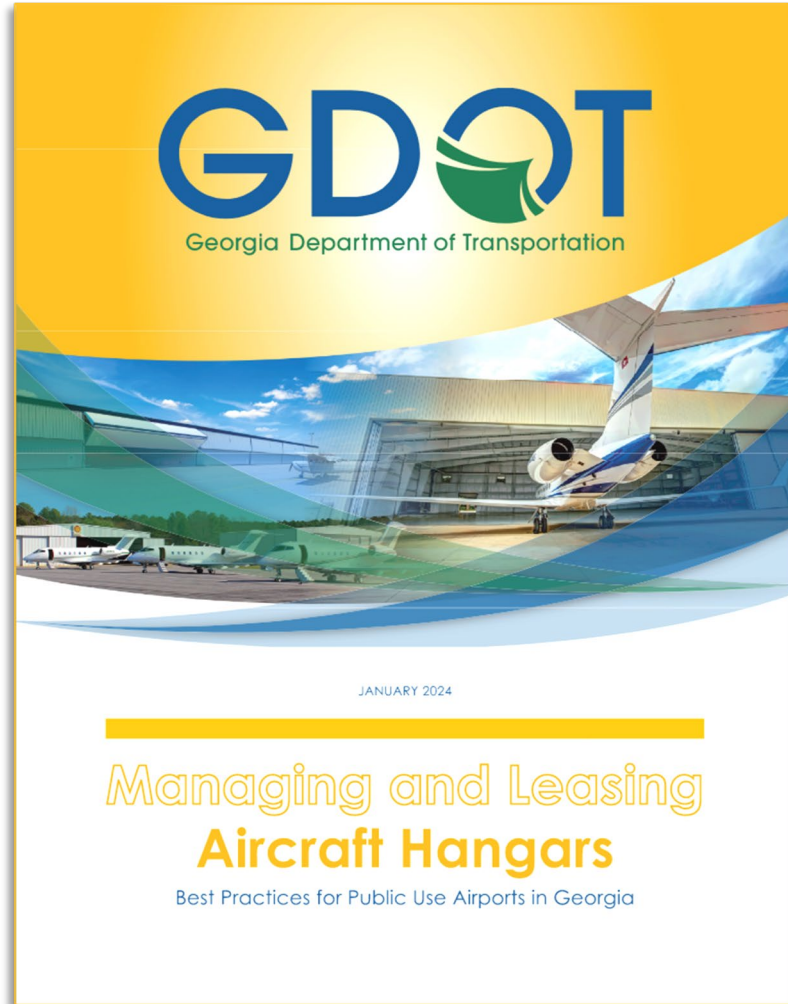
- STATES PROVIDING GRANTS FOR HANGAR DEVELOPMENT
- STATES PROVIDING LOANS FOR HANGAR DEVELOPMENT
- STATES WITH HANGAR GRANT & LOAN PROGRAMS FOR HANGAR DEVELOPMENT

# Other State Approaches for Hangar Development

- ✓ Establish a state revolving loan program
- ✓ Increase airport aid funding and expand eligibility for hangar construction
- ✓ Build hangars through locally funded or financed programs



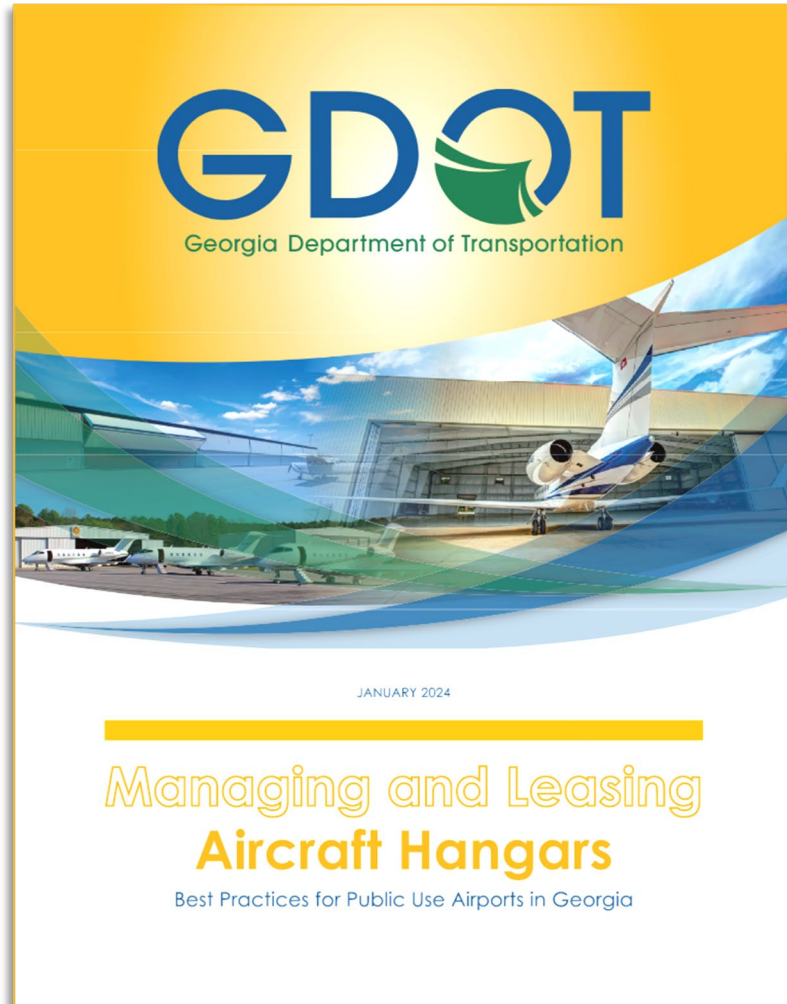
# Managing and Leasing Aircraft Hangars



## Best Practices for Public-Use Airports

- Developed to provide baseline guidance & documents for airport use/modification
- Incorporates
  - Lessons learned from Hangar Inventory/Demand Analysis Study
  - ACRP & Industry Research Reports' Recommendations
  - Interviews with airport managers, & FAA Compliance Staff

# Best Practices for Managing Hangars – Hangar Use



## FAAs 2016 Non-Aeronautical Use Policy

- Permitted Uses
  - Storage of Aircraft
  - Construction of Kit Built Aircraft
  - Aeronautical Related Supplies & Materials
  - Vehicles While Aircraft is Away
- Non-Permitted Uses
  - Storage of Hazardous Materials
  - City/County storage or functions
  - Non-Aeronautical Use\*

*\*Non-Aeronautical Use Requires Prior GDOT & FAA Written Approval.*

# Best Practices for Managing Hangars – Hangar Use

## Complying with FAA's Hangar Use Policy

- Airport Sponsors must Monitor and Document Hangar Usage
- Should Adopt Hangar Compliance Inspection Policy
- Leases Should Contain Language Requiring Annual Compliance Inspections

## Best Practice Recommendation

*Have local Building Inspector and Fire Marshal participate in hangar inspections to provide additional technical expertise.*

(Insert Airport Name)  
**Hangar Compliance Inspection Policy**

The Federal Aviation Administration (FAA) requires that airport sponsors comply with federal grant assurances and the provisions of FAA's Airport Compliance Program. The [insert name of airport's governing body] as the airport sponsor, adopts this Hangar Compliance Inspection Policy to comply with these requirements, including "FAA's Airport Compliance Program, published in the Federal Register."

The following provisions are adopted to (insert name of airport's governing body here) are used and occupied for aeronautical purposes:

**Aeronautical Use of Hangars:** The lease permitted by the FAA Hangar Use Policy:

- Storage of active aircraft; shelter; indefinite storage of non-operational aircraft;
- Storage of aircraft handling equipment, workbenches, and tools and materials related to ancillary or incidental uses that do not affect the structural integrity of the hangar;
- Storage of materials related to aircraft maintenance, including equipment, office equipment, and incidental uses that do not affect the structural integrity of the hangar;
- Vehicle parked in the hangar way.

**Non-Permissible Use of Hangars:** The lease defined by the FAA Hangar Use Policy. The following are prohibited:

- Use as a residence.
- Operation of a non-aeronautical business or industry.
- Activities impeding movement of aircraft in or out of the hangar.
- Activities displacing aeronautical contents of the hangar.
- Storage of household items that are not related to the operation of the hangar.
- Storage of items or activities prohibited by the FAA Hangar Use Policy.
- Long-term storage of derelict aircraft.
- Fuel and other dangerous and hazardous materials.
- Storage of inventory or equipment.

**General Policy Provisions:** All hangared aircraft shall be maintained in an airworthy condition. Each hangar tenant or owner shall be responsible for the maintenance of the aircraft. If the aircraft is domiciled for ad valorem tax purposes, the tenant or owner shall provide to the Airport Manager to support the aircraft's registration.

**Hangar Compliance Inspection Checklist**  
(Insert Airport Name Here)

Hangar #: \_\_\_\_\_ Inspection Date: \_\_\_\_\_  
Inspector's Name & Title: \_\_\_\_\_

Type of Inspection:  Annual  Re-Inspection  
Hangar Ownership:  Airport-Owned  Tenant-Owned

**Tenant Information**  
Name(s): \_\_\_\_\_  
Mailing Address: \_\_\_\_\_  
City, State, Zip Code: \_\_\_\_\_  
Phone: \_\_\_\_\_  Mobile  Home  Business  
Emergency Contact Phone: \_\_\_\_\_  Mobile  Home  Business  
Email Address: \_\_\_\_\_

**Certificates of Insurance on File**  
Aircraft Insurance  Yes  No      General Liability Insurance  Yes  No

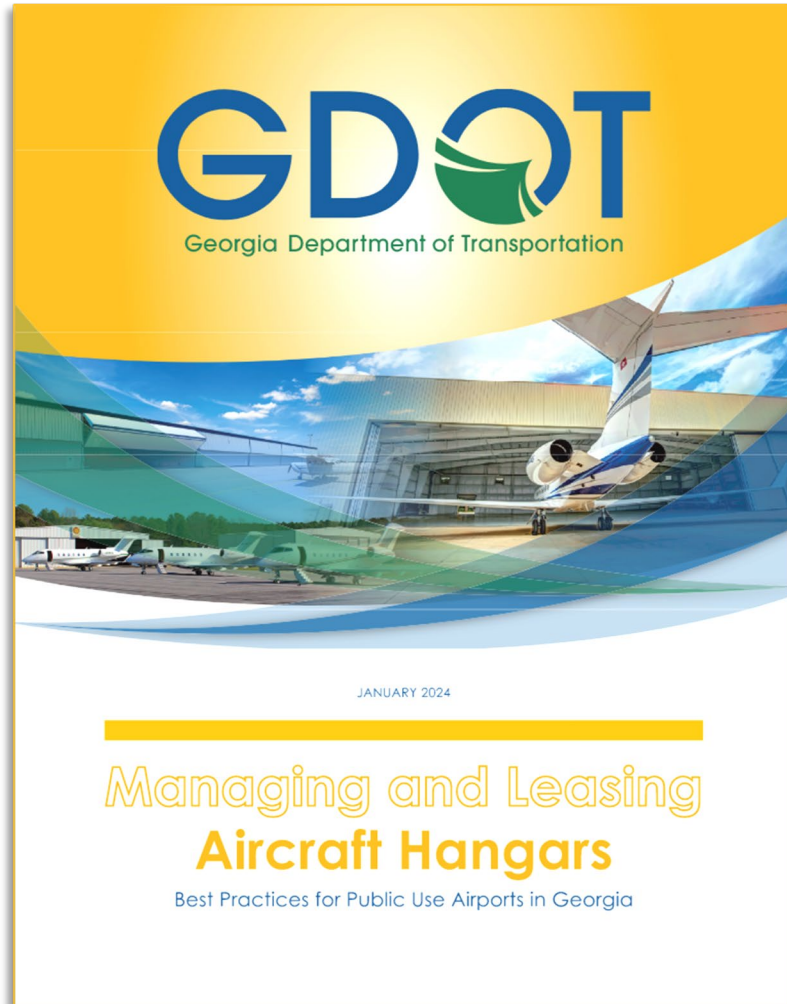
**Registered Aircraft in Hangar**

|                          | Aircraft #1  | Aircraft #2  | Aircraft #3  |
|--------------------------|--|--|--|
| FAA Registration Number  |  |  |  |
| Make                     |  |  |  |
| Model                    |  |  |  |
| Listed basedaircraft.com | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Listed with Tax Assessor | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Aircraft Listed in Lease | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |

**Hangar Exterior & Interior Condition**

|  | Compliant                | Not Compliant            |
|--|--------------------------|--------------------------|
| 1 Hangar unit number posted and visible on exterior.     | <input type="checkbox"/> | <input type="checkbox"/> |
| 2 No visible exterior damage to hangar requiring repair. | <input type="checkbox"/> | <input type="checkbox"/> |
| 3 Pavement areas free of weeds and debris.               | <input type="checkbox"/> | <input type="checkbox"/> |
| 4 Condition of roof acceptable with no leaks.            | <input type="checkbox"/> | <input type="checkbox"/> |
| 5 Overhead lighting operational.                         | <input type="checkbox"/> | <input type="checkbox"/> |
| 6 Hangar door(s) operating correctly.                    | <input type="checkbox"/> | <input type="checkbox"/> |
| Add additional items as needed                           |                          |                          |

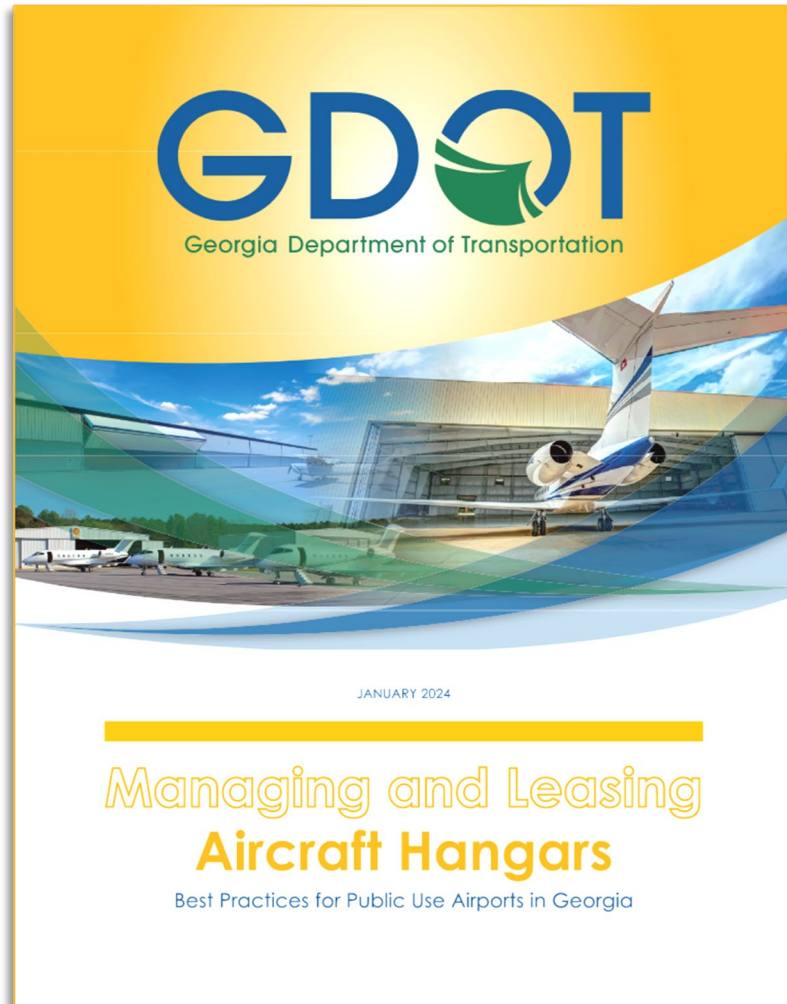
# Best Practices for Managing Hangars – Hangar Use



## Hangar Leases At A Minimum Should

- Clearly Define the Leased Premises & Uses
- Set Reasonable Market Rates
- Provision for Periodic Rate Adjustments
- Never Grant or Imply an Exclusive Right
- Be Subordinate to FAA Grant Assurances
- Allow For Right of Entry and Inspection
- Address Assignment and Subletting
- Establish Insurance Requirements
- Indemnify Airport Sponsor
- Define Terms of Default

## Best Practices for Managing Hangars – Hangar Use

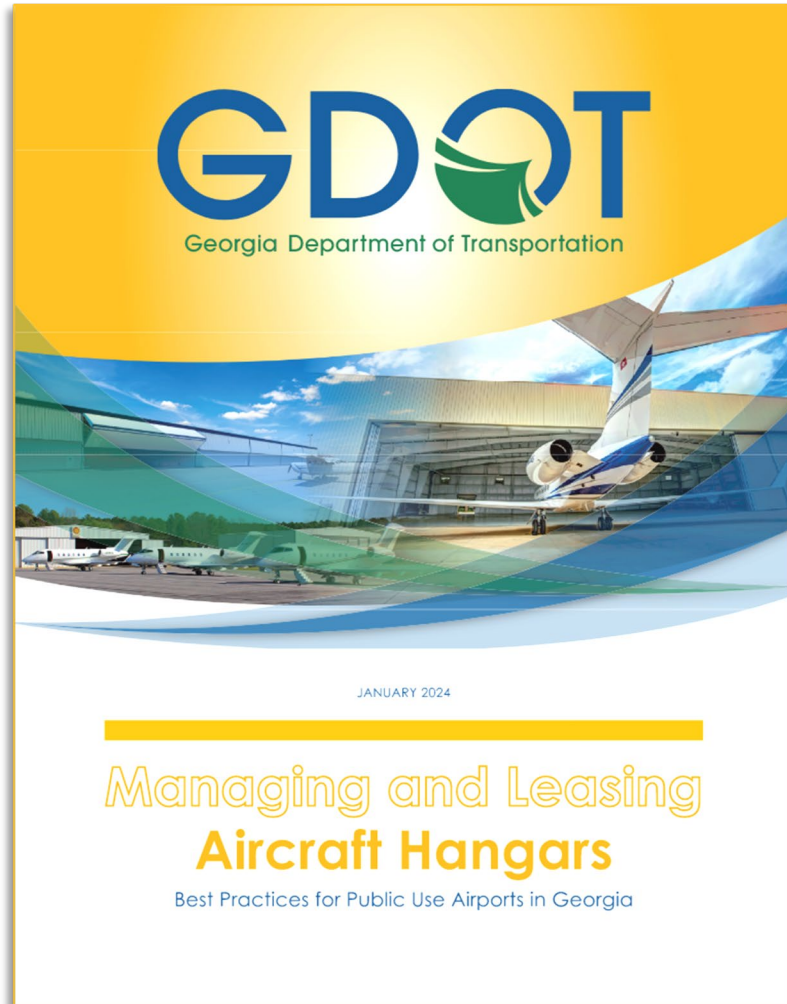


### In Addition to Terms of Hangar Leases Ground Leases at a Minimum Should:

- Establish Reasonable Term of Lease
- Define Condition of Hangar at End of Term
- Contain Reversionary Clause
- Provision for Escrow Fund for Periodic Maintenance
- Address Fuel Storage Tanks
- Address Mortgage Rights of Lessee
- Address ADA & Stormwater Requirements
- Require Economic Non-Discrimination
- Address Eminent Domain



# Best Practices for Managing Hangars – Hangar Use



## Review & Update Airport Policy Documents

- Airport Rules and Regulations
- Airport Minimum Standards
- Airport Rates and Charges
- Hangar Waiting List Policy
- Hangar Compliance Inspection Policy

# Best Practices for Managing Hangars – Hangar Use

## Hangar Waiting Lists:

- Require a Healthy Non-Refundable Deposit
- Validate the Waiting List Annually
- Know Where the Aircraft is Currently Based
- Require Aircraft to be Airworthy and Insured
- Use It or Lose It – Require minimum days of occupancy each year.
- Right Size Aircraft to Hangar Space
- Avoid Waitlist Line Jumping
- Charge Fair Market Market Rents

**Airport Hangar Waiting List Policy**  
(Insert Airport Name)

**GENERAL**

Hangars owned by the airport are intended for storage of registered and airworthy aircraft by the registered owner(s). This policy covers the waiting list for access and rental of airport-owned hangars.

Hangars will be placed on this the airport application. The assigned.

Applicants are for storage of email, physical

Applicants with the aircraft. Hangar.

The airport res circumstance: airport shall in

**POSITION O**

Position on the airport. Hangar size pr via mail, e-mail

All applicants, fee of \$(admini fail to submit t Applicants ref and nonrefun

Positions on th waiting list ma

Applicants mo reinstatement

**(Insert Airport Name Here)**  
**Hangar Waiting List Application**

**Aircraft Registered Owner(s) Submitting this Application:**

Name(s): \_\_\_\_\_

Street/Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_

Telephone: \_\_\_\_\_ home/work/mobile

Email Address: \_\_\_\_\_

**Aircraft Information:**

FAA N-Number: \_\_\_\_\_

Aircraft Year, Make & Model: \_\_\_\_\_

**Aircraft is:**

\_\_\_\_\_ Currently based at the airport in a \_\_\_\_\_ T-Hangar or \_\_\_\_\_ on Tie Down

\_\_\_\_\_ Awaiting purchase and/or delivery

\_\_\_\_\_ A homebuilt, hangar will be used to complete construction

\_\_\_\_\_ Based at another airport, please list location \_\_\_\_\_

Aircraft has a current FAA annual inspection \_\_\_\_\_ Yes \_\_\_\_\_ No

**Hangar Size Preference**

\_\_\_\_\_ T-Hangar

\_\_\_\_\_ Community Hangar

\_\_\_\_\_ Corporate Hangar, Size Requested \_\_\_\_\_ x \_\_\_\_\_

Please return this form to:

(Insert Airport Name)

(Insert Airport Mailing Address)

(Insert Airport Email Address)

(Insert Airport phone number)