



Nantucket Memorial Airport
Hangar & Tie-Down Rental Policy
Effective date: November 13, 2018

Applicability: This policy applies to Aircraft Owners that currently rent hangar or tie down space at ACK or that are interested in renting same at ACK.

I. Purpose.

This policy establishes guidelines for development of procedures to be implemented for the renting of airport owned hangars and tie downs on ACK.

II. Definitions.

1. Common Hangar – A hangar shared with other aircraft owners/operators in a single common storage area. Storage and removal of aircraft require coordination with and possible assistance from airport operations. Available space within a common hangar may be allocated on a short term basis through a secondary license.
2. Exclusive Use hangar – Hangars owned by the airport that are leased on a long term basis for exclusive use.
3. Primary Lease – Lease document that provides for rental of space in a common hangar under specified terms and conditions.
4. Right of First Refusal (ROFR) – Right provided to current users with valid, current agreements for the option to enter an agreement with the airport, before the airport offers the opportunity to a third party.
5. Secondary License – A document that permits the airport to allocate space within a common hangar on a short term basis as available.
6. T-Hangar Lease – Lease document that identifies the terms and conditions for exclusive use for rental of a T-Hangar. No secondary licensing shall be permitted in T-Hangars.
7. Tie Down – Designated area with anchors provided (ropes provided by aircraft owner) to minimize the possibility of movement of a parked, non-hangared aircraft due to high winds or prop wash.
8. Tie down Agreement – Agreement that establishes the terms and conditions for rental of space, either on paved or grass surface for the purpose of securing aircraft with tie downs paved or grass surface.
9. Wait List – A list that shall be maintained by the airport identifying the order of priority by which those who have expressed a formal interest in the renting of space for storage of aircraft (Tie Down, Common Hangar or T-Hangar) shall be offered as space becomes available. This list may not always be applied in a numerical order, as aircraft characteristics may not be conducive to the type of space available.

III. Background.

The Airport currently owns 5 hangars; 3 common hangars that accommodate various size aircraft, 2 Exclusive Use Hangars, and in November of this year (2018) will acquire ownership of 12 nested T-Hangars that can accommodate single engine and light twin piston aircraft. At various times, aircraft owners have a need to store their aircraft inside and request hangar space. While some desire to rent/lease hangar space on annual basis, others may only need space for a short duration. Common hangars may be used to accommodate short term needs, while T-Hangars shall be for exclusive use only. There shall be no sharing of any rented space.

Due to the limited capacity of hangar and tie down space, this policy has been developed in an effort to make these facilities available to aircraft owners on a fair and reasonable basis. Additionally, this policy has been developed with due consideration to the severe peaking demand at ACK.

Historically, airports have faced challenges with users storing various non aeronautical items in areas designated for aeronautical use. This policy shall be consistent with FAA policy on such activities. It is the intention of the Commission to ensure the aircraft storage facilities are actively used for appropriate purposes, understanding the peak/seasonal nature of the island.

IV. Policy.

1. Allocation and Availability

- a.* Hangars shall be made available to interested aircraft owners on a first-come, first served basis subject to sufficient adequate space availability as determined by the airport for particular types of aircraft. Tenants will be required to execute a written agreement with the airport that identifies the terms and conditions of use for the hangar/tie down space. Availability may be determined based on characteristics of the aircraft such as, but not limited to, wingspan and tail height dimensions.
- b.* Should capacity exceed demand for hangars, and space is available, Airport Management may at its discretion utilize or lease the space in compliance with FAA policy.

2. Wait List Process

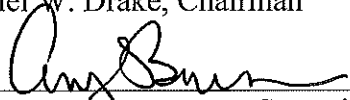
- a.* If demand exceeds capacity for hangar space, a wait list shall be developed indicating the order in which space will be made available. Generally speaking, existing users with current agreements, will have the right of first refusal to remain in a particular hangar or tie down. Options to obtain higher priority space will be made available to existing users with current valid agreements on a rotational basis, while wait listed operators will be addressed on a seniority basis, subject to aircraft characteristics.
- b.* The order of priority for renting hangar space or tie down space shall be (highest to lowest):
 - i.* T- Hangar
 - ii.* Common Hangar
 - iii.* Paved Tie Down
 - iv.* Grass Tie Down
 - v.* Waiting List

- c. If incumbent users desire a change in their existing use, this must be accomplished through the wait list process. Example: **1)** A common hangar tenant wishes to move into a T-Hangar. The tenant must be on the waiting list and will be offered space in accordance with the process identified above. **2)** If a current, valid T-Hangar tenant wishes to move into a common hangar, they must be on the waiting list and offered space in accordance with process identified above.
3. *Permitted Uses*
 - a. Hangar and tie down users must comply with FAA's policy regarding storage of non-aeronautical items in airport facilities designated for aeronautical use.
4. *Term*
 - a. Agreements shall be for a one year period.
5. *Rate Structure*
 - a. Rates shall be based on level of priority, type of aircraft and facility amenities (heat etc.)
 - b. All users with a valid agreement shall be exempt from landing and ramp fees.
 - c. Vehicle Parking – one complimentary parking pass will be issued for each agreement for parking in the designated area.
6. Non-conforming situations to which the policy cannot clearly address will be resolved at the determination of the Airport Manager with written appeal of that determination to the Airport Commission.


End.

By VOTE taken on November 13, 2018

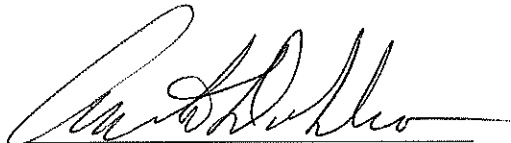
Daniel W. Drake, Chairman



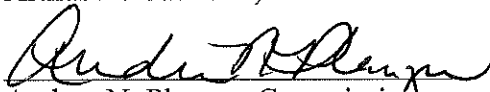
Anthony G. Bouscaren, Commissioner



Jeanette D. Topham, Commissioner



Arthur D. Gasbarro, Vice Chair



Andrea N. Planzer, Commissioner