

This proposed Policy applies to hangars at Carson City Airport commonly referred to as "Storage Hangars." The objective of this Policy is to implement the provisions relevant to Carson City Airport from the FAA's "Policy on the Non-Aeronautical Use of Airport Hangars" published in the Federal Register/ Vol. 81, No. 115 / Wednesday, June 15, 2016 / Pages 38906 > 38911, and the comments received after the Authority adopted this policy as a working draft.

1) General: Storage Hangars at Carson City Airport are to be used and occupied for an Aeronautical Use. However, as provided for in the above referenced FAA Policy, Non-Aeronautical items are also permitted in a hangar so long as they do not interfere with the Aeronautical Use of the hangar.

2) Aeronautical Use: - Qualifying Aeronautical Uses for Storage Hangars include:

A. Storage of active aircraft.

B. Final assembly of aircraft under construction.

C. Non-commercial construction of amateur built or kit- built aircraft.

D. Maintenance, repair or refurbishment of aircraft, but not indefinite storage of nonoperational aircraft.

E. Storage of aircraft handling equipment such as tow bars, glider tow equipment, workbenches, and tools and materials used in the servicing, maintenance, repair or outfitting of aircraft.

F. Vacant awaiting aircraft occupancy such as: Aircraft in use, on travel, or away for maintenance.

G. Vacant reserved for aircraft domiciled at another airport, for anticipated aircraft purchase within a reasonable amount of time, or available for sale or rent.

H. Other Aeronautical activity approved by Carson City Airport Authority ("Authority") that do not conflict with FAA requirements.

3) Permitted Non-Aeronautical Use:

A. Airport Area approved by FAA for Non-Aeronautical use on Airport Layout Plan.

B. Non-Aeronautical items within Qualifying Aeronautical Use hangars unless the items:

1. Impede the movement of active aircraft in and out of the hangar or impede access to inactive aircraft or other Aeronautical contents of the hangar.

Items which can easily be moved to permit access to and/or movement of the aircraft shall not be regarded as an impediment. Typical examples include, but are not limited to: a functional vehicle, workbench, and tool box.

2. Displace the Aeronautical contents of the hangar. A functional vehicle parked in a vacant hangar while the aircraft designated or intended to occupy the vacant hangar is absent shall not be considered to displace the aircraft.

3. Are stored in violation of airport rules and regulations, lease provisions, building codes or local ordinances.

C. Other Uses approved by the Authority.

D. Other Uses approved by the FAA.

4) Prohibited Uses:

A. Residential: Hangars may not be used as a residence. The FAA differentiates between a typical pilot resting facility or aircrew quarters versus a hangar residence or hangar home. The former are designed to be used for overnight and/or resting periods for aircrew, and not as a permanent or even temporary residence.

B. Non-Aeronautical Business: Hangars may not be used for the conduct of a Non-Aeronautical business or municipal agency function unless the business activity is clearly incidental to the Aeronautical Use of the hangar in the sole judgement of the Airport Authority if called upon to review the question. Examples of conduct of a Non- Aeronautical business include, but are not limited to: storage of inventory; the participation of employees, contractors or others in addition to the hangar occupant;

visits from the non-aviation public; and/or deliveries of Non-Aeronautical items.

5) Compliance: To encourage and ensure compliance with this Policy:

A. Within 60 days after approval of this CXP Storage Hangar Use Policy and within 60 days after any material change in the information previously reported to the Airport Manager each Lessee whose ground lease includes one or more Storage Hangars (the "Lessee") shall provide to the CXP Airport Manager, for retention and distribution to the members of the Authority, timely contact information for each occupant/lessee/owner of a hangar located upon the Lessee's ground lease, identifying information for any and all aircraft stored in Lessee's hangars, and a written statement of the basis by which the Lessee believes each hangar qualifies as Aeronautical Use.

B. If the Airport Manager or an Authority member disputes a Lessee's claim of Aeronautical Use, the Lessee may appeal the dispute to the entire Authority, whose decision shall be final.

C. If it is determined by the Airport Manager and not appealed, or by the Authority upon appeal, that a hangar located upon the Lessee's ground lease has not met the qualifications for Aeronautical Use, either the Airport Manager at the direction of and under the authority of the Authority or the Authority itself, whichever made the final decision, shall require the Lessee to have the subject hangar brought into compliance with this Policy or become subject to any and all enforcement actions permitted under Nevada law, including but not limited to increases in rents and eviction of the subtenant/hangar occupant.

D. If it is determined by the Authority that a Lessee or hangar Occupant has misrepresented material facts to the Airport Manager or the Authority regarding hangar use and/or failed to comply with the decision of the Authority regarding such use, as an alternative to terminating the lease for non-compliance, the Authority may impose upon the Lessee a non-aeronautical use surcharge on rent in the amount of \$1,000/mo per hangar that is not in compliance or was the subject of the misrepresentation for the period which the hangar was not in compliance or misrepresentation, in addition to any and all enforcement actions available against the offending Lessee and/or Occupant under relevant Nevada law.

E. If the Airport Manager or any member of the Authority verifies that a hangar is in compliance with the aeronautical use provisions of this policy, the hangar shall be considered in compliance.

End: