
To: TCAA Board

From: Ross Statham, Secretary

Re: **2023 Hangar Leases**

Date: May 25, 2022

Yesterday afternoon we had an Executive Committee meeting planned for 5 pm, but only Jack Locke, myself and Brenda Wilson were in attendance. (On the agenda was to discuss 2023 hangar leases and rates.) We were one short of a quorum, but we met informally for 45 minutes, and present these recommendations to the Board as a result of our discussions, to be communicated to all tenants before July 1, and to be effective on 1 October 2022:

- **That we issue “regular” leases and “commercial” leases.** “Commercial” leases are for our largest customers, who often have special requests and needs, and these should be negotiated on a case-by-case basis. “Regular” leases will cover our large hangars, box hangars, t-hangars, shade hangars and tie-downs.
- **That we raise our rates on all hangars, shade hangars and tie-downs 5%.**
- **That we remove the discount to our regular leases in which we allow tenants to pay for only 11 months if they pay for a full year.** Our largest fuel customer, Skydive Panama City, would be allowed to receive the discount.
- **That we add language to our lease around non-flyable aircraft.** Last year we indicated to all of our tenants that beginning 1 October 2022, all aircraft based here must have a current annual inspection or equivalent and be “flyable”. We would give those without flyable aircraft two options: they can either move their aircraft elsewhere, or pay a \$200 per month surcharge per hangar, shade hangar or tie-down they are currently renting. Our attorney has provided us with language to that effect that we wish to insert into the FY 2023 lease. This will help to offset some of our fuel losses.
- **That we communicate this to all existing tenants before July 1, 2022.**

