



# Aeronautics Division

Annual General Aviation Airport Meetings

2021

# Meeting Agenda

9:00 a.m. - 10:00 a.m.

Welcome	Evan Lester
Introduction	Michelle Frazier
Engineering & Development	John Paul Saalwaechter & Jacob Brooks
Questions	All
Break	~15 minutes

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10:15 a.m. - 12:00 p.m.

Programming and Monitoring	John Briggs
Education and Outreach	Evan Lester
Planning and Environmental Updates	Evan Lester
Questions	All



**Michelle Frazier**  
Director

# 2021 Legislation

- SB0772 / HB0773
  - Lowers the aviation fuel tax from 4.5% to 4.25%.
  - Establishes definition of a Transportation Hub for application of the cap
    - Originates 50 or more flight departures 5 days per week for 6 or more months during the calendar year where passengers or property are regularly exchanged of the same of different licensed air carrier
  - Cap decreased to \$8.5M in FY 2022 and then \$5M for any tax year on or after July 1, 2022
  - The TEF must be reimbursed for decreased aviation fuel tax revenue resulting from any public act passed by the general assembly after January 1, 2021



# Fiscal Year 2021-2022 Budget

- \$ 3 M investment to reimburse the TEF for decreased aviation fuel tax revenue resulting from a public act passed by the general assembly in May of 2021
- \$50 M one-time investment in airport infrastructure
  - 50% allocated to the five air-carrier Airports (Chattanooga, Knoxville, Memphis, Nashville, Tri-Cities) using the standard formula and
  - 50% percent for the benefit of Tennessee’s general aviation airports
    - Pavement Preservation Program
    - Pavement rehabilitation and reconstruction projects

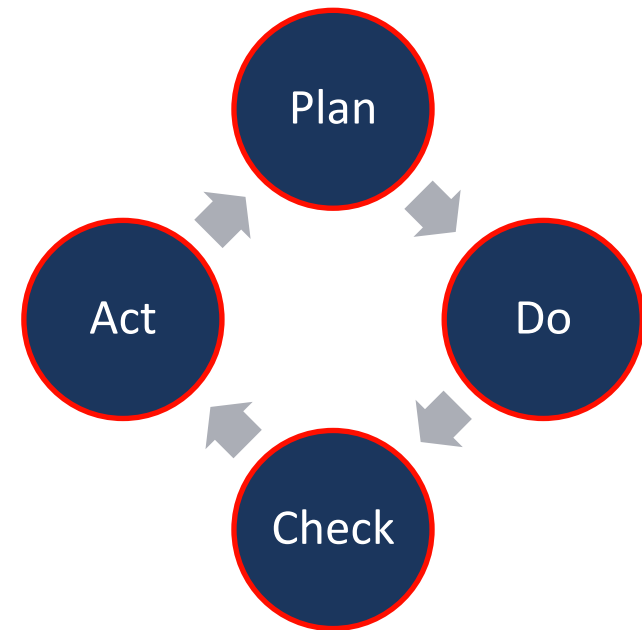
# Considerations for FY 2021

CARES Act

FAA and State Guidelines

Airport Capital Improvement Plan

Tennessee Aviation System Plan



# Considerations for FY 2022

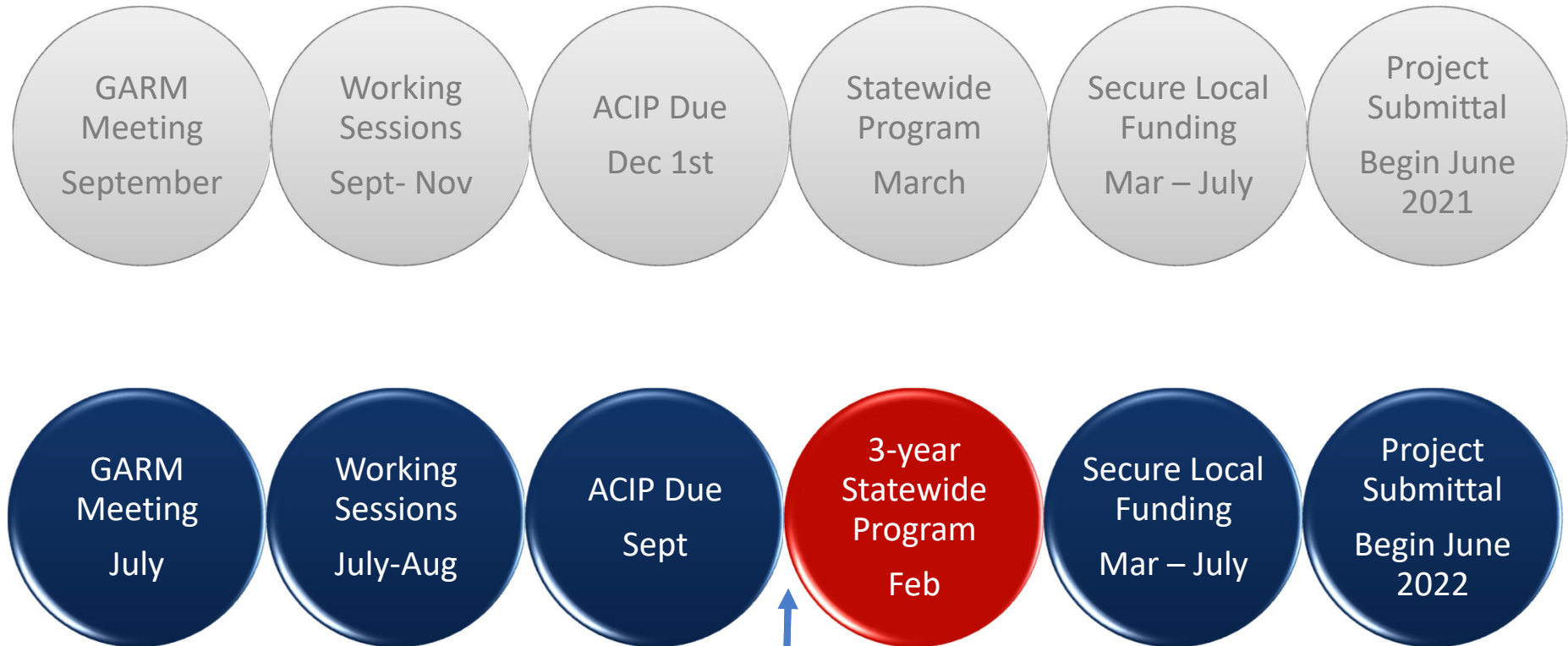
- COVID Relief
- FAA and State Guidelines
- Airport Capital Improvement Plan
  - Expand to a 3-yr program
  - Focus on adherence to program
- Tennessee Aviation System Plan
- Pavement Preservation



# Transportation Equity Fund

	2020	2021	DIFF
JULY	\$ 3,374,146.04	\$ 1,944,847.28	\$ (1,429,298.76)
AUGUST	\$ 2,921,178.51	\$ 1,962,500.94	\$ (958,677.57)
SEPTEMBER	\$ 3,576,778.10	\$ 1,669,049.02	\$ (1,907,729.08)
OCTOBER	\$ 3,306,469.32	\$ 1,881,162.00	\$ (1,425,307.32)
NOVEMBER	\$ 3,276,996.83	\$ 2,006,965.56	\$ (1,270,031.27)
DECEMBER	\$ 3,387,841.10	\$ 2,785,475.33	\$ (602,365.77)
JANUARY	\$ 1,312,390.41	\$ 2,207,033.84	\$ 894,643.43
FEBRUARY	\$ 1,123,702.82	\$ 1,153,627.83	\$ 29,925.01
MARCH	\$ 989,488.87	\$ 997,985.12	\$ 8,496.25
APRIL	\$ 216,626.09	\$ 1,138,189.00	\$ 921,562.91
MAY	\$ 241,076.47		
JUNE	\$ 377,500.61		
<b>TOTAL</b>	<b>\$ 24,104,195.17</b>	<b>\$ 17,746,835.92</b>	<b>\$ (5,738,782.17)</b>

# ACIP Process Changes



3-year Programming  
Federal Aviation Administration (FAA)  
Tennessee Aeronautics Commission (TAC)



**TN**

# Engineering & Development

John-Paul Saalwaechter, CE Manager 2

TM

# Overview



## FY 2022

- General Funding for TEF: Project Plan
- FY 2022 Programming
- ACIP Adherence for Past Two FY

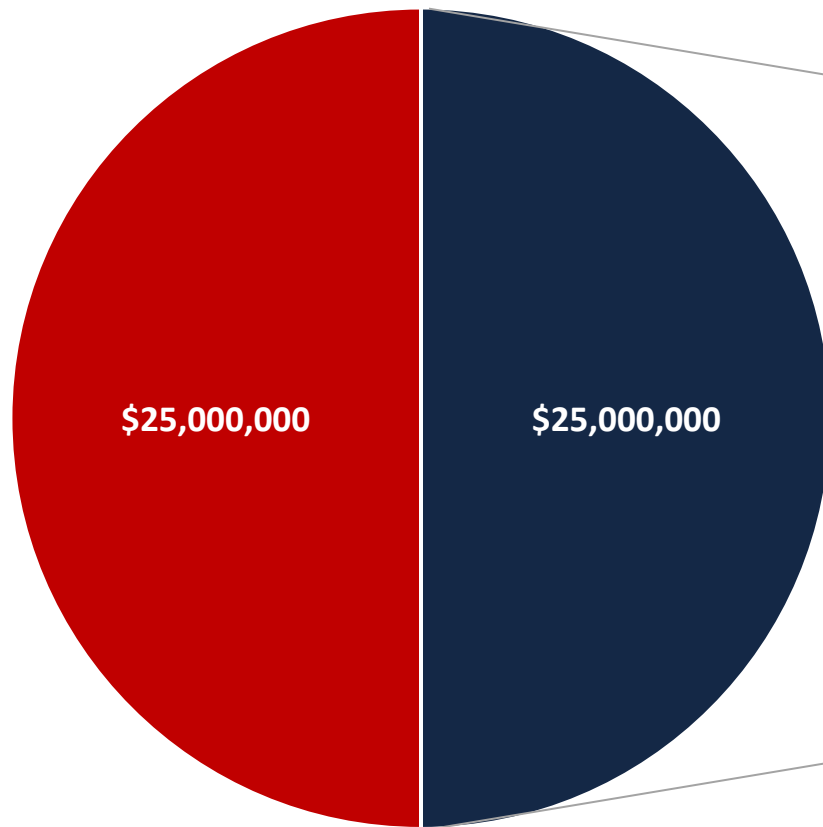


## Airport Improvement Program

- Funding Application Expectations
- State Priority Ranking System for Airport Projects
- Path to Revenue-Producing Facilities

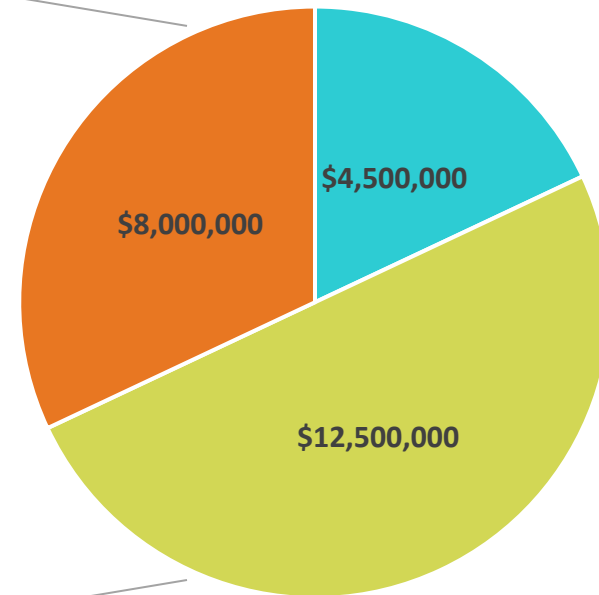
# General Funding for TEF: Project Plan

General Funding for TEF



■ General Aviation ■ Air Carriers

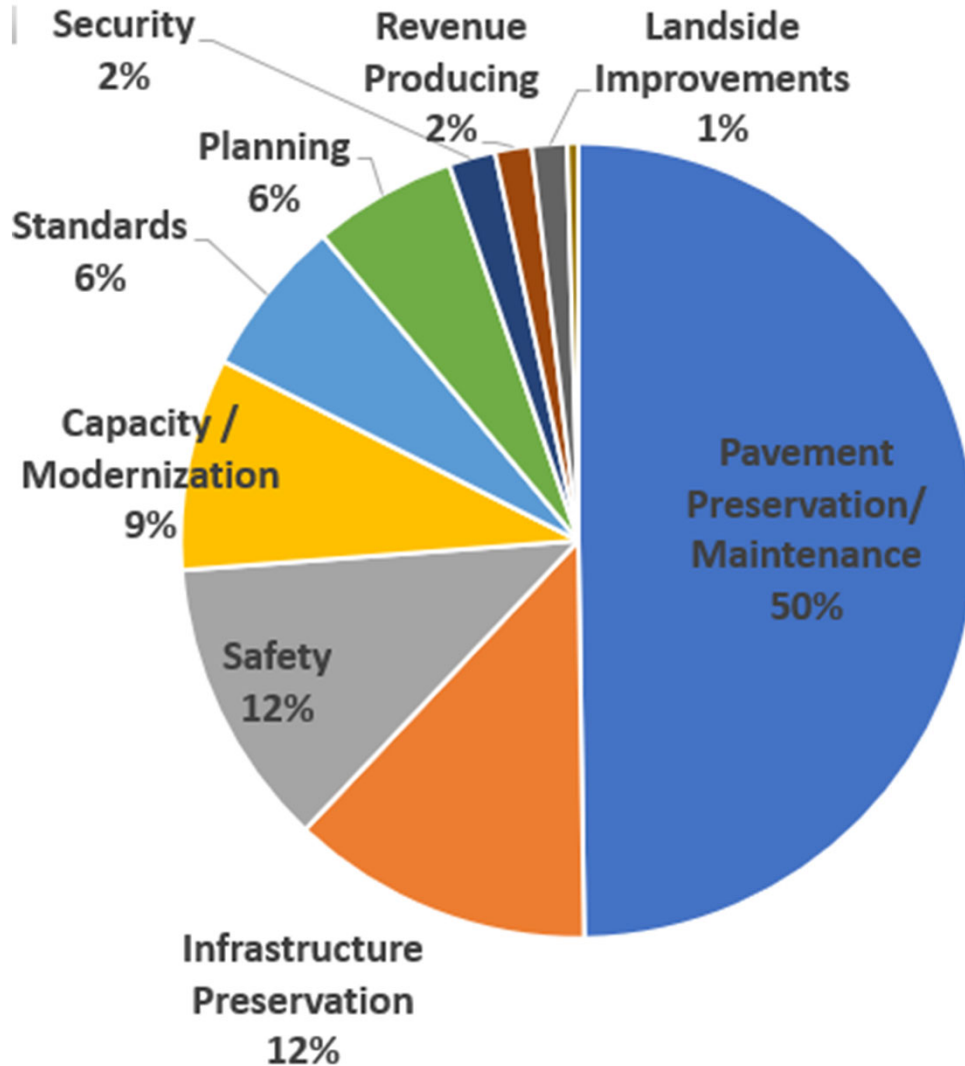
General Aviation Pavements



■ Maintenance & Remarking ■ Rehabilitation ■ Reconstruction



# FY 2022 Funding Program



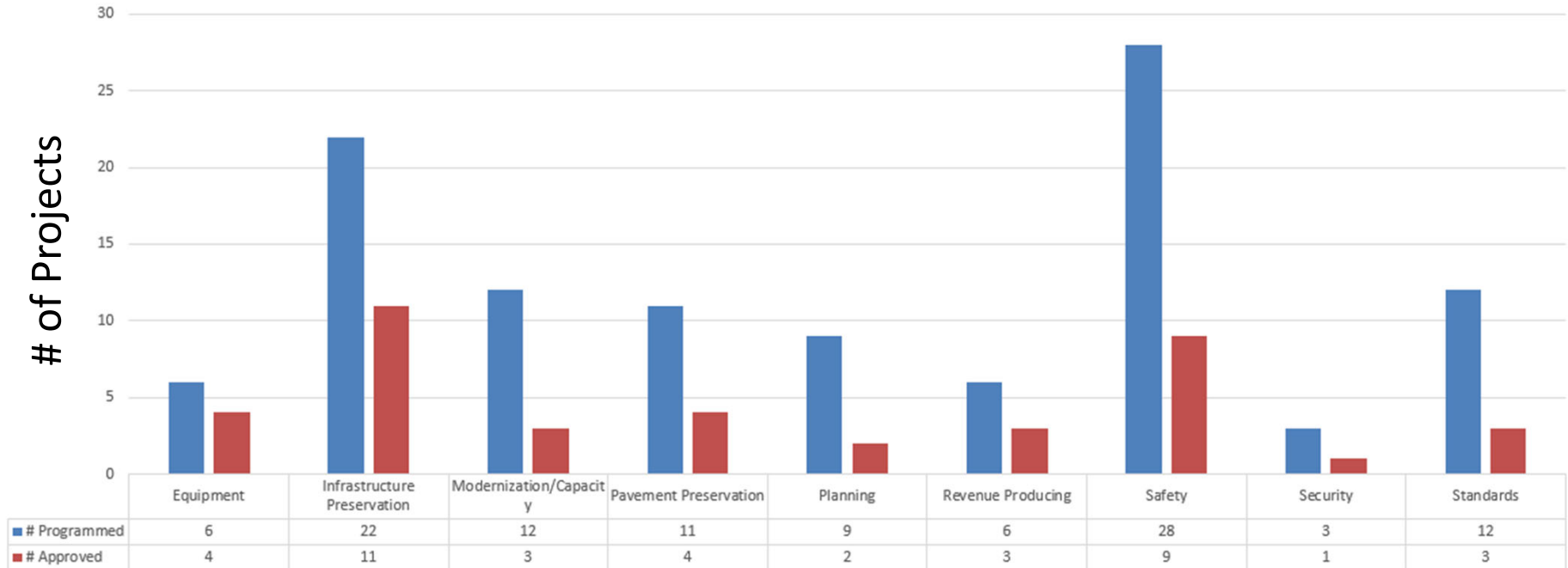
Priority Ranking	Sum of Estimate Cost
Pavement Preservation/Maintenance	\$16,282,913.00
Infrastructure Preservation	\$4,020,967.00
Safety	\$3,847,667.00
Capacity / Modernization	\$2,823,428.00
Standards	\$2,110,000.00
Planning	\$1,910,000.00
Security	\$620,800.00
Revenue Producing	\$487,300.00
Landside Improvements	\$470,000.00
Equipment	\$145,000.00
<b>Grand Total</b>	<b>\$32,718,075.00</b>

**# of Programmed grants = 121**

# FY 2020 ACIP Adherence

# Programmed # Approved  
 chart Area

## Approved vs. Program Projects Per Category



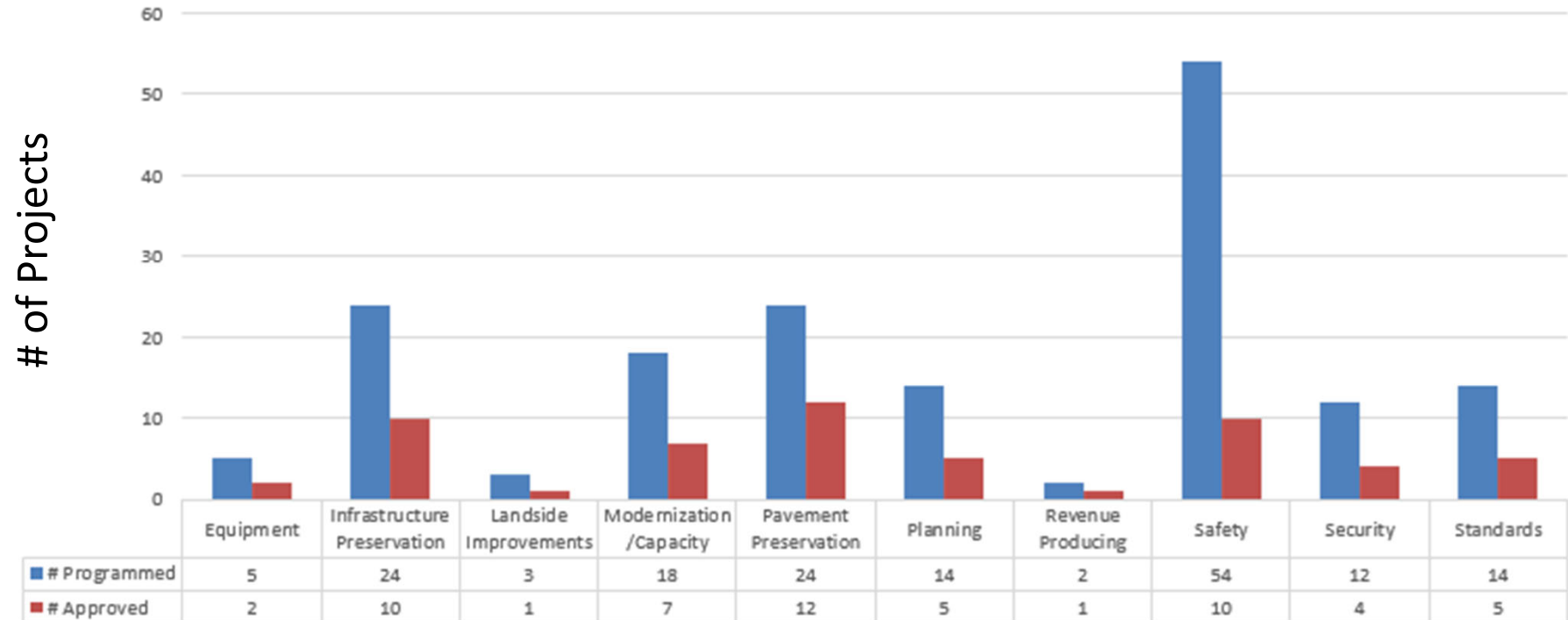
**% of Approved Programmed Projects = 37%**

**% of Programmed NPE Requested/Allocated = 75%**

# FY 2021 ACIP Adherence

# Programmed # Approved

## Approved vs. Program Projects Per Category



**% of Approved Programmed Projects = 42%**

**% of Programmed NPE Requested/Allocated = 47%**

The logo consists of a red square containing the white letters 'TN' in a bold, serif font. Below the red square is a thin, dark blue horizontal bar.

**TN**

# Funding Request Application Expectations

# Funding Request Application Expectations

## Scope & Exhibit

### PROJECT DESCRIPTION:

The OWNER intends to make the following improvements:

Remove previously identified trees that are obstructing the Part 77 Transitional Approach Surface.

(hereinafter called the PROJECT) and engage the ENGINEER to perform services as specified herein and as defined in the project scoping meeting minutes.

### SECTION I – CRITERIA AND REQUIREMENTS

The most current versions of the following criteria and standards, as well as other applicable standards will be used during the progression of the PROJECT:

- FAA AC 150/5300-13 Airport Design
- FAA AC 150/5370-10H Standard Specifications for Construction of Airports

### SECTION II – GENERAL ASSUMPTIONS AND CLARIFICATIONS

The following is a list of general assumptions and clarifications forming the basis of the fee proposal included herein as Exhibit C for providing the services detailed in this Scope of Services. It must be noted that any change to these general assumptions constitutes a change in the project scope and may result in a revision to the attached cost proposal and the Scope of Services.

1. The anticipated Schedule has been included below. Any and all additions, changes or deletions to this scope of work may require additional negotiations to the ENGINEER's Scope, Fee and Production Schedule.
2. Any permitting not specifically identified in this scope is excluded but may be added as an additional service by request of OWNER or Tennessee Department of Transportation-Aeronautics Division (TAD).

WA-21-01  
OBSTRUCTION CLEARING

B-1

FILE: 31791-41  
JUNE 16, 2021

- Purpose and Need
- Objectives or goals
- Descriptive
- Concise but clear



# Funding Request Application Expectations

## Schedule of Milestones

Task 1- <i>Month X, XXXX</i> PSR/TAC Review/Approval
Task 2- <i>Month X, XXXX</i> Grant Execution Completion
Task 3- <i>Month X, XXXX</i> Design Kickoff
Task 4- <i>Month X, XXXX</i> Bid & Award to Contractor
Task 5- <i>Month X, XXXX</i> Begin Construction
Task 6- <i>Month X, XXXX</i> Construction Milestone
Task 7- <i>Month X, XXXX</i> Construction Completion
Task 8- <i>Month X, XXXX</i> Grant Closeout

- Schedules vary
- Pinpoint exact dates
- Major milestones and deliverable deadlines
- Realistic
  - Based on past projects of similar scope/magnitude
  - Not on good-intentions or best-case scenarios

# Funding Request Application Expectations

## Cost Summary and Cost Estimates

Scott County Municipal Airport		
Runway/Taxiway/Apron Rehabilitation, Medium Intensity Runway and Taxiway Lighting Systems		
TAD FAA Discretionary Grant Request Funding Breakout 2022		
Item	Description	Cost
1	Runway Rehabilitation and Medium Intensity Runway Lights	\$3,449,426.30
1a	Runway Construction Engineering Fees (Administration, RPR, & Material Testing)	\$119,895.00
2	Taxiway Rehabilitation and Medium Intensity Taxiway Lights	\$1,336,647.50
2a	Taxiway Construction Engineering Fees (Administration, RPR, & Material Testing)	\$50,114.00
3	Apron Rehabilitation	\$146,481.00
3a	Apron Construction Engineering Fees (Administration, RPR, & Material Testing)	\$17,033.00
4	FAA Flight Check Reimbursable Agreement (MIRL & REILS on RW 5)	\$12,000.00
Subtotal Grant Request:		\$5,131,596.80
<b>Total Grant Request: \$5,131,597</b>		

- Summary of total amount requested
- Supported
- Include all expected expenses

Item	Description	Unit	Quantity	Unit Cost	Material	Installation	Subtotal	Other	Total
33	L-109-1 foundation, ventilation, lighting, receptacles, grounding, and lightning protection	LS	1	\$34,500.00	\$34,500.00	\$38,000.00	\$38,000.00	\$35,890.00	\$35,890.00
34	L-109-2 Power Supply Equipment for vault building, including electrical service, panelboards, surge protective devices, constant current regulators, and feeder wiring	LS	1	\$46,000.00	\$45,000.00	\$34,000.00	\$34,000.00	\$35,890.00	\$35,890.00
35	L-109-3 L-854 Radio Controller and antenna relocation, including cabling, conduit, power, and grounding	LS	1	\$5,000.00	\$5,000.00	\$925.00	\$925.00	\$1,080.00	\$1,080.00
36	L-109-4 L-821 Lighting Control Panel, photocells, relays, and control wiring	LS	1	\$6,500.00	\$6,500.00	\$17,000.00	\$17,000.00	\$18,665.00	\$18,665.00
37	L-109-5 Taxiway Regulator Relocation	LS	1	\$2,500.00	\$2,500.00	\$1,800.00	\$1,800.00	\$2,871.00	\$2,871.00
38	L-110-1 Trenching and Backfill for conduit	LF	18500	\$2.90	\$53,650.00	\$1.90	\$35,150.00	\$1.40	\$25,300.00
39	L-110-2 Non-Encased, Electrical Conduit, 1-Way 2-inch (50mm) PVC, Type I	LF	18500	\$2.25	\$41,625.00	\$5.46	\$100,825.00	\$7.80	\$144,300.00
40	L-110-3 2-Way, 4" PVC Duct Bank (Open Cut)	LF	40	\$100.00	\$6,400.00	\$140.00	\$5,600.00	\$114.80	\$4,632.00
41	L-110-4 17"x30"x180" Handhole Box	EA	11	\$1,500.00	\$16,500.00	\$1,815.00	\$19,365.00	\$2,010.00	\$22,110.00
42	L-110-5 Non-Encased Electrical Duct Bank, 2-way 4-inch (100mm) HDPE, 24-inch (600 mm) Minimum Cover, In HDPE Bore Casing, Installed	LF	56	\$100.00	\$8,360.00	\$54.00	\$3,024.00	\$344.80	\$19,297.80
43	L-110-6 Non-Encased Electrical Duct Bank, 2-way 2-inch (50mm) HDPE, 24-inch (600 mm) Minimum Cover, In HDPE Bore Casing, Installed	LF	35	\$100.00	\$6,600.00	\$54.00	\$1,890.00	\$185.00	\$6,475.00
44	L-110-7 2" PVC Drainage Conduit, including trench and backfill	LF	1000	\$5.00	\$5,000.00	\$5.46	\$5,450.00	\$8.80	\$8,600.00
45	L-115-1 Electrical Manhole, Installed	EA	1	\$5,000.00	\$5,000.00	\$9,600.00	\$9,600.00	\$10,767.00	\$10,767.00
46	L-115-2 Electrical Junction Structure, Installed	EA	3	\$500.00	\$1,500.00	\$910.00	\$2,730.00	\$1,438.00	\$4,308.00
47	L-125-1 Base-Mounted L-861(LED) Runway Light	EA	59	\$950.00	\$56,050.00	\$1,415.00	\$83,485.00	\$1,628.00	\$86,022.00
48	L-125-2 Base-Mounted L-861(LED) Threshold Light	EA	16	\$975.00	\$15,600.00	\$1,425.00	\$22,800.00	\$1,694.00	\$26,944.00
49	L-125-3 L-858(LED) Guidance Sign, 2-module, Single-Face, Size 2, Style 2, Class 2	EA	4	\$3,500.00	\$14,000.00	\$6,000.00	\$24,000.00	\$5,599.00	\$22,396.00
50	L-125-4 L-858(LED) Guidance Sign, 2-module, Double-Face, Size 2, Style 2, Class 2	EA	2	\$4,000.00	\$8,000.00	\$7,800.00	\$15,200.00	\$6,029.00	\$12,098.00
51	L-125-5 L-849(LED), Style E, Unidirectional Runway End Identifier Lights, Complete in Place	EA	2	\$14,310.00	\$28,620.00	\$11,500.00	\$23,000.00	\$20,100.00	\$40,200.00
52	L-125-6 Electrical Demolition	LS	1	\$20,000.00	\$20,000.00	\$4,100.00	\$4,100.00	\$7,177.00	\$7,177.00
53	C-105-4 PAPI Flight Check Coordination (Contractor)	LS	1	\$10,000.00	\$10,000.00	\$1,000.00	\$1,000.00	\$2,154.00	\$2,154.00
BASE BID - TOTAL					\$3,646,116.00	\$3,449,426.30	\$3,885,385.00		

### SUMMARY OF FEES

ADMINISTRATIVE	\$11,655
ACTION SURVEYING	\$6,311
ANICAL TESTING	\$33,236
ACTION ADMINISTRATION	\$18,047
ACTION OBSERVATION	\$50,646
<b>TOTAL</b>	<b>\$119,895</b>

# Funding Request Application Expectations

## Amendments

- Planned vs. Actual Comparison
- Support for additional costs and/or time

Milestone	Planned	Actual	Future	Explanation for Delay
Initial Grant TAC Approval	6/22/2018	6/22/2018		
Grant Effective Date	6/22/2018	6/22/2018		
Initial Grant Sponsor Execution Date	7/7/2018	8/30/2018		54 days. Additional review time required
Initial Grant Full Execution Date	7/22/2018	9/14/2018		
Scoping Meeting	8/17/2018	10/12/2018		2-day delay in scheduling meeting
Design NTP	9/2/2018	10/28/2018		
Complete Survey	11/2/2018	12/28/2018		
50% Deliverable	1/1/2019	2/26/2019		
50% Review	1/15/2019	3/12/2019		
90% Deliverable	3/3/2019	5/28/2019		Additional 30-day delay to finish 90%
90% Review	3/17/2019		6/11/2019	
Grant End Date		6/21/2019		
Advertise	4/2/2019		6/27/2019	
Pre-Bid Meeting	4/9/2019		7/4/2019	
Bid Opening	4/23/2019		7/18/2019	



# Funding Request Application Expectations

- Procurement requirements using quotes:
  - Small Purchase Thresholds
    - Federal           \$150,000
    - State             Varies\*
    - Local             Varies\*

*\*Confirm the applicable section of TCA with local procurement officer*

- Minimum of two (2) quotes. 3 or more recommended.



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# State Priority Ranking System for Airport Projects

# State Priority Ranking System

- 10 Categories
  - Rank
  - Definitions
  - Infrastructure Components
  - Sample Project Titles



## State Priority Ranking System for Airport Projects

Priority Category	Rank <sup>1</sup>	Definition	Infrastructure Components	Sample Project Titles
<b>Safety</b>	<b>1</b>	Safety projects include the minimum development or equipment that is required by federal regulation, airport certification procedures, necessary for the safety of individuals or property at the airport, or design standards intended primarily for the protection of human life.	<ul style="list-style-type: none"> <li>• 20:1 State and FAR Part 77 approach surfaces, and/or TSS<sup>3</sup>.</li> <li>• TERPS<sup>4</sup> approach surfaces for runway ends with instrument approaches.</li> <li>• Runway Safety Areas (RSAs)</li> <li>• Object Free Areas (OFAs) or Zones (OFZs)</li> <li>• Primary windsock</li> <li>• Emergency response plans</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Land Acquisition for Obstruction Removal</i></li> <li>• <i>Obstruction Survey and Design</i></li> <li>• <i>Obstruction clearing/removal</i></li> <li>• <i>Windsock, Remove and Replace</i></li> <li>• <i>Tree Removal</i></li> <li>• <i>ROFA Land Acquisition</i></li> <li>• <i>Runway Safety Area Improvements</i></li> </ul>
<b>Security</b>	<b>2</b>	Security projects include the minimum development or equipment that is required by federal regulation for maintaining airport security.	<ul style="list-style-type: none"> <li>• Perimeter fencing</li> <li>• Apron lighting</li> <li>• Gates and controlled access systems</li> <li>• Security plans</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Wildlife Security Fence Construction</i></li> <li>• <i>Security Fencing</i></li> <li>• <i>Security Improvements</i></li> </ul>
<b>Pavement Preservation/Maintenance</b>	<b>3</b>	Pavement preservation projects include maintenance, rehabilitation, or reconstruction of existing airfield pavements.	<ul style="list-style-type: none"> <li>• Runways</li> <li>• Taxiways</li> <li>• Aprons</li> <li>• Taxilanes</li> <li>• Connectors</li> <li>• Pavement markings</li> <li>• Surface treatments</li> <li>• Crack and joint repairs</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Preliminary Runway Rehabilitation Study</i></li> <li>• <i>Runway 2/20 Reconstruction: Preliminary Design Study</i></li> <li>• <i>T/W and Apron Rehabilitation Final Design thru Bid</i></li> <li>• <i>T-Hangar Pavement Rehabilitation - Final Design / Bid</i></li> <li>• <i>Apron Rehabilitation Construction</i></li> <li>• <i>Runway &amp; Taxiway Rehabilitation</i></li> </ul>
<b>Infrastructure Preservation</b>	<b>4</b>	Infrastructure preservation projects include preservation or replacement of existing infrastructure, not including pavements.	<ul style="list-style-type: none"> <li>• Runway and taxiway lighting systems</li> <li>• Existing PAPIs, REILs, and other NAVAIDs</li> <li>• Electrical vaults</li> <li>• Drainage structures</li> <li>• Existing hangars</li> <li>• Existing fueling facilities</li> <li>• Rotating beacons</li> <li>• Existing communication equipment</li> <li>• Existing on-property utilities</li> </ul>	<ul style="list-style-type: none"> <li>• <i>PAPI/REIL Replacement</i></li> <li>• <i>Hangar Preservation: Construction</i></li> <li>• <i>Design/Bid: Replace Taxiway Lighting System</i></li> <li>• <i>Runway Lighting - Design/Bid</i></li> <li>• <i>Drainage Improvements – Construction</i></li> <li>• <i>Above Ground Fuel Tanks - Design Through Bid</i></li> <li>• <i>Rehabilitate Hangar</i></li> </ul>
<b>Standards</b>	<b>5</b>	Standards projects include the minimum development, equipment, or land required for adherence to, or due to a change in, federal design or construction standards.	<ul style="list-style-type: none"> <li>• RPZ land</li> <li>• Runway-taxiway separation</li> <li>• Direct access to runway from apron</li> <li>• Spill containment</li> <li>• Runway line-of-sight</li> <li>• FAR Part 77 surfaces (other than Approach)</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Construction of Taxiway Connector</i></li> <li>• <i>RPZ Land Acquisition</i></li> <li>• <i>Taxiway Relocation - Design</i></li> <li>• <i>Partial Parallel Taxiway Final Design (Standards)</i></li> <li>• <i>Secondary Containment of Mobile Refuelers</i></li> </ul>

## State Priority Ranking System for Airport Projects

Priority Category	Rank <sup>1</sup>	Definition	Infrastructure Components	Sample Project Titles
<b>Planning</b>	<b>6</b>	Planning projects include, but are not limited to master plans, regional plans, state system plans, and environmental studies, as more thoroughly listed in Appendix E of the AIP Handbook.	<ul style="list-style-type: none"> <li>• Airport Layout Plans (ALPs)</li> <li>• Exhibit "A"s</li> <li>• Master Plans</li> <li>• Wildlife Hazard Assessment (WHA)</li> <li>• Environmental reviews</li> <li>• SPCC program</li> </ul>	<ul style="list-style-type: none"> <li>• <i>ALP Update with AGIS Survey and Narrative</i></li> <li>• <i>Wildlife Hazard Assessment</i></li> <li>• <i>Property Environmental Study</i></li> <li>• <i>Master Plan Update</i></li> </ul>
<b>Capacity / Modernization</b>	<b>7</b>	Capacity projects include the minimum development or equipment that is required to reduce delay or improve an airport or system of airports for the primary purpose of maintaining access or accommodating more passengers, cargo, aircraft operations, or based aircraft, or allow access to a broader fleet mix. Upgrades of existing airside infrastructure that is in a safe and operable condition otherwise.	<ul style="list-style-type: none"> <li>• New/expanded pavements</li> <li>• New or extended taxiways</li> <li>• New terminals</li> <li>• Site development</li> <li>• Runway extensions</li> <li>• Upgraded technologies for functioning infrastructure</li> <li>• New PAPIs, REILs, and other NAVAIDs</li> <li>• Utilities upgrade or expansion</li> <li>• Security surveillance systems &amp; cameras</li> </ul>	<ul style="list-style-type: none"> <li>• <i>New Terminal Design</i></li> <li>• <i>Airfield LED Lighting: Construction</i></li> <li>• <i>Taxiway Expansion Design</i></li> <li>• <i>Apron Expansion</i></li> <li>• <i>Land Acquisition to Relocate AWOS</i></li> <li>• <i>Terminal Building Renovations</i></li> </ul>
<b>Equipment</b>	<b>8</b>	Maintenance equipment required by the airport for planned, preventative, and routine grounds maintenance necessary to provide a safe, well-ordered, and secure airport environment.	<ul style="list-style-type: none"> <li>• Grounds maintenance equipment</li> <li>• Utility/Residential Terrain Vehicles (UTVs &amp; RTVs)</li> <li>• Mowers/tractors</li> <li>• Bush hogs</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Grounds Maintenance Equipment</i></li> <li>• <i>Maintenance Vehicle</i></li> <li>• <i>Mowing Equipment</i></li> </ul>
<b>Landside Improvements</b>	<b>9</b>	All development on airport property that does not meet the definition of airside needs/development <sup>2</sup> .	<ul style="list-style-type: none"> <li>• Access roads</li> <li>• Auto parking lots</li> <li>• Landside airport signs</li> <li>• sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Auto Parking Lot Resurfacing</i></li> <li>• <i>Entrance Road and Parking Lot Rehabilitation</i></li> <li>• <i>Corporate Hangar Access Road</i></li> <li>• <i>Airport Entrance Sign</i></li> </ul>
<b>Revenue Producing</b>	<b>10</b>	Per 49 U.S.C. § 47102(24), fuel farms, hangar buildings, self-service credit card aeronautical fueling systems, airplane wash racks, major rehabilitation of a hangar owned by a sponsor, or other aeronautical support facilities that the FAA or TDOT determines will increase the revenue producing ability of the airport.	<ul style="list-style-type: none"> <li>• New T-hangars</li> <li>• New corporate hangars</li> <li>• Fuel farms and related fueling facilities</li> <li>• Self-service fuel kiosks</li> </ul>	<ul style="list-style-type: none"> <li>• <i>T-Hangar Construction</i></li> <li>• <i>100 LL Fuel System (Construction)</i></li> <li>• <i>Self Fueling System/24 hour</i></li> <li>• <i>80' x 80' Hangar Design</i></li> </ul>

<sup>1</sup> Ranking is based on 1 being the highest priority and most important, 10 is the lowest priority and least important.

<sup>2</sup> **Airside Needs/Development** - All development within the areas accessible to aircraft including runways, taxiways, aprons, and aircraft gates and the land adjacent to these facilities required by current FAA standards.

<sup>3</sup> TSS – Threshold Siting Surface

<sup>4</sup> TERPS - Terminal Instrument Procedures



## Aeronautics

[COVID Relief Programs](#)[Airfield Pavement and Marking Maintenance Contract](#)[Aeronautics Commission](#)[Aeronautics Economic Development Fund](#)

## Planning

[Engineering](#)[Notice to Airports](#)[Aeronautics News](#)[Aeronautics Publications](#)[Unmanned Aircraft Systems \(UAS\)/Drones](#)[Aviation Outreach and Education Program](#)[Application for Public Airport License](#)[Tennessee Aircraft/Helicopter Tax and Transfer](#)[Tennessee Aviation System Plan \(TASP\)](#)[Related Links](#)

# Planning

The planning section is responsible for providing technical assistance to airport sponsors and private entities regarding airport-level planning activities. Planning seeks to provide the framework needed to guide future airport development by identifying needs, establishing a schedule for implementation, and proposing a financial plan to support the implementation schedule. Under the State Block Grant Program, the Aeronautics Division reviews and provides approval for Airport Layout Plans (ALP) on behalf of the FAA.

For planning related questions, contact:

Evan Lester | Transportation Program Supervisor

Phone: 615-361-8016

Email: [Evan.Lester@tn.gov](mailto:Evan.Lester@tn.gov)

## [Airport Capital Improvement Plans \(ACIPs\)](#)

[State Priority Ranking System for Airport Projects](#) (PDF)

- [ACIP Infographic](#) (PDF)
- [ACIP Overall Development Objective \(ODO\) Worksheet](#) (PDF)
- [ACIP Project Identification Worksheet](#) (PDF)

## 2020 ACIP Annual Meeting Media



# Revenue-Producing Facilities



# Revenue Producing Facility Application

## Aeronautics

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Aeronautics Commission

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Aeronautics Economic Development Fund

---

Planning

---

## Engineering

---

Notice to Airports

---

Aeronautics News

---

Aeronautics Publications

---

Unmanned Aircraft Systems (UAS)/Drones

---

Application for Public Airport License

---

Tennessee Aircraft/Helicopter Tax and Transfer

---

Tennessee Aviation System Plan (TASP)

---

Related Links

## Engineering and Development

[FAA Airport Engineering, Design, & Construction](#)

### Funding Request Templates

[Revenue-Producing Facility Application for Eligibility](#) (MS Word)

- [Sample Project Request Letter](#) (MS Word)
- [Sample TAC Presentation](#) (MS PowerPoint)

### Environmental

[Environmental Standard Operating Procedure](#)

- [Memo to Record Form](#)
- [Simple Written Record Form](#) (MS Word)
- [Documented CATEX Form](#) (MS Word)

<https://www.tn.gov/tdot/aeronautics/engineering-documents---forms.html>



# Revenue Producing Facility Application

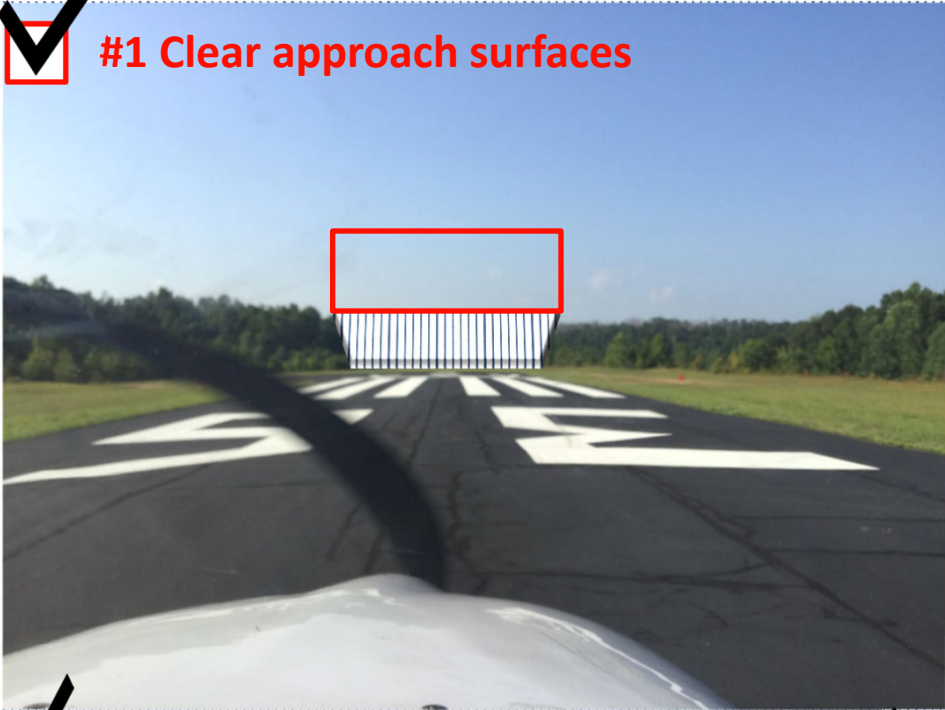
- **49 USC § 47110(h) - Requirements**
  - sponsor must certify that all airfield needs have been accommodated.
  - sponsor must adequately demonstrate that airside needs within the next three years will be accommodated through local funds or nonprimary entitlement funds.
  - sponsor requests for AIP are limited to non-primary entitlement funds during that time unless there is a specific safety issue that must be addressed (not foreseeable).

# Revenue Producing Facilities

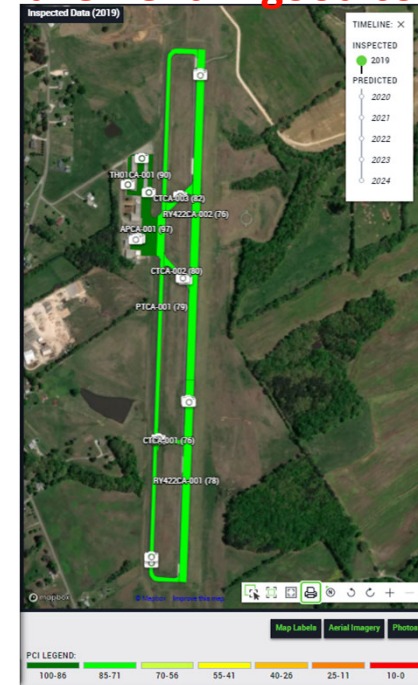
- **Key Criteria** (*Airside Needs Assessment*)
  - ❑ Acceptable airport license status
    - Clear State and FAR Part 77 Approach Surfaces
  - ❑ Up-to-Date 5010 Airport Master Record
  - ❑ AOA pavement condition above minimum service levels and G or better on 5010
  - ❑ Airfield lighting system in satisfactory condition
  - ❑ ACIP illustrating airside development needs will be met

# Path to Revenue-Producing Facilities

## #1 Clear approach surfaces



## #2 Pavement in good condition



## #3 Minimize CIP needs for 3-4 years and increase revenues

- Local maintenance of systems, grounds, fencing.
- Increase rates to create budget surplus.

## #4 Creative financing and project phasing

- Combine NPE with other funding (bonds, local, USDA, ARC, private investment)
- Reduce scope or spread out over multiple years (e.g., 4 or 6 bays at a time; develop site in different year)



TN

# Engineering & Development

Jacob Brooks, CE Manager 1

TM

# Airfield Pavement and Markings Maintenance (APMM)

Aeronautics

COVID Relief Programs

**Airfield Pavement and Marking Maintenance Contract**

Aeronautics Commission

Aeronautics Economic Development Fund

Planning

Engineering

Notice to Airports

Aeronautics News

Aeronautics Publications

Unmanned Aircraft Systems (UAS)/Drones

Aviation Outreach and Education Program

Application for Public Airport License

## Airfield Pavement and Marking Maintenance Contract



### 2021 Contract

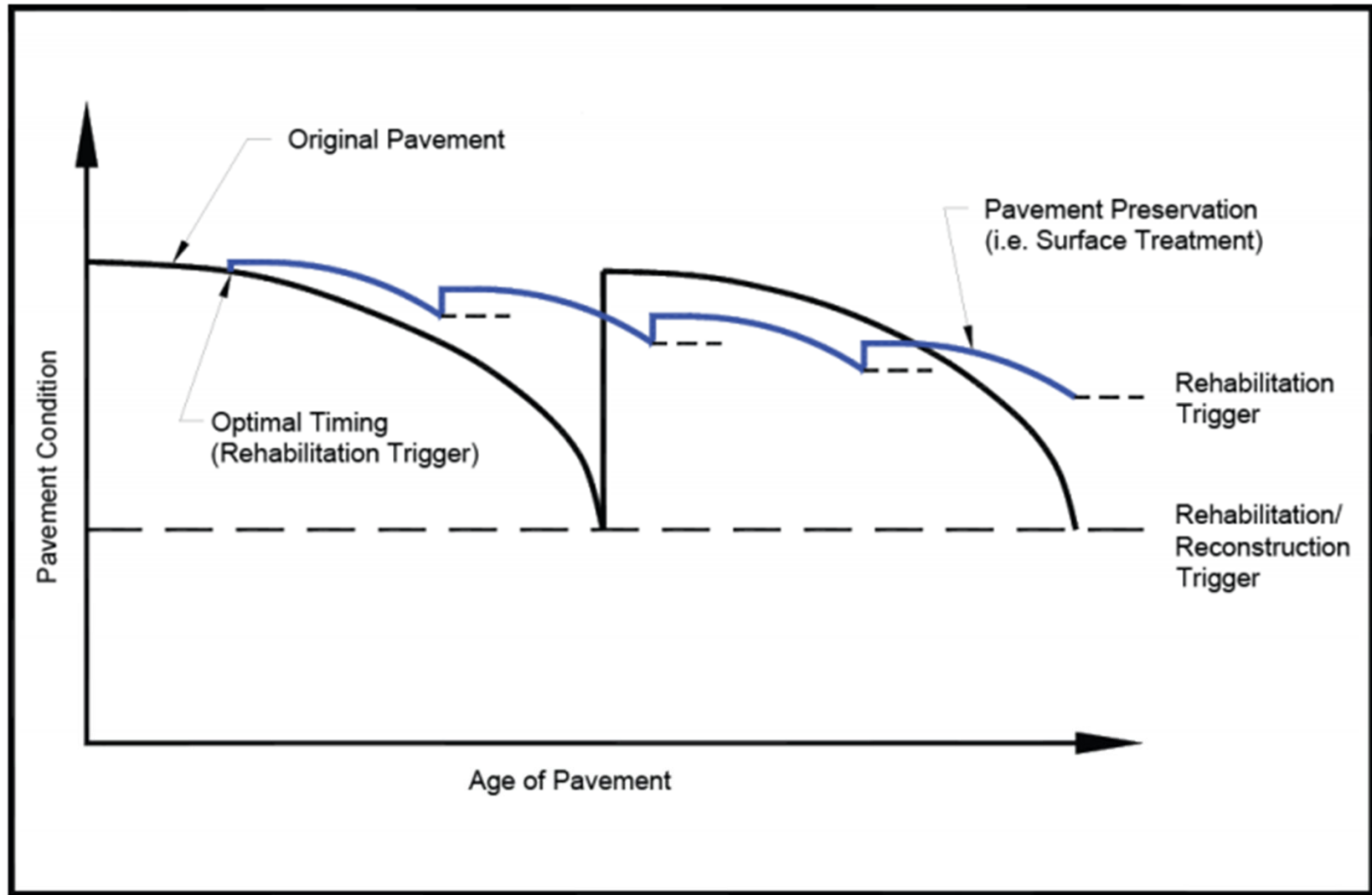
[Contract Award](#) (pdf)

[Summary of Bids](#) (pdf)

[Apparent Bid Results](#) (pdf)

[Addendum No. 4](#) (pdf)

# APMM



# APMM Phase 2

CONSTRUCTION PLANS  
FOR THE  
AIRFIELD PAVEMENT AND MARKING MAINTENANCE  
MIDDLE TENNESSEE AIRPORTS

**BARGE**  
MAR 5, 2021  
PROJECT No.  
36821-04

TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT)  
TAD No. 99-555-1303-19

TENNESSEE DEPARTMENT  
OF TRANSPORTATION (TDOT)

INDEX OF DRAWINGS

CLAY BRIGHT, COMMISSIONER  
MICHELLE CRAZIER, AERONAUTICS DIRECTOR  
JOHN



Sheet No. Description  
C0.01 COVER SHEET  
C0.02 GENERAL NOTES

CE

C1.01-C1.03	CLARKSVILLE REGIONAL AIRPORT, CKV, CLARKSVILLE
C2.01-C2.06	ELLINGTON AIRPORT, LUG, LEWISBURG
C3.01-C3.06	FAYETTEVILLE MUNICIPAL AIRPORT, FYM, FAYETTEVILLE
C4.01-C4.08	JOHN C TUNE AIRPORT, JWN, NASHVILLE
C5.01-C5.06	MAURY COUNTY REGIONAL AIRPORT, MRC, COLUMBIA/MOUNT PLEASANT
C6.01-C6.03	PORTLAND MUNICIPAL AIRPORT, 1M5, PORTLAND
C7.01-C7.08	SMYRNA AIRPORT, MQY, SMYRNA
C8.01-C8.06	SPRINGFIELD ROBERTSON COUNTY AIRPORT, M91, SPRINGFIELD



LOCATION MAP  
NOT TO SCALE



ISSUED FOR CONSTRUCTION

AIRFIELD

**BARGE**  
DESIGN SOLUTIONS

C0.01



# 2021 Construction Progress

Work accomplished as of  
07/01/2021:

- Crack-Seal: 382,632 LF
- Joint-Seal: 65,000 LF
- Seal-Coat: 334,453 SY
- Paint (various): 20,160 SF





# 2021 Construction Progress





P-608



# P-608



Fades comparable to new hot-mix overlay



Fades over time...

Treatment is performing  
Sealing out moisture  
Protecting the binder

***Black does not = sealed***

# Questions?



# BREAK

15 minutes



**TN**

# Programming and Monitoring

John Briggs, Assistant Director

TM

# Programming and Monitoring

- Airport Maintenance Grants
- CARES Act
  - Part 1
  - Part 4
- ACRGP/CRRSSA – Assurances/FCT
- ARPA/ARG
- Non-Primary Entitlements (NPE)
- Compliance and Grant Assurances
  - Lease agreements
- ALP Grant Language, updated paragraphs
- BlackCat upgrade coming in the fall

# FY2022 Airport Maintenance Program

Continuing same program in 2022

- \$15,000 for GA airports, \$25,000 for Part 139 airports.
- State participation 95%
- Same Eligible/Ineligible item list
- After action report – How did we do?
  - Better execution of Maintenance grants.
  - Reduced unused funds by over 40%.



# CARES Act

- Part 1- All funding has been allocated to projects
- Part 4 – Spend it
  - Use for development? No discussion from FAA on amending grants.
  - Recommend using for operating expenses and saving local for use on airport development.

# ACRGP/CRRSSA

- Separate grant assurances
- Mask mandate (as long as executive order remains in place)
- Limited Development use
  - Must be associated with combating the spread of pathogens at the airport. Examples of eligible development would be replacing or upgrading a heating, ventilation, and air conditioning (HVAC) system; reconfiguring the terminal to accommodate increased social distancing
- Federal Contract Tower
  - any lawful costs associated with supporting FAA contract tower operations (such as payroll, utilities, service contracts, and items generally having a limited useful life, including personal protective equipment and cleaning supplies). **Must be used for FCT, cannot be used for the airport.**

# American Rescue Plan Act of 2021

- American Rescue Plan Act of 2021
  - Airport Rescue Grants
  - Makes FY2021 grant 100% federal
    - \$1,466,394
    - First come first served
    - Similar to CARES Part 1 (must be on ACIP etc.)
  - Individual airport allocations based on NPIAS
- Check website for latest info

# COVID Relief

**TN TDOT**  
Department of Transportation

Go to TN.gov

Search TDOT

Traveler how do I... Business how do I... Government how do I... Find Local Information Sitemap Index of Services

## Aeronautics

- COVID Relief Programs**
  - ACRGP/CRRSAA Information for Airports
  - CARES Act Information for Airports
  - Airport Rescue Grants
- Airfield Pavement and Marking Maintenance Contract
- Aeronautics Commission
- Aeronautics Economic Development Fund
- Planning
- Engineering
- Notice to Airports

## COVID Relief Programs

The FAA continues to create programs to help combat the fiscal strains on our airports resulting from COVID-19. As these programs continue to evolve or new ones are created, they will be added here for reference. Frequently Asked Questions can be found under each program to help provide guidance on eligibility.

- [CRRSAA Information for Airports](#)
- [CARES Act Information for Airports](#)
- [Airport Rescue Grants](#)

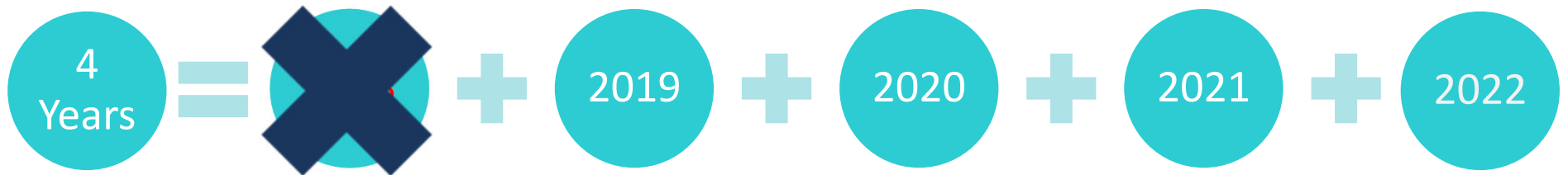
# Non-Primary Entitlements (NPE)

- FAA Order 5100.38D, Airport Improvement Program Handbook and FAA Advisory Circular 150/5100-21 dictate that “non-primary entitlements are available for the fiscal year in which the funds are apportioned plus three fiscal years immediately following the year in which the funds are apportioned, or a total of four years.”
- 49 U.S. Code § 47117 - Use of apportioned amounts

# Non-Primary Entitlements (NPE)

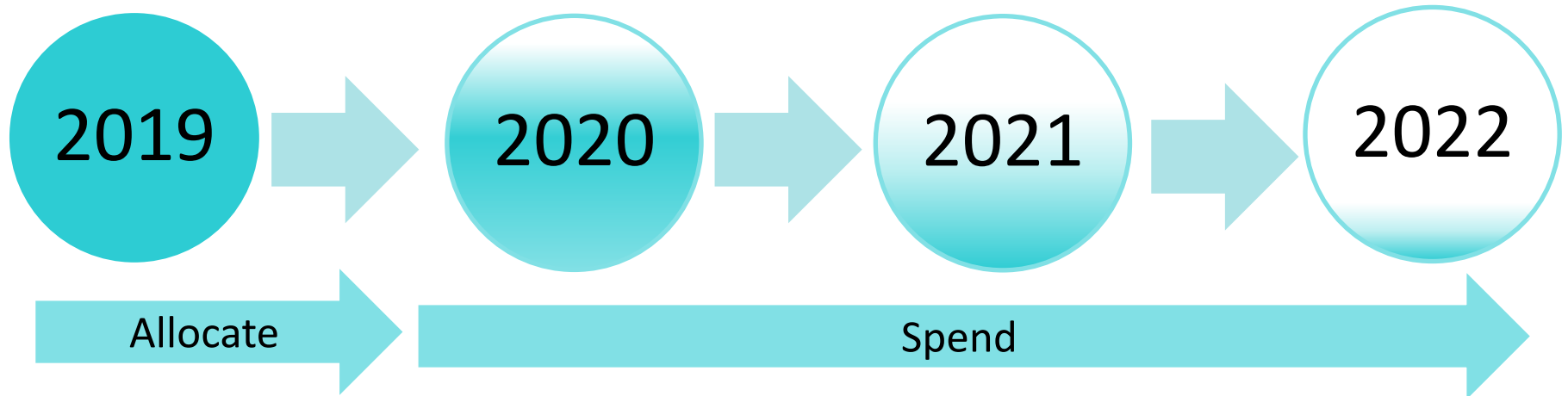


2018 NPE must be **expended** by July 1, 2021



2019 NPE must be **expended** by July 1, 2022

# Non-Primary Entitlements (NPE)



# Non-Primary Entitlements (NPE)

- NPE transfers must be done in time to allow funds to be put on contract and **spent** before the funding expires.
- Transferring NPE does not delay expiration.



# Grant Assurances and Compliance

- Ensure hangar lease agreements allow for enforcement of grant assurances and airport minimum standards. (#5)
- Airport sponsors that have accepted Federal funding are obligated to use dedicated aviation facilities for aeronautical use. Prior approval is required for Non-Aeronautical Use of Aeronautical facilities. (#19)
- Federally obligated airports must ensure the airport is as self sufficient as possible (#24)

# Grant Language

## AIP Grants

- New paragraphs required by FY21 grant from FAA.
- New Buy American Executive Orders

## ALP Grants

- Updated scope paragraphs A.2. and A.3. to define expected deliverables and timelines.

# BlackCat Update

- Fall 2021 BlackCat Grants being updated to BlackCat Aviation. Training will be provided.
- Airports/Sponsors will need to update points of contact in the system.

The screenshot shows the BlackCat Aviation Data Management System dashboard. The header includes the TN DOT logo, the BlackCat logo, and navigation links for My Account and Log Out. The main navigation bar contains Dashboard, Facility Management, Global Documents, and Global Contacts. The dashboard content includes a Welcome Message section, a Favorite Projects table, and an Invoices section.

Dashboard

WELCOME MESSAGE

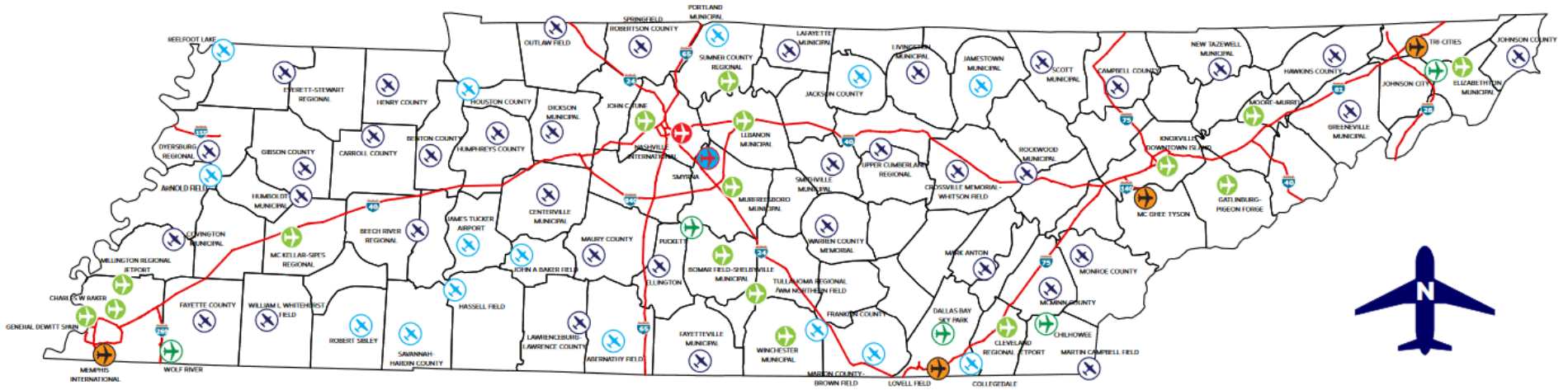
Favorite Projects

Airport Name	Project Number	Project Name	Requested Amount
Abernathy Field	28555013320	Land Acquisition for Obstruction Removal	\$0.00
Abernathy Field		Obstruction Removal - NEPA / DESIGN	\$7,700.00

Invoices

Invoice Number	Project Number	Submitted Date	Status
You have no pending invoices			

# Questions





**TN**

# Education & Outreach

**Evan Lester**, Transportation Program Supervisor

TM

# Education and Outreach

- Online Training
  - AEP
- Future Training/Courses Coming to AirTAP

# TN AirTap

The mission of the Tennessee Airport Technical Assistance Program (TN AirTAP) is to improve the skills and knowledge of Tennessee's public airport professionals. The program seeks to help Airport Operators improve the safety, quality and efficiency of airport operations throughout Tennessee. Sponsored and facilitated by TDOT Aeronautics Division, our goal is to equip TN's airports with the resources and knowledge necessary to keep Tennessee's Airport System the best in the Nation!

- **Goals of the Program:**
  - Improve the knowledge level of airport managers and sponsors
  - Increase the use of new aviation materials, practices, and technology.
  - Help airport staff build a community network for exchanging best practices.
  - Make statewide airport events easily accessible to general public
- **To meet these goals, TN AirTAP provides:**
  - Online education and resources
  - Training courses and programs on related topics
  - Technical assistance
  - Access to experts
  - Hosting community sessions

## Aeronautics

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Aeronautics Commission

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Aeronautics Economic Development Fund

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Planning

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Engineering

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Notice to Airports

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Aeronautics News

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Application for Public Airport License

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Tennessee Aircraft/Helicopter Tax and Transfer

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Tennessee Aviation System Plan (TASP)

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Related Links

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Staff

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Aeronautics Economic Development Fund

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CARES Act Information for Airports

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### TN AirTAP

Online Training

Airport Events

## Tennessee Airport Technical Assistance Program

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### To meet these goals, TN AirTAP Provides

- Online education and resources
- Training courses and programs on related topics
- Technical assistance
- Access to experts
- Hosting community sessions



# Online Training With AirTap

- The purpose of this course is to help airport managers/sponsors learn:
  - What is an AEP?
  - Who is involved in an AEP
  - Why every airport needs an AEP
  - How to develop an AEP



## Airport Emergency Plans (AEPs)

# Future Training with AirTAP

- Why the System Plan is important and how to successfully use it
- Airport Planning and Environmental
- BlackCat training
- NEPA 101
- Zoning and Land Use Compatibility
- Wildlife Hazard Management
  
- If there are any specific trainings or classes you would like to see be covered in the future, let us know!

# Questions?





**TN**

# Planning and Environmental Updates

Evan Lester, Transportation Program Supervisor

TM

# New Planning and Environmental Staff

- New Planning and Environmental Staff
  - **Alex Lundberg**
  - **Kabrina Webb**
  - **Stephanie Saloom**
  - **Erin McDougal**
- Send any environmental questions and documents for review to [Aero.Environmental@tn.gov](mailto:Aero.Environmental@tn.gov)

# Importance of Planning

- Important information for ALP/Planning projects:
  - Narrative Reports **and** Forecasts **required** for all ALP's!!!
    - Forecast: Identify Operations | Critical Aircraft | Based Aircraft | ARC
      - *May result in different ARC and critical aircraft than the last approved ALP*
    - Justifying all development, including runway extensions, shown on the ALP
  - Excess of standards does not mean the excess will be removed or won't receive funding support from AIP or State funding sources
  - Realistic development
  - Importance of operations counts and hangar wait lists

# Importance of Planning

- Important information for ALP/Planning projects:
  - RSAI and RSAD forms are both required
    - Must include when a project will occur to correct any RSA deficiencies
    - Implementation of Declared Distances for RSA compliance
    - Forms not required with ALP / Planning project if recently completed from another project
    - Include any project to correct RSA deficiencies on your ACIP
  - Staying on Schedule – **ALP/Planning grants cannot be amended**
    - 90% documents submitted 6 months prior to the grant end date
    - 100% documents submitted to FAA through OE/AAA 3 months prior to the grant end date
      - FAA review is 45 business days

# Based Aircraft Updates for NPIAS Report

- Based Aircraft Updates
  - Bi-annual NPIAS 2023 – 2027 will be published in September 2022
  - Update your based aircraft using Basedaircraft.com
  - Notify your Program Monitor to update your airport's 5010 once basedaircraft.com has been updated
  - **Deadline to update basedaircraft.com is December 1, 2021**



# Importance of Environmental

- Important Environmental Information:
  - Environmental Document Submission Schedule

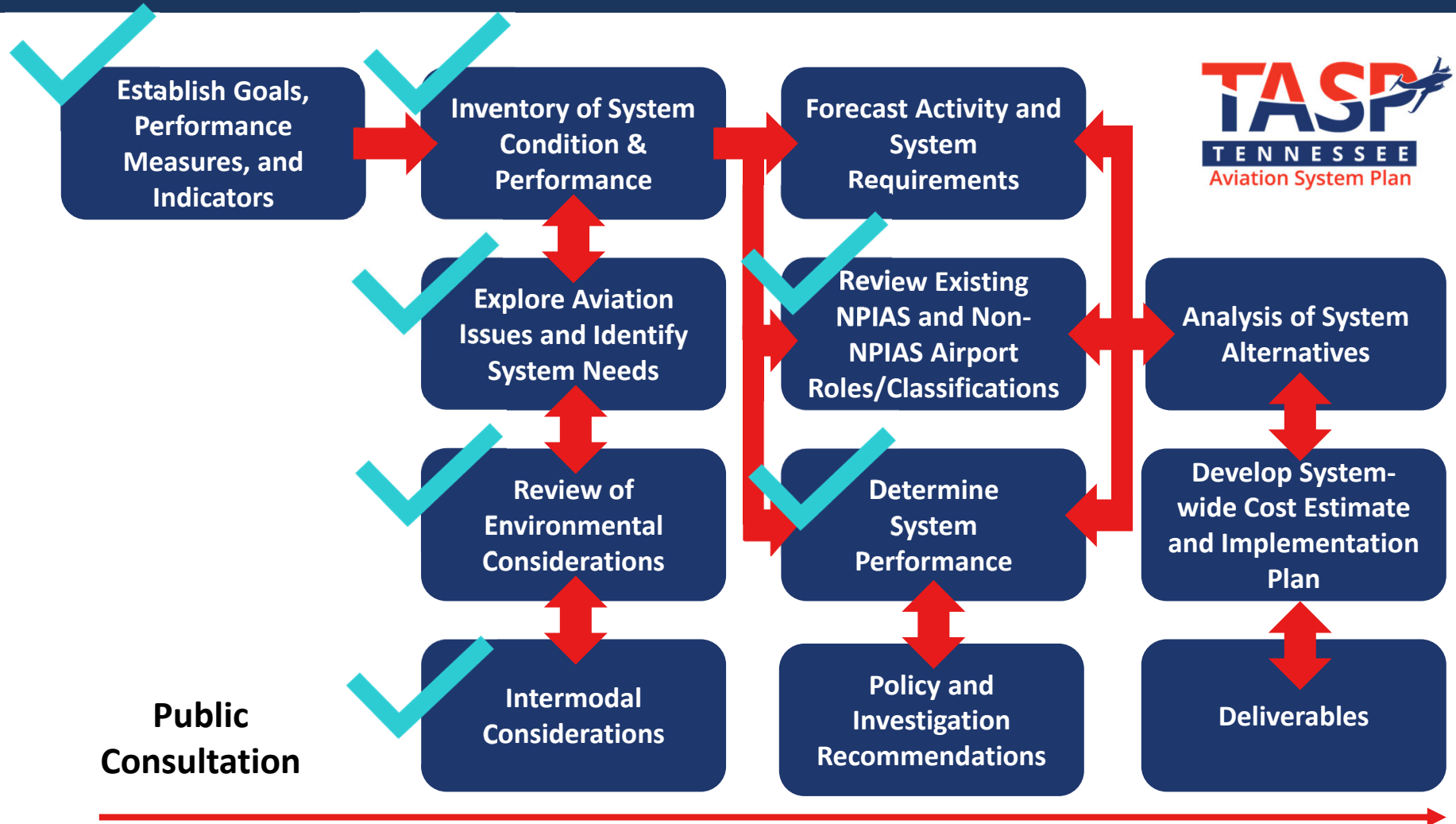
2021 ENVIRONMENTAL SUBMITTAL SCHEDULE

Activity	PSR February 12, 2021	PSR March 19, 2021	PSR April 16, 2021	PSR May 14, 2021	PSR June 18, 2021	PSR July 16, 2021	PSR August 13, 2021	PSR September 17, 2021	PSR October 15, 2021	PSR November 12, 2021	WEEKS BEFORE PSR
<b>Documented CATEX Land projects:</b> Must be submitted during the land appraisals, studies, and surveys phase and must be approved before the funding request is approved at PSR/TAC for the land acquisition or easement phase. <b>Obstruction Removal projects:</b> Must be submitted during the design phase and must be approved before the funding request is approved at PSR/TAC for the removal phase.	January 8, 2021	February 12, 2021	March 12, 2021	April 9, 2021	May 14, 2021	June 11, 2021	July 9, 2021	August 13, 2021	September 10, 2021	October 8, 2021	Five weeks (25 business days)
<b>Simple Written Record</b> Must be submitted during the Preliminary Design/Study phase and must be approved before the funding request is approved at PSR/TAC for the final (>30%) through Bid phase. <i>*Any scope changes or revisions must still be submitted by the specified dates.</i>	January 15, 2021	February 19, 2021	March 19, 2021	April 16, 2021	May 21, 2021	June 18, 2021	July 16, 2021	August 20, 2021	September 17, 2021	October 15, 2021	Four weeks (20 business days)
<b>Memo To Record</b> Must be submitted to TDOT Aeronautics two weeks prior to the respective PSR. The Memo to record must be reviewed and approved before funding is allocated to the project at PSR/TAC and starting the project. <i>*Any scope changes or revisions must be submitted by the specified dates.</i>	January 29, 2021	March 5, 2021	April 2, 2021	April 30, 2021	June 4, 2021	July 2, 2021	July 30, 2021	September 3, 2021	October 1, 2021	October 29, 2021	Two weeks (10 business days)
<b>Environmental Determination Checklist</b>	Must be submitted prior to the submittal of the appropriate NEPA document. Please allow sufficient time for review as the Planning and Environmental staff will determine the correct level of environmental documentation needed for the project.										
<b>Short Form EA, EA, and EIS</b>	Allow 30 days for review										
PLEASE REFER TO THE TDOT AERONAUTICS ENVIRONMENTAL SOP FOR MORE INFORMATION <a href="#">Environmental Standard Operating Procedure</a>											

# Planning and Environmental Initiatives

- Initiatives in Development
  - Environmental SOP 2.0
  - New 7460 process under the SBGP MOA
  - Land Verification
  - Section 163 Reviews

# TASP Status Update



# TASP & Economic Impact Study Update

## – Completed

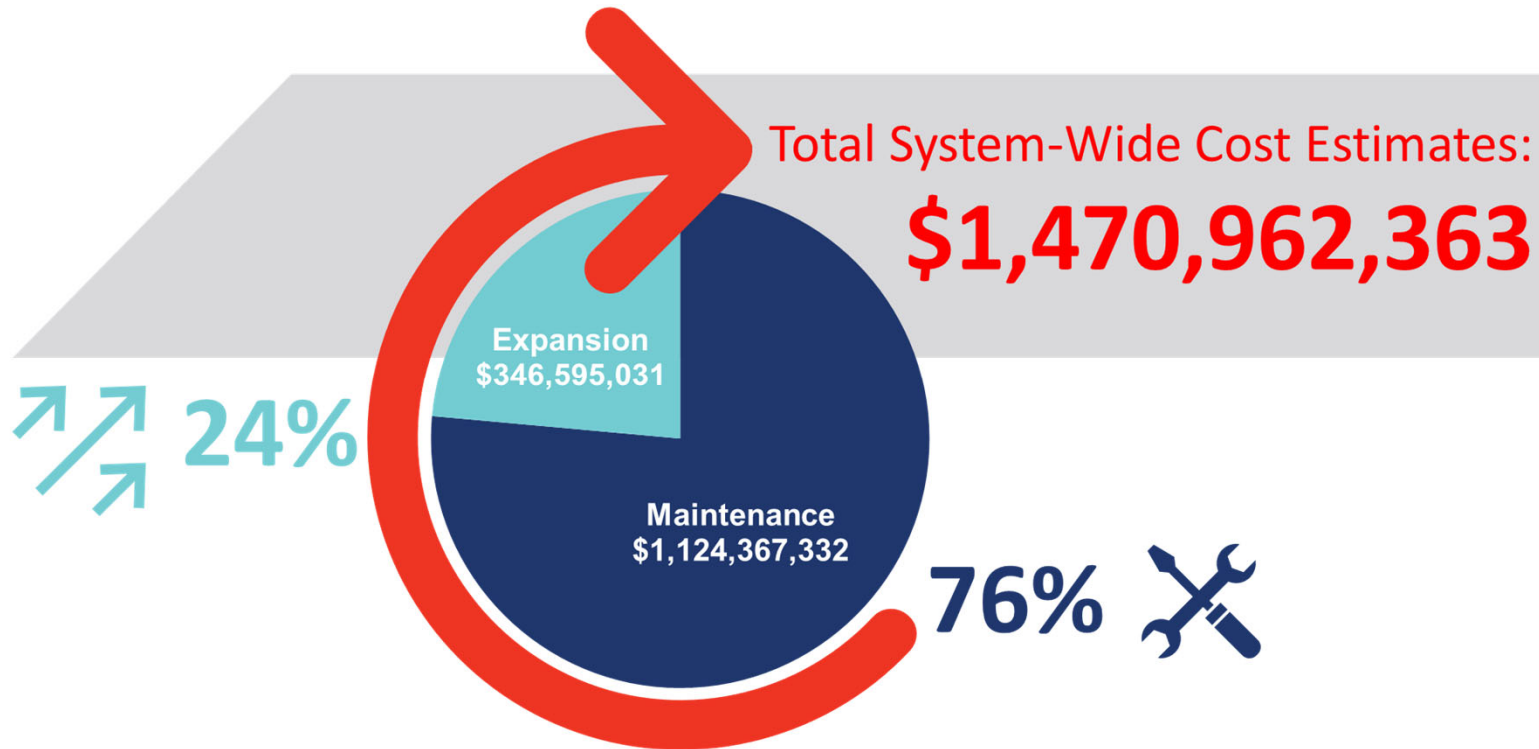
- 7 out of 11 TASP Chapters
- Economic Impact Study Executive Summary
- Economic Impacts of TN Air Cargo
- Timeline of Economic Changes
- Individual Airport Economic Impact Study Brochures, Postcards, and PPTs
- 10 Case Studies brochures
- All 5 TASP Advisory Committee Meetings



## – In Progress:

- Final review of the Economic Impact Study full technical report
- Final review of the Rates and Charges chapter
- Final review of the Forecast chapter (awaiting MEM ADO's acceptance)
- Final review of the Analysis of System Alternatives chapter
- Final review of the Statewide ACIP and Implementation Plan chapter
- Final review of the Policies and Recommendations chapter
- Development of the TASP Executive Summary brochure and full technical report

# TASP Airport Development Needs



# Economic Impact Study Results

TOTAL  
ECONOMIC  
IMPACT

**\$40** BILLION

AVIATION  
CONTRIBUTES

**11%**

OF TENNESSEE'S GROSS  
DOMESTIC PRODUCT (GDP)

TOTAL  
ECONOMIC  
IMPACT

**\$40** BILLION

AVIATION  
CONTRIBUTES

**11%**

OF TENNESSEE'S GROSS  
DOMESTIC PRODUCT (GDP)

**\$11,957,000,000**

ON-AIRPORT



**\$8,652,000,000**

VISITOR SPENDING



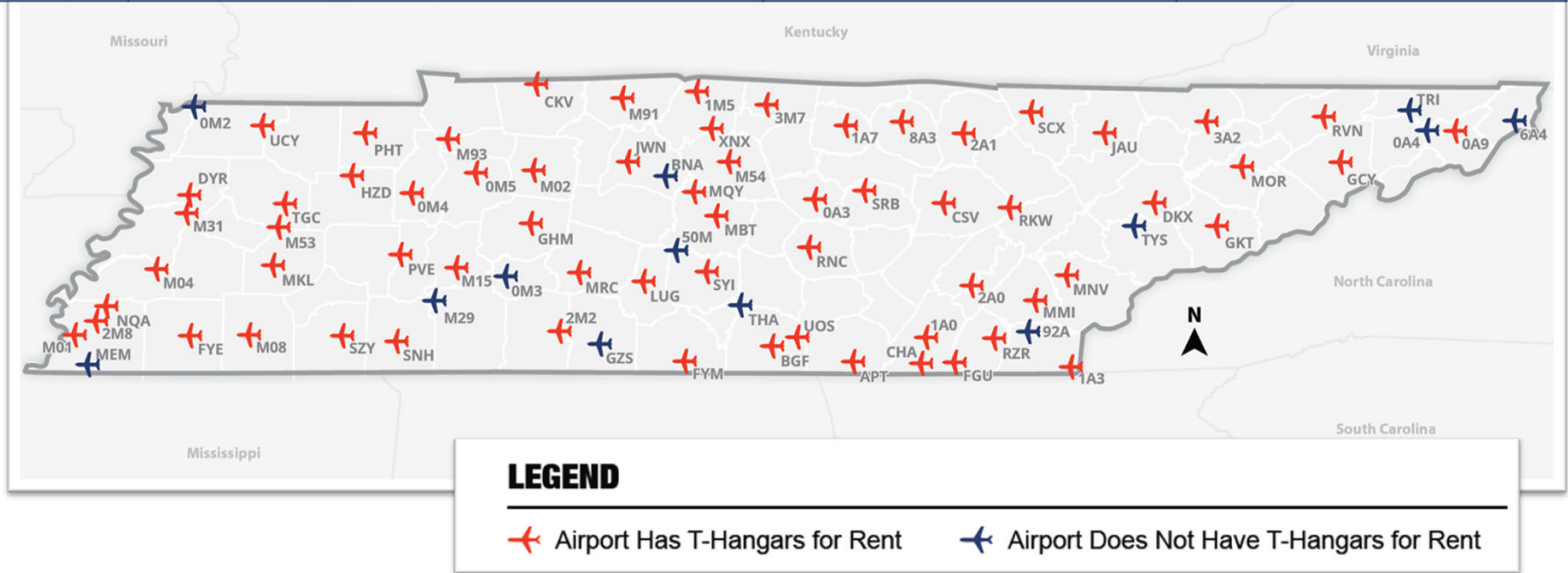
**\$1,391,000,000**

FREIGHT/CARGO



# TASP Rates and Charges Results Example

Region	Percent of Airports that have T-hangars for Monthly Rent	Average Monthly Rent for T-hangar	Average Daily/Transient Rent <sup>1</sup>
Region 1 (15)	11 (73%)	\$241	\$8.03
Region 2 (19)	17 (89%)	\$206	\$6.87
Region 3 (24)	19 (79%)	\$232	\$7.73
Region 4 (20)	18 (90%)	\$202	\$6.73
<b>Statewide (78)</b>	<b>65 (83%)</b>	<b>\$219</b>	<b>\$7.30</b>



# TASP Rates and Charges Results Example

## Average Monthly Flat Fee for Aircraft Storage in a Box Hangar by Airport Classification and Size

Airport Classification	Box Hangar under 2,500 sq. ft.	Box Hangar between 2,500-5,000 sq. ft.	Box Hangar between 5,000-10,000 sq. ft.	Box Hangar over 10,000 sq. ft.	Statewide Average by Airport Classification
Commercial Service (6)	N/A	N/A	\$1,125	N/A	\$1,125
Regional Service (17)	N/A	\$1,206	\$1,510	\$1,912	\$1,471
Community Business (15)	\$250	\$549	\$974	\$1,595	\$777
Community Service (38)	\$282	\$429	\$400	\$622	\$424
Turf (2)	N/A	N/A	\$113	N/A	\$113
<b>Statewide (78)</b>	<b>\$274</b>	<b>\$861</b>	<b>\$918</b>	<b>\$1,268</b>	<b>\$893</b>



# TASP Rates and Charges Results Example

## Average Monthly Rent Based on Square Footage for Box Hangars by Airport Classification

Airport Classification	Good	Fair	Poor	Statewide Average by Airport Classification
Commercial Service (6)	\$2.45	\$0.29	\$0.22	\$1.35
Regional Service (17)	\$0.35	\$0.17	N/A	\$0.31
Community Business (15)	\$0.16	\$0.25	\$0.16	\$0.19
Community Service (38)	N/A	\$0.09	N/A	\$0.09
Turf (2)	N/A	N/A	N/A	N/A
<b>Statewide (78)</b>	<b>\$0.60</b>	<b>\$0.19</b>	<b>\$0.18</b>	<b>\$0.40</b>

# Grant Assurance #24

## 24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No

# Rates and Charges Example

- New 10-Unit T-Hangar = \$1,000,000
- Minimum Useful Life = 40 years
- Total Yearly Cost = \$25,000
  - Does not include other additional costs (i.e., maintenance, insurance, utilities, etc.)
- Total Monthly Cost = \$2,084
- Total Monthly Cost per T-Hangar = \$208
- Total Daily Cost per T-Hangar = \$6.93
  
- Average Monthly T-Hangar Rent Per TASP Study = \$219
- Total Yearly Revenue Generated = \$1,320

# Rates and Charges Example

- New 10-Unit T-Hangar = \$1,000,000
- Payback Period = 15 years
- Total Yearly Cost = \$66,667
  - Does not include other additional costs (i.e., maintenance, insurance, utilities, etc.)
- Total Monthly Cost = \$5,556
- Total Monthly Cost per T-Hangar = \$556
- Additional Costs = 15% increase
  - i.e., maintenance, insurance, utilities, profit
- New Monthly Cost per T-Hangar = \$640
- Total Daily Cost per T-Hangar = \$21.33
  
- Average Monthly T-Hangar Rent Per TASP Study = \$219
- Average Daily T-Hangar Rent Per TASP Study = \$7.30

# Storage Unit Comparisons

Storage Type	Annual Cost	Monthly Cost	Daily Cost
<b>TASP T-Hangar Average</b>	<b>\$2,628</b>	<b>\$219</b>	<b>\$7.30</b>
10' x 15' Storage Unit	\$2,628	\$219	\$7.30
10' x 40' Storage Unit	\$6,324	\$527	\$17.57
30' Covered Boat Slip	\$4,668	\$389	\$12.97
Indoor Boat Storage	\$3,600	\$300	\$10.00
Parking at CS Airport	\$7,920	\$660	\$22.00
50' Covered Boat Slip	\$7,020	\$585	\$19.50

# 10' x 15' Storage Unit

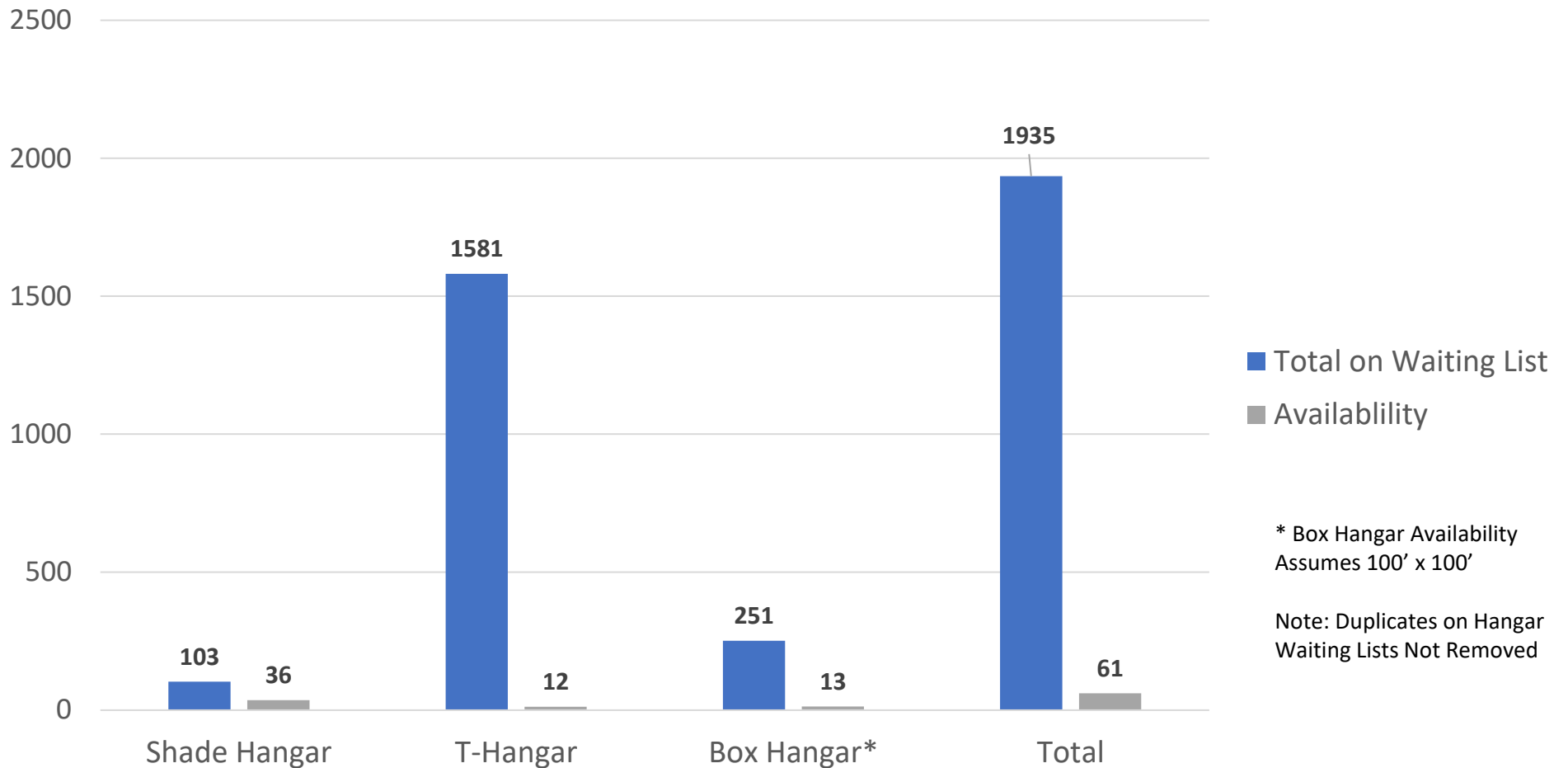


# Storage Unit Comparisons

Storage Type	Annual Rent	Monthly Rent	Daily Rent
<b>TASP T-Hangar Average</b>	<b>\$2,628</b>	<b>\$219</b>	<b>\$7.30</b>
10' x 15' Storage Unit	\$2,628	\$219	\$7.30
10' x 40' Storage Unit	\$6,324	\$527	\$17.57
30' Covered Boat Slip	\$4,668	\$389	\$12.97
Indoor Boat Storage	\$3,600	\$300	\$10.00
Parking at CS Airport	\$7,920	\$660	\$22.00
50' Covered Boat Slip	\$7,020	\$585	\$19.50

# Statewide Hangar Supply vs. Demand

## 2019 Statewide Hangar Supply vs. Demand





# What's Next?

- Deliverables
  - TASP Full Technical Report
  - TASP Executive Summary
  - Economic Impact Study Full Technical Report
  - Audience Specific Primers
  - Rates and Charges Report
  
- Estimated Completion Date - September 2021

# TASP and Economic Impact Study Website

- [www.TASP2040.com](http://www.TASP2040.com)



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## Draft Materials

### TASP Technical Report Chapters

- [Chapter 1: System Goals and Performance Measures \(PDF\)](#)
- Chapter 2: Inventory and Existing System Performance (to be provided)
- Chapter 3: Forecast of Activity and Identify System Needs (to be provided)
- Chapter 4: Explore Aviation Issues (to be provided)
- [Chapter 5: Review of Environmental Considerations \(PDF\)](#)
- Chapter 6: Review of Intermodal Integration and Airport Access (to be provided)
- Chapter 7: Analysis of System Airport Roles (to be provided)
- Chapter 8: Analysis of System Alternatives (to be provided)
- Chapter 9: System-Wide Cost Estimate and Implementation Plan (to be provided)
- Chapter 10: Policy and Investigation Recommendations (to be provided)

### TASP Supplemental Material

- [10-State Goal Review \(PDF\)](#)



## Public Outreach

### TASP Advisory Committee

As part of the Tennessee Aviation System Plan (TASP), the project team has established an Advisory Committee (AC). The AC provides guidance and support for implementation of the TASP and Economic Impact Study and consists of representatives from the Tennessee Department of Transportation (TDOT) – Aeronautics Division, the Tennessee Aeronautics Commission, airports, and Metropolitan Planning Organizations (MPOs). The TASP AC has met twice.

[TASP AC First Meeting \(PowerPoint\)](#)

[TASP AC Second Meeting \(PowerPoint\)](#)

[TASP AC Second Meeting \(Recording\)](#)

[TASP AC Second Meeting \(Notes\)](#)

### TASP Modal Integration Working Group

Also as part of the TASP, the project team has established the Modal Integration Working Group. This Group helps provide a direct link between the TASP and other modal plans, and consists of TDOT modal representatives and regional planning organizations such as Metropolitan Planning Organizations (MPOs). The Modal Integration Working Group has met once.

[TASP Modal Integration Working Group First Meeting \(PowerPoint\)](#)

[TASP Modal Integration Working Group First Meeting \(Recording\)](#)

[TASP Modal Integration Working Group First Meeting \(Notes\)](#)



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## Airport Resources

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Airport	↕ Brochure	↕ PowerPoint	↕
0A3 – Smithville Municipal Airport	<a href="#">Brochure</a>	<a href="#">PowerPoint</a>	
0A4 – Johnson City Airport	<a href="#">Brochure</a>	<a href="#">PowerPoint</a>	
0A9 – Elizabethton Municipal Airport	<a href="#">Brochure</a>	<a href="#">PowerPoint</a>	
0M2 – Reelfoot Lake Airport	<a href="#">Brochure</a>	<a href="#">PowerPoint</a>	
0M3 – John A. Baker Field	<a href="#">Brochure</a>	<a href="#">PowerPoint</a>	
0M4 – Benton County Airport	<a href="#">Brochure</a>	<a href="#">PowerPoint</a>	
0M5 – Humphreys County Airport	<a href="#">Brochure</a>	<a href="#">PowerPoint</a>	
1A0 – Dallas Bay Sky Park	<a href="#">Brochure</a>	<a href="#">PowerPoint</a>	
1A3 – Martin Campbell Field	<a href="#">Brochure</a>	<a href="#">PowerPoint</a>	
1A7 – Jackson County Airport	<a href="#">Brochure</a>	<a href="#">PowerPoint</a>	
1M5 – Portland Municipal Airport	<a href="#">Brochure</a>	<a href="#">PowerPoint</a>	

Any Questions?

