

# 2023 GEORGIA STATEWIDE HANGAR INVENTORY & DEMAND ANALYSIS

Demand for hangar storage is on the rise, driven by the increasing cost to maintain and operate general aviation aircraft. This statewide inventory provides a current snapshot of existing hangars, conditions, and ownership and identifies existing demand for additional aircraft storage.



## CURRENT STATEWIDE HANGAR STRUCTURES

- 1,298** EXISTING HANGAR STRUCTURES
- 28%** T-HANGARS
- 55%** CORPORATE/BOX HANGARS
- 10%** COMMUNITY HANGARS
- 7%** MAINTENANCE/MAINTENANCE REPAIR & OVERHAUL

## HANGAR OWNERSHIP

	T-HANGAR		CORPORATE/BOX HANGARS		COMMUNITY HANGARS		MAINTENANCE/MRO HANGARS	
	Count	%	Count	%	Count	%	Count	%
<b>Airport Owned</b>	267	74%	208	29%	86	62%	42	46%
<b>Other/Private</b>	92	26%	501	71%	52	38%	50	54%
<b>Total</b>	<b>359</b>	<b>100%</b>	<b>709</b>	<b>100%</b>	<b>138</b>	<b>100%</b>	<b>92</b>	<b>100%</b>

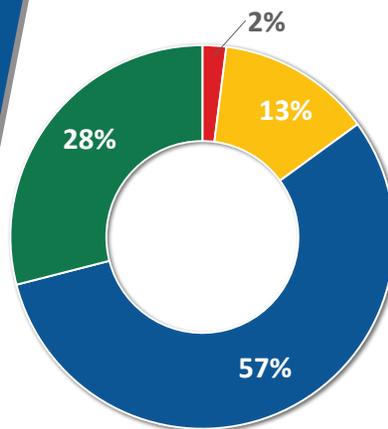
## CURRENT STATEWIDE DEMAND FOR HANGAR STORAGE

- 4,828** aircraft now stored in hangars
- 804** additional aircraft now based at study airports waiting for storage
- 601** other aircraft, now based elsewhere, from hangar waiting lists seeking aircraft storage
- 1,405** total additional spaces needed to address current unmet demand

## CURRENT COST TO ADDRESS NEW AND REPLACEMENT HANGARS

- \$450M** to build new hangars to address demand gap
- \$11.8M** to replace airport owned aircraft storage hangars that are in failed condition

## HANGAR CONDITIONS AND AGE

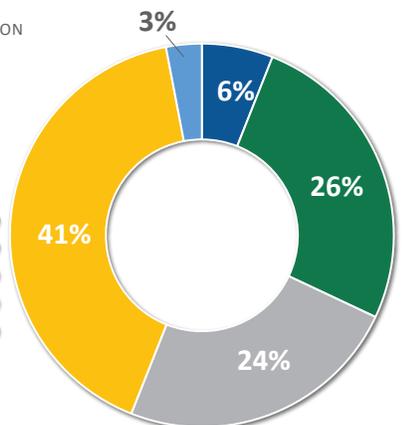


### CONDITION OF HANGAR STRUCTURE

- FAILED CONDITION
- POOR CONDITION
- GOOD CONDITION
- EXCELLENT CONDITION

### DATE OF HANGAR CONSTRUCTION

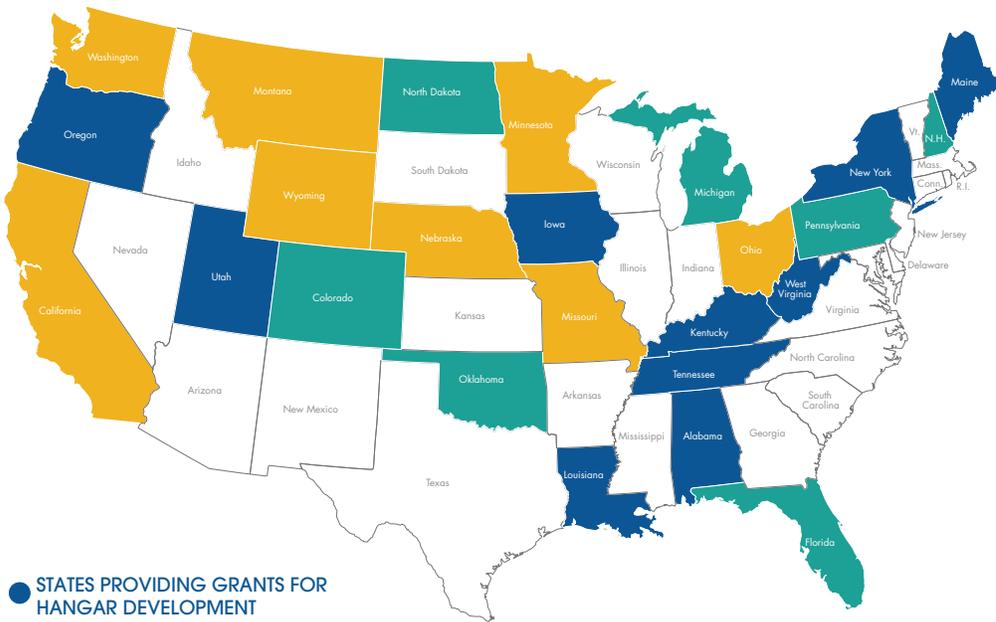
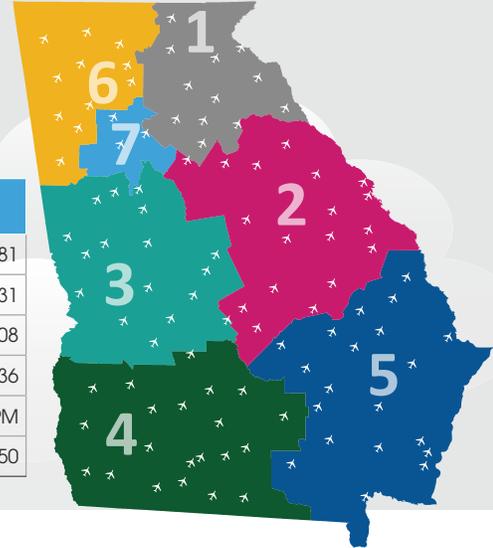
- 1939 - 1969
- 1970 - 1989
- 1990 - 1999
- 2000 - PRESENT
- UNKNOWN



STATEWIDE, EXISTING HANGAR STRUCTURES IN GEORGIA AVERAGE 30 YEARS IN AGE.

# DEMAND, COSTS, AND HANGAR RENTAL RATES VARY BY GDOT DISTRICT

DISTRICT	1	2	3	4	5	6	7
Total Based Aircraft	980	421	1358	609	667	838	781
Total Number of Hangar Structures	187	158	316	164	178	164	131
Total Number of Existing Aircraft Parking Spaces in Hangars	891	406	1,163	565	571	724	508
Hangar Parking Spaces Needed to Close Current Gap	276	112	251	86	199	245	236
Total Cost to Address Unmet Storage Demand	\$73.5M	\$28.4M	\$88.8M	\$11.5M	\$56.2M	\$56.7M	\$134.9M
Average Monthly T-hangar Rental Rate by Unit	\$319	\$233	\$258	\$129	\$231	\$274	\$750



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

## HANGAR LOAN AND GRANT PROGRAMS IN OTHER STATES

Other states have grant, loan, and/or a combination of both programs to assist airports with hangar funding.

## CURRENT SOURCES TO CONSIDER FOR HANGAR FUNDING

With total funding of **\$450 MILLION** needed to address the current gap in demand for hangar storage, consideration of solutions similar to those being used in other states could help to address the shortage. Improving airport hangar management practices can also contribute to closing the demand gap.

## APPLICABILITY OF HANGAR FUNDING SOURCES BY AIRPORT NPIAS\* ROLE

Small/rural airports have more limited options for hangar funding. Costs typically make T-hangar development unattractive for private developers, which also has a negative impact on small/rural airports.

\*National Plan of Integrated Airport Systems (NPIAS)

## OPTIONS FOR CONSIDERATION

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

### NPIAS CLASSIFICATION

	NON-NPIAS	UNCLASSIFIED NPIAS	NPIAS BASIC	NPIAS LOCAL	NPIAS REGIONAL	NPIAS NATIONAL	PRIMARY (COMMERCIAL)
Based Aircraft per NPIAS Guidelines*	-	<10	10+	15+	100+	250+	18 - 150
Georgia Airports in Category	6	6	13	44	22	4	7

### POTENTIAL FUNDING SOURCES

FAA Funding with State Match	Red						
State Loan Programs	Red						
State Grant Programs	Red						
Local Funding Revenues	Green						
Local Bonds	Yellow						
Local Taxing - SPLOST/TSPLOST	Yellow						
Private Sector	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow

\*Based aircraft NIPAS guidelines do not apply to Primary airports; based aircraft at primary airports range from 18 - 150.

- Red: Funding source currently excludes eligibility or is not available in Georgia for hangar development
- Yellow: Funding source available for hangar development but sources have constraints
- Green: Funding source for hangar development