



**Date of Council Meeting: January 26, 2015**

**TOWN OF LEESBURG  
TOWN COUNCIL WORK SESSION**

**Subject:** Proposed Federal Aviation Administration (FAA) rule change related to non-aviation use of airport facilities

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Scott Coffman, Airport Manager

This informational memorandum is provided at the request of Councilmember Hammler. The report outlines a proposed policy change by the FAA related to non-aviation uses at airports, and the potential effect on Leesburg Executive Airport.

Through inspections in California, the FAA found that some airports were not using hangars for the storage of aircraft even though a demand existed. The intent of the proposed policy is to ensure that hangars are first available as aircraft storage, and to add FAA oversight authority for other uses. These “other uses” have not been specifically defined, and any lease for non-aviation uses is proposed to be an interim lease of no more than five years.

Specifically, the proposed policy states “if an airport’s hangar capacity substantially exceeds aviation demand (e.g. there are multiple vacant hangars and no requests to rent them for aeronautical purposes), the sponsor may request, and FAA may approve interim non-aeronautical use of vacant hangars...”

This proposed policy will provide a means for the FAA to approve non-aeronautical uses on the Leesburg Airport Layout Plan (ALP). However, because of Leesburg Executive Airport’s relatively small land size, the ALP does not currently depict non-aviation uses. The only non-aviation use on the Leesburg Airport site is the 16,000 square foot FAA cyber security office at the airport terminal. If the FAA chooses not to renew its lease in 2018, the proposed policy may assist in creating the flexibility needed to market this particular space to non-aviation related businesses.

Currently, the FAA is receiving comments on the proposed policy, and has not stated when it is to go into effect. It should be noted that with respect to hangar space, there is a wait list for the Town’s airport, and that under this circumstance, it is believed that FAA approval of this policy is unlikely.

**Attachment:** None