

## FAA NOW ALLOWS RESIDENTIAL THROUGH-THE-FENCE (RTTF) POLICY

In the October 2010 [Pea Patch Post](#) there was a discussion about the FAA forbidding through-the-fence operations. This meant that if you had an airplane and lived next to an airport you were not allowed to have a private gate so you could bring your airplane from your property onto the airport property. In late 2009, the FAA released draft guidance that stated there were no forms of acceptable RTTF (Residential Through the Fence) agreement because they violated federal grant assurances signed by the airport owner in return for federal funds for airport development. Representative Sam Graves (R-Mo.), a co-chairman of the House GA caucus, included a provision in last year's FAA reauthorization bill requiring the FAA to honor RTTF agreements. The FAA then clarified that sponsors of commercial service airports are not permitted to enter into RTTF arrangements. However, the sponsors of GA airports may enter into such an arrangement if the airport sponsor complies with certain requirements contained in the FAA Modernization and Reform Act of 2012. By the end of 2012 the FAA still had not released a revised regulation.



The FAA has now (July 16, 2013) issued a final policy statement that permits general aviation airports to enter into residential through-the-fence (RTTF) agreements with property owners or associations representing property owners. To gain access, the property owner is required to pay access charges; bear the cost of building and maintaining the infrastructure necessary to provide access to the airfield; maintain the property for residential, noncommercial use for the duration of the agreement; prohibit airport access from other adjacent or nearby properties; and prohibit any refueling on the property – (FAA interprets this as a prohibition on the sale of fuel from residential property, not refueling your plane from your own fuel tanks.)

According to the FAA: “These properties are sometimes known as 'hangar homes.' On February 14, 2012, the FAA Modernization and Reform Act of 2012 was signed into law (P.L. 112-95). Section 136 of this law permits general aviation airports, as defined by the statute, to enter into residential through-the-fence agreements with property owners or association representing property owners. RTTF agreements must comply with specific terms and conditions contained in the law. ” [ed note: *The above seems to indicate that if you want an FAA regulation changed, contact your U.S. Representative or Senator. They can get a regulation changed much as Representative Graves did.*] (Information adapted from multiple sources including [AINonline.com](#) 07/18/13 and the [FAA](#))

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## PILOTS NEED SITUATIONAL AWARENESS AS WELL AS STICK-AND-RUDDER SKILLS

“Distraction is almost always a factor during an accident sequence.” Those words headed an article entitled “Set-Up Stall” in the August, 2013, issue of *AOPA Pilot*. That article focused on the Hawker Beechcraft 390 Premier 1A that crashed at Oshkosh on July 27, 2010. Several other publications have examined why aircraft with highly qualified pilots have crashed. An AVWeb article has “Let’s look at the impact of two high-publicity airline accidents, the Colgan Air 3407 crash in Buffalo, N.Y., on February 12, 2009, and the Air France 447 crash in the equatorial Atlantic Ocean on June 1, 2009. In both cases, their crews flew the aircraft into a stalled state resulting in a crash. ... [there were] arguments for more good old-fashioned stick-and-rudder skills with greater emphasis on stall recoveries and upset training. The author argues that the true root cause of both the Colgan and Air France accidents was a massive but subtle loss of situational awareness (SA) by the flight crews. AINonline relates that even the American Airlines DC-10 crash at Chicago O’Hare International Airport (ORD) in 1979 or as far back as the 1972 Eastern L-1011 accident in Florida’s Everglades have important lessons: “It wasn’t the aircraft that killed 112 of the 163 people aboard the flight that night. It was the crew’s failure to focus on flying the aircraft while they troubleshoot a landing gear problem approaching Miami. Forty years later, the July 6 [Asiana Airlines 777 accident](#) in San Francisco seems to show that pilots are still not focusing on flying the airplane all the time.” In simple, non-aviation, grade school teacher terms “The pilots weren't paying attention.” The same can occur with current GA pilots flying their RVs with fancy glass panels and all automated controls except for possibly auto-throttles the big boys have with their Airbus or Boeing aircraft.



Now the FAA has a Website that focuses on this problem of what they call "[Accident Common Themes](#)" which includes these headings: Flawed Assumptions, Human Error, Organizational Lapses, Pre-existing Failures, Unintended Effects. That Website is very interesting and informative and may give a pilot-reader something to think about.

(Information adapted from multiple sources including [AVWeb](#) [AVFlash](#) 07/19/13, *AOPA Pilot*, August 2013, p. 74, [Aviation Safety magazine](#) July, 2012, [AINonline-AINSafety](#), July 15, 2013 and the FAA – [Lessons Learned](#) )



## EAA 172

### Breakfast Fly-in

August 10, 2013, 9:00 AM

Pea Patch Aerodrome (61GA), Blythe, Georgia

### EAA 172 Meeting

September 14, 2013, 12:30 PM

Pea Patch Aerodrome (61GA), Blythe, Georgia

### EAA 172 Meeting

October 12, 2013, 10:00 AM

Pea Patch Aerodrome (61GA), Blythe, Georgia

*Birthdays*

Kinsey BUTLER 08-15  
 Joseph MILES 08-15  
 Jason JARRARD 08-17  
 Sandy HOWARD 08-19

Barbara HOWARD 08-01  
 Marlyn COUCH 08-07  
 Kathleen TREMBLAY 08-10  
 Mary BOOTH 08-14  
 Cathy BROWN 08-19  
 Elaine WATSON 08-23  
 Karen HALEY 08-24  
 Fay ALLEN 08-27  
 Staci L. JAKOB 08-27  
 Kathryn PARKS 08-27  
 Karen REEVES 08-30

*Anniversaries*

John & Sally LACHER 08-04  
 Keith & Judy GOFF 08-09  
 Dudley & Madeline BOWEN 08-14  
 Ronald & Karen HALEY 08-14  
 Stephen & Johna THOMPSON 08-14  
 Lee & Lucy KEEFER 08-16  
 Sandy & Barbara HOWARD 08-23

## EAA 172 Night Out

Thursday, August 22: EAA 172 monthly "get-together" -- Social Meeting 6:30 PM -- This is a monthly non-business social gathering held on the fourth Thursday. This month's location is the **Village Deli**, 2803 Wrightsboro Rd., #28, Augusta, Georgia 30909 (near the corner of Highland Ave. and Wrightsboro Rd., across from Daniel Field. Phone number: 706-736-3691. Map and directions: [Village Deli](#). Contact Virginia Bush for more details 706-554-5618 e-mail: [donr.bush@yahoo.com](mailto:donr.bush@yahoo.com) . On the Web go to [nightout.jcmservices.net](http://nightout.jcmservices.net)