

FAA's DRACONIAN HANGAR USAGE POLICY

Now AOPA and EAA are getting some changes, though minor.



For many years there has been a vulture perched over all hangars on airports that have received grants from the government – most public airports in the United States. The vulture *aka* the FAA, along with its Federal and State agents, is swooping down more and more often on hangar owners, leasers, and occupants. In September, 2013, a hangar in Hawaii made the news when the Hawaii Department of Transportation recently began handing out fines \$25 to \$100 to hangar tenants at Honolulu International Airport, mostly for storage of non-aeronautical equipment. The state said they need to make sure tenants are in compliance so they can continue to receive funding from the Federal Aviation Administration. This action is increasingly occurring throughout the country. This also happened at the Glendale Airport near Phoenix, Arizona. There the management had "extremely restrictive" existing policy, which is that hangars are for airplanes and the items needed to keep them flying. Period. It was not allowing furniture – chairs, tables,

etc. and even argued about allowing a bookshelf for aviation books! Pilots who spruced up their hangars with a couch, chairs, refrigerator, and a radio, or who set up shop with tool chests to work on their aircraft at times found themselves running afoul of an FAA policy prohibiting nonaeronautical uses of hangars at federally funded airports. The FAA's intent was to prevent nonaeronautical uses of hangars from displacing legitimate aeronautical uses, not to punish those who make their hangars a comfortable place to hang out. The agency has drafted a new policy to more clearly define what is and is not an acceptable use of a hangar. "AOPA has been working to encourage the FAA to revise its policy to allow reasonable nonaeronautical uses," said Greg Pecoraro, AOPA vice president of airports and state advocacy. "This revised policy is a very significant step in the right direction, and we appreciate the FAA's responsiveness on this issue." **Note that according to the FAA the rules apply not only to airport owned hangars but to leased hangars and even hangars owned and built by a pilot who only pays ground rent but located on public airport land!**

Through lobbying the FAA by EAA and AOPA the policy is being modified a small but somewhat significant amount. Both organizations requested that persons could build an aircraft in their own hangar or in a leased hangar or in their allotted space in a communal hangar. The FAA did relent in its [proposed updated policy](#) that only at the final stage of construction could a person work on the construction of the aircraft: "Only when the various components are assembled into a final functioning aircraft is access to the airfield necessary." "The FAA is not proposing any change to existing policy other than to clarify that final assembly of an aircraft, leading to the completion of the aircraft to a point where it can be taxied, will be considered an aeronautical use." Doug Macnair, EAA's VP of Government, said ". . . the FAA relented on the incidental storage and placement of a reasonable amount of non-aeronautical items in the hangar as long as they don't get in the way of the aviation that is supposed to go on there. So furniture, appliances and other things that help keep the 'friendly environment' going at airports will be OK." EAA and AOPA are working for the right to completely build an aircraft in an owned, rented, or leased hangar on the property of an airport with Federal grant obligations. (Information adapted from [AVweb AVFlash 08/04/14](#), [AVweb AVFlash – Hawaii Hangar 09/30/2013](#), [KHNL-TV/KOMB-TV \(Honolulu, HI\) SEPTEMBER 7, 2013](#), [AVweb Phoenix, Arizona, hangar 08/04/14](#), [FAA Proposal 07/22/2014](#))

Some humor from the past . . .

A Pan Am 727 flight, waiting for start clearance in Munich , overheard the following:

Lufthansa (in German): "Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak in English."

Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"

Unknown voice from another plane (in perfect British): "Because you lost the bloody war!"



Wrens Fall Fly-in
October 24 - 25, 2014
Wrens Memorial Airport (65J), Wrens, Georgia

EAA 172 Election Meeting
November 8, 2014
Pea Patch Aerodrome (61GA), Blythe, Georgia

Birthdays

Lawton JAMES	10-06	Langga GAY	10-01
Frank CHRISTIAN	10-07	Madeline BOWEN	10-08
Richard BELL, Jr.	10-15	Cathy JOHNSON	10-15
Joe BRITT	10-16	Virginia BUSH	10-28
Steven AMSTER	10-25	Paula JONES	10-30
Glenn BRIDGES	10-27		

Anniversaries

Robert & Cathryn	KNIGHT	10-10
Lawton & Joyce	JAMES	10-11

EAA 172 Night Out

Thursday, October 23: EAA 172 monthly "get-together" -- Social Meeting 6:30 PM -- This is a monthly non-business social gathering usually held on the fourth Thursday. This month's location is **The Snug Steak & Grill, 240 Davis Rd., Augusta, GA 30907 Phone number: 706-863-1118. Website [The Snug](#). Reviews, Map, and directions: [The Snug Steak & Grill](#). For questions contact Sheila Connell 803-279-7250 e-mail: conl6356@comcast.net. On the Web go to nightout.jcmservices.net**

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *When you're at an airport without an operating tower in Class G airspace, can ATC clear you to make turns to the right even though the regulation requires that all turns when approaching the airport must be made to the left?*

According to AOPA and the FAA: When questioned, the FAA said, "ATC does not control traffic in Class G airspace[,] [t]herefore, ATC may not issue clearance to conduct a right hand turn at an airport without an operating control tower in Class G Airspace." So, if you're talking to ATC as you approach a nontowered airport in Class G airspace, ATC should not give you instructions for specific turns or runways at the airport except to the extent that you may be on an IFR approach. Rather, ATC will advise you to change to the airport advisory frequency and thereafter you'll be expected to communicate your actions on that frequency and comply with [FAR 91.126](#) to land at the airport. AOPA's Kathy Yodice explains this unusual answer [HERE](#).

This Month's Question: You were planning on a daytime commute back to your home airport, but your meeting ran long. You and your co-worker arrive at the airport two hours after sunset, and you are out of night currency. You tell your co-worker to sit tight while you go and get night current. You do three touch and goes and taxi back to pick up your passenger. Are you legal to fly passengers now?