



## FAA Airports

# Sample Residential Through-the-Fence (RTTF) Access Plan

## FAA Background to Commercial Service Airport Sponsors

The FAA's policy regarding access to airports from residential property requires commercial service airport sponsors with RTTF access arrangements to comply with the statutory requirements of RTTF access arrangements at general aviation airports and to mitigate potential grant assurance violations by developing and implementing access plans. To assist commercial service airport sponsors in this process, the FAA has developed a sample RTTF access plan. RTTF access arrangements vary widely in size, scope, governance, duration, etc. Therefore, it is reasonable to assume that the detail and formality of the access plans submitted for review will vary as well. While the FAA does not expect every airport with existing RTTF access to adopt a uniform set of rules and measures, the FAA does expect each such sponsor to analyze its situation and pursue the mitigation measures which are feasible and appropriate. Generally speaking, airports with multiple RTTF access points, users, and operations will have more complex and detailed access plans.

FAA review of RTTF access plans will be conducted based on the factual circumstances at each airport. In cases where an airport sponsor's rights and powers have become severely limited as a result of its RTTF access arrangements, the FAA will attempt to help the sponsor identify appropriate mitigations.

Below is a sample RTTF access plan to assist commercial service airport sponsors in developing plans, policies, and procedures to comply with the policy. This document is not intended to be a fill in the blank plan but to be used as a guide to prompt actions necessary on the part of the sponsor to maintain compliance with the sponsor grant assurances. This sample access plan is not intended to be exclusive or exhaustive, but rather serves to illustrate items to be generally included. At minimum, commercial service airport sponsors must address the terms and conditions contained in Section 136 of P.L. 112-95 and the following standards for compliance in their access plan:

- General authority for control of airport land and access.
- Safety of airport operations.
- Recovery of costs of operating the airport.
- Protection of airport airspace.
- Compatible land uses around the airport.

FAA Compliance Guidance Letter (CGL) 2013-01- *FAA Review of Existing and Proposed Residential Through-the-Fence Access Agreements*, Appendix E, identifies the required documentation and narrative that should be contained in an RTTF access plan. This Compliance Guidance Letter, Appendix F, also instructs FAA staff in the review of RTTF access plans.

*Sample*  
*Residential Through-The-Fence Access Plan*  
*ABC Airport*

SAMPLE

Sponsor Point of Contact: Insert Name  
Telephone Number  
Email Address

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\* Not attached to this sample access plan.

## ***Abbreviations and Definitions***

This is just a sample of terms and abbreviations airport sponsors may expand as necessary. Airport sponsors should utilize the definitions contained in the Policy regarding access to airports from residential property as published in the Federal Register on July 16, 2013 to the extent possible when outlining the abbreviations and definitions used in their access plan.

**Access** – An access point for taxiing aircraft across the airport boundary; or the right of the owner of a particular off-airport residential property to use an airport access point to taxi an aircraft between the airport and that property.

**Airport Property** – all real property identified on the airport sponsor’s most recent Exhibit A, on file with the airport.

**Residential Property** – A piece of real property used for single- or multi-family dwellings; duplexes; apartments; primary or secondary residences even when co-located with a hangar, aeronautical facility, or business; hangars that incorporate living quarters for permanent or long-term use; and time-share hangars with living quarters for variable occupancy of any term.

**RTTF User** – (Residential Though-The-Fence) the owner of a residential property with access that meets one or more of the following conditions:

1. There was a legal right of access from the property to the airport (e.g., by easement or contract) in existence as of September 9, 2010; or
2. There was development of the property prior to September 9, 2010, in reliance on the airport sponsor’s permission for through-the-fence aircraft access to the airport; or
3. The through-the-fence access is shown on an FAA-approved airport layout plan or has otherwise been approved by the FAA in writing, and the owner of the property has used that access prior to September 9, 2010.

## *Airport Background*

A brief description about the airport helps the FAA better understand the existing conditions and use of the airport. This description may include:

- Location: Associated City, County and Name of sponsor
- ALP data, Airport Reference Code, runway(s), length, width, taxiway(s)
- Instrument approaches
- Any modification to design standards
- Size of the airport (acres), land that is developed, undeveloped, and undevelopable.
- Based aircraft on the airport and on the RTTF sites
- The estimated or actual number of annual local and itinerant operations
- Description of the hangar/tie-down space available on the airport. This description should include the total number of hangars/tie-downs on the airport, the number of hangars/tie-downs currently rented and the number available for rent. If all hangars/tie-downs are currently rented, the description should include what steps the sponsor is taking to develop additional hangar/tie-down space.

*Example:* This RTTF access plan is for the ABC Airport (ABC) located in City of ABC, State. The ABC Airport is a nonhub primary commercial service airport located in DEF County. The City of ABC is the airport sponsor. ABC is a single runway airport with 40 based aircraft. Runway 10-28 is 5,000 feet long by 100 feet wide. The airport has a full parallel taxiway that is 50-feet wide. The airport currently has no approved modifications to design standards. The airport has an RNAV/GPS approach to runway 28. The Airport Layout Plan (ALP) was approved on June 17, 2003, and ABC is classified as a C-II airport. This classification includes most twin-engine turboprop aircraft and some small business jets. The airport has approximately 250 acres of property. Approximately 20 acres is utilized for hangars, ramps and associated facilities that can be utilized by the flying public. The terminal complex utilizes approximately 20 acres. Approximately 15 acres are vacant and available for future development.

The airport currently has one t-hangar and 11 common storage hangars. Currently the airport has no vacant t-hangars and one of the common storage hangars is vacant. The airport FBO leases two common storage hangars for aircraft storage, aircraft repair, and maintenance. The FBO also provides fueling services for both 100LL and Jet A. The airport has 20 tie-down spots and currently has 5 vacancies.

The City estimates 29,000 annual operations. This includes 4,000 air carrier operations, 15,000 local general aviation operations, and 10,000 annual general aviation itinerant operations. The airport enplanes approximately 16,000 passengers per year.

The City has identified 6 residential through-the-fence (RTTF) agreements. All of the RTTF access was in effect prior to September 9, 2010. These residential properties have 11 of the 40 based aircraft. The RTTF area is approximately 16 acres of property adjacent to the airport.

## ***Compliance with the Law***

Airport sponsors may use the Access Agreement Review Sheet (CGL 2013-01, Appendix C) to demonstrate how each RTTF access agreement complies with the terms and conditions contained in the law or airport sponsors may summarize this information here. Section 136 of P.L. 112-95 states there must be a written agreement requiring the property owner to:

- Pay access charges that the airport sponsor determines to be comparable to those fees charged to tenants and operators on-airport making similar use of the airport;
- Bear the cost of building and maintaining the infrastructure the airport sponsor determines is necessary to provide access to the airfield from property located adjacent to or near the airport;
- Maintain the property for residential, noncommercial use for the duration of the agreement (the FAA interprets this as a prohibition on commercial aeronautical services);
- Prohibit access to the airport from other properties through the property of the property owner (the FAA interprets this as a prohibition on unauthorized access to the airport); and
- Prohibit any aircraft refueling from occurring on the property (the FAA interprets this as a prohibition on the sale of aircraft fuels; self-fueling is permitted).

## ***General Authority for Control of Airport Land and Access***

Grant Assurance 5, Preserving Rights and Powers, requires airport sponsors to ensure they maintain the rights and powers necessary to perform all of the terms, conditions and assurances of their grant obligations. This standard requires airport sponsors to demonstrate sufficient control of access points and operations across airport boundaries to maintain safe operations, and to make changes in airport land use to meet future needs. [The items below should be included in your plan.]

- A drawing which identifies all RTTF access points and the location of RTTF users.
- Residential Through-The-Fence Summary Table here.

A sample RTTF Summary Table is available at:

[http://www.faa.gov/airports/airport\\_compliance/residential\\_through\\_the\\_fence/](http://www.faa.gov/airports/airport_compliance/residential_through_the_fence/).

This table contains a number of elements intended to provide a clear, concise summary of the airport's RTTF access. The FAA strongly encourages sponsors to complete this table to the best of the sponsor's ability. If there are elements listed in the sample table that are unable to be populated at this time, this section should contain an explanation of how the information is being obtained or why that data is not needed.

**Summary of Enabling Instruments:** Summarize the rights conveyed by the airport sponsor to the RTTF users. Summarize any obligations/requirements the RTTF users have assumed as a result of the instrument. Copies of the enabling instruments granting RTTF access (RTTF access agreements, easements, deeds, CC&Rs, etc.) should be attached.

**Summary of Avigation Easement(s)/Property Restrictions:** Summarize the legal authorities conveyed to the airport sponsor by these documents with regard to airport sponsor's rights and powers. Copies of the avigation easements should be attached.

**Subordination:** Explain how the RTTF access agreements are subordinate to the sponsor's grant assurances. For example, do these governing documents contain clear subordination clauses? Do any specific clauses protect the sponsor's rights and powers? Can the RTTF use be revoked or limited if an RTTF user causes the sponsor to violate its grant assurances? Does the local municipal code allow the sponsor to fine RTTF users who violate their RTTF access agreement?

**Zoning:** Explain the airport sponsor's legal ability impact zoning changes around the airport. Describe the current zoning for and around the airport. Describe any steps the airport sponsor is taking to limit new residential zoning around the airport.

**Access Controls:** The preferred method to separate RTTF properties from the airport is with the use of a fence and gate system. This provides a clear delineation of property lines and has the greatest potential to reduce the inadvertent entry of pedestrians, vehicles, pets, etc. to the airport property. If the airport has a fence and gate system, please describe the system and how it is managed. This should include diagrams with fence and gate locations, size and type of the fence, how the gates are operated/secured and any procedures that are in place to prevent unauthorized entry on to the airfield.

If a complete fence and gate system is not the method used to prevent unauthorized access to the airport property, please describe how the airport sponsor controls access. Some airports may use a combination of partial fencing or gate(s) to assist in reducing the potential for inadvertent entry to the airport grounds. The minimum that will be accepted to comply with this plan requirement will be the following:

- Description of why fence and gate systems are not practical for this location. This may include the financial implications, conflict with airport design surfaces due to property boundary location, etc.

- Signage posted on both sides of RTTF access taxiways where a vehicle could enter the airport property. This should also include pavement markings and pavement signage that will enhance this area and reduce the potential for inadvertent/unauthorized entry.
- Where residential property abuts the airport property, a type of property delineation must be in place to clearly identify where the property line is. This can be in many forms (signs, stakes, reflective markers, etc.) identify the distance between the markers. Consideration should be given to the type of materials used based upon the location (frangibility), weather conditions, etc., that will allow the marker to remain visible permanently.

The locations of signs and property delineators should be depicted on the drawing. Include pictures of these items.

**Community Education:** Describe any efforts used to educate the local community and RTTF users about the airport's grant obligations and the FAA's Policy regarding access to airports from residential property. For example, the airport manager describes the airport's grant obligations at a city council meeting annually and the airport holds an annual meeting with RTTF users to discuss matters pertaining to the airport, including the grant obligations.

**Future of RTTF Use:** If the sponsor has any short-term or long-term plans to eliminate RTTF use in the future, describe them here. For example, some sponsors may opt to allow their existing RTTF agreements to terminate at the end of their agreed upon duration. If the sponsor intends to request to renew or extend its existing RTTF use at the termination of existing agreements, the sponsor may describe those plans here.

## ***Safety of Airport Operations***

Safety of airport operations at an airport with RTTF access poses unique challenges. While many airports across the country have homes adjacent to airport property, RTTF can introduce a relatively high number of homes adjacent to the airport with access to the runway and taxiway system via roads that are used by both vehicles and aircraft. Airport property may not be used to support domestic or residential activities. In this section, the plan should discuss how the airport sponsor will address the safety concerns that are present when residential properties have direct access to the airport.

**Rules and Regulations/Safety Ordinances:** If the airport has developed rules and regulations, explain how RTTF users are required to comply with these requirements. If there are no such regulations, explain why local ordinances or standards could not or cannot be adopted to enforce safety related issues at the airport. Copies of the rules and regulations, minimum standards, local ordinances, or other requirements that apply should be attached.

**Sanctions:** Has the sponsor developed any process to sanction RTTF users who do not comply with the airport's rules and regulations? For example, what would be the penalty for a resident whose dog repeatedly gets loose on the airport property?

**Visitors:** Does the airport sponsor allow visitors who fly-in and taxi from the airport's property to visit off-airport residents? Describe any special restrictions or requirements imposed on fly-in guests. How are these restrictions or requirements communicated to RTTF users? How does the airport sponsor monitor and enforce this practice?

**Safety Education Program:** This section should describe a standard program that airport sponsors use to prevent inadvertent/unauthorized entry to the airport ground. The plan should describe the following:

- How are aircraft and vehicular traffic separated? Are RTTF users required to establish dedicated taxiways?
- How the resident or community will prevent pedestrians, children, and pets from entering the airport property?
- How will residents prevent visitors, deliveries, garbage pickup, etc. from inadvertent/unauthorized entry onto airport property?
- How does the airport sponsor prevent RTTF users from using airport property for domestic/residential activities (e.g., dog walking, sports, etc.)
- How notice of the program is provided to residents (e.g., written program, annual training, signature of resident acknowledging notice, etc.).
- How this program is monitored and enforced.
- Consequences for failure to follow the program.

**Wildlife Hazard Management:** Have any RTTF users created potential wildlife attractants such as water detention ponds, gardens, composting lots, etc.? If any RTTF users have created potential wildlife attractants, what steps is the airport sponsor taking to mitigate the hazard? Does the airport sponsor prohibit RTTF users from establishing potential wildlife attractants?

**RTTF Runway Access:** Describe how aircraft access each runway threshold from the RTTF access points.

- Airport Design Standards - Do any RTTF taxi routes preclude the airport sponsor from meeting any FAA airport design standards? If so, describe the deficiencies and plans the airport sponsor might have to meet the FAA standard in the future.
- Modifications to Standards - If the airport has proposed a modification to standard, explain the status of that proposal.

- Identification of RTTF Taxiways – Are all private taxiways noted in the Airport Facility Directory? If not, has the airport sponsor initiated the process to note the private taxiways in the remarks section of the Airport Facility Directory?

SAMPLE

## ***Recovery of Costs of Operating the Airport***

Grant Assurance 24, Fee and Rental Structure, requires an airport sponsor to maintain a fee and rental structure for the facilities and services at the airport to make it as self-sustaining as possible under the circumstances existing at the particular airport. Title 49 U.S.C., § 47107(t)(2)(B)(i) requires residential through-the-fence users to pay airport access charges that, as determined by the airport sponsor, are comparable to those charged to tenants and operators on-airport making similar use of the airport. Section 136 of P.L. 112-95 also requires residential through-the-fence users to bear the cost of building and maintaining the infrastructure that, as determined by the airport sponsor, is necessary to provide aircraft located on the property adjacent to or near the airport access to the airfield of the airport. Airport sponsors are requested to document how each residential through-the-fence access agreement meets the requirements contained in the law on an Access Agreement Review Sheet or to describe how it meets these requirements here.

**Method of Collection:** Describe how and when RTTF access fees are collected and the consequences for non-payment of RTTF access fees.

**RTTF Visitors Fees:** If the airport sponsor allows visitors to fly-in and taxi from the airport's property to visit off-airport residents, does the airport sponsor assess and collect a fee for temporary, off-airport aircraft storage? What methodology is used to establish this fee?

## ***Protection of Airport Airspace***

An airport sponsor is required to demonstrate that operations at the airport will not be affected by hangars and residences on the airport boundary, at present or in the future.

One of the ways that an airport sponsor protects itself from surrounding properties is to acquire an aviation easement(s).

**Summary of Avigations Easement(s)/Property Restrictions:** Summarize the legal authorities (e.g., aviation easements, restrictive covenants, homeowners' association bylaws, etc.) conveyed to the airport sponsor by these documents with regard to airspace protection. Copies of these documents should be attached.

**Airspace Protection:** Describe any other mechanisms the airport sponsor uses to ensure homes, hangars, other structures, and off-airport taxiways do not penetrate the airport's protected surfaces. Copies of airspace studies conducted for RTTF homes, hangars, other structures, and off-airport taxiways should be attached, if available.

- Does the airport sponsor require RTTF users to complete FAA Form 7460-1, Notice of Proposed Construction or Alteration prior to constructing or altering any structures or taxiways on their property?
- Describe any legal powers and/or authorities the airport sponsor has to prohibit construction determined by the FAA to be a hazard to air navigation.
- Describe the mechanism used to require RTTF users to trim/remove trees and/or any other potential obstructions.

**Hazard Removal:** Has the airport sponsor identified any existing hazards on RTTF users' property? If so, describe the airport sponsor's plan to remove or mitigate the hazards.

## ***Compatible Land Uses Around the Airport***

The presence of RTTF users may lead to encroachment if additional homes are built around the airport. An airport sponsor is required to demonstrate that the potential for noncompatible land use adjacent to the airport boundary is minimized consistent with Grant Assurance 21, Compatible Land Use.

**Summary of Avigations Easement(s)/Property Restrictions:** Summarize the legal authorities conveyed to the airport sponsor by these documents with regard to noise, emissions, and airport operations. Copies of these documents should be attached.

**Noncompatible Encroachment:** Describe how the airport sponsor monitors proposed and actual zoning changes/designations in land use around the airport. For example, does the airport sponsor have the ability to review permit requests for any construction proposed around the airport? A copy of the Airport Layout Plan which depicts land uses and zoning around the airport should be attached.

- Describe the airport sponsor's plans to avoid residential encroachment and other noncompatible land uses.
- Describe any zoning conflicts that exist between the airport and surrounding land uses.
- Describe how the airport sponsor is working with the local zoning authority to educate them about the airport sponsor's assurances and the prohibition on creating new RTTF arrangements?

**Limitations Resulting from Residential Use:** Does the residential use conflict with any current or planned aviation uses at the airport? If so, describe airport sponsor's plans to address this conflict.

- Describe any local or state requirements or limitations with regard to the proximity of homes and aeronautical activities. Do any off-airport structures conflict with the current or future establishment of fueling activities, aircraft maintenance, flight training, aircraft charter, banner towing, crop dusting, parachuting, aircraft storage, etc.?

**Noise Program:** Describe the airport sponsor's mechanism for receiving and tracking noise complaints. Describe how this program is promoted to the local community.

**Future Acquisition of Avigation Easements:** Describe any plans the airport sponsor may have with regard to the acquisition of avigation easements.

## ***Best Practices***

Current law now permits sponsors of general aviation airports to enter into new residential through-the-fence agreements. Please identify any practices/policies the airport sponsor has developed to safeguard its ability to comply with its airport sponsor obligations given the presence of RTTF access at the airport.

For example:

ABC Airport's RTTF access agreement requires insurance indemnification by RTTF users in favor of the airport.

SAMPLE

**U.S. Department of Transportation<sup>1</sup>**  
**Federal Aviation Administration**  
**Airport Improvement Program**  
**SPONSOR CERTIFICATION FOR SUBMISSION of RESIDENTIAL**  
**THROUGH-THE-FENCE ACCESS PLAN**

\_\_\_\_\_  
(Sponsor)

\_\_\_\_\_  
(Airport)

Title 49, United States code, Section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on Residential Through-the-Fence (RTTF) access are in the FAA's Policy (78 Fed. Reg. 42419; July 16, 2013) and further explained in the FAA's Compliance Guidance Letter 2013-01, *FAA Review of Existing and Proposed Residential Through-the-Fence Access Agreements* (July 16, 2013). The AIP project grant agreement contains a specific assurance on RTTF and may contain a special condition regarding the status of RTTF at this airport.

This certification does not relieve the sponsor from fully complying with all applicable statutory and administrative standards.

I certify that the attached RTTF access plan submitted to the FAA is correct and complete.

\_\_\_\_\_  
(Name of Sponsor)

\_\_\_\_\_  
(Date)

\_\_\_\_\_  
(Signature of Sponsor's Designated Official Representative)

\_\_\_\_\_  
(Typed Name of Sponsor's Designated Official Representative)

\_\_\_\_\_  
(Typed Title of Sponsor's Designated Official Representative)

\_\_\_\_\_  
<sup>1</sup> Sponsors may certify submission of their access plan using this sample form, by passing a local resolution, or submitting a signed affidavit.

***Attachments***

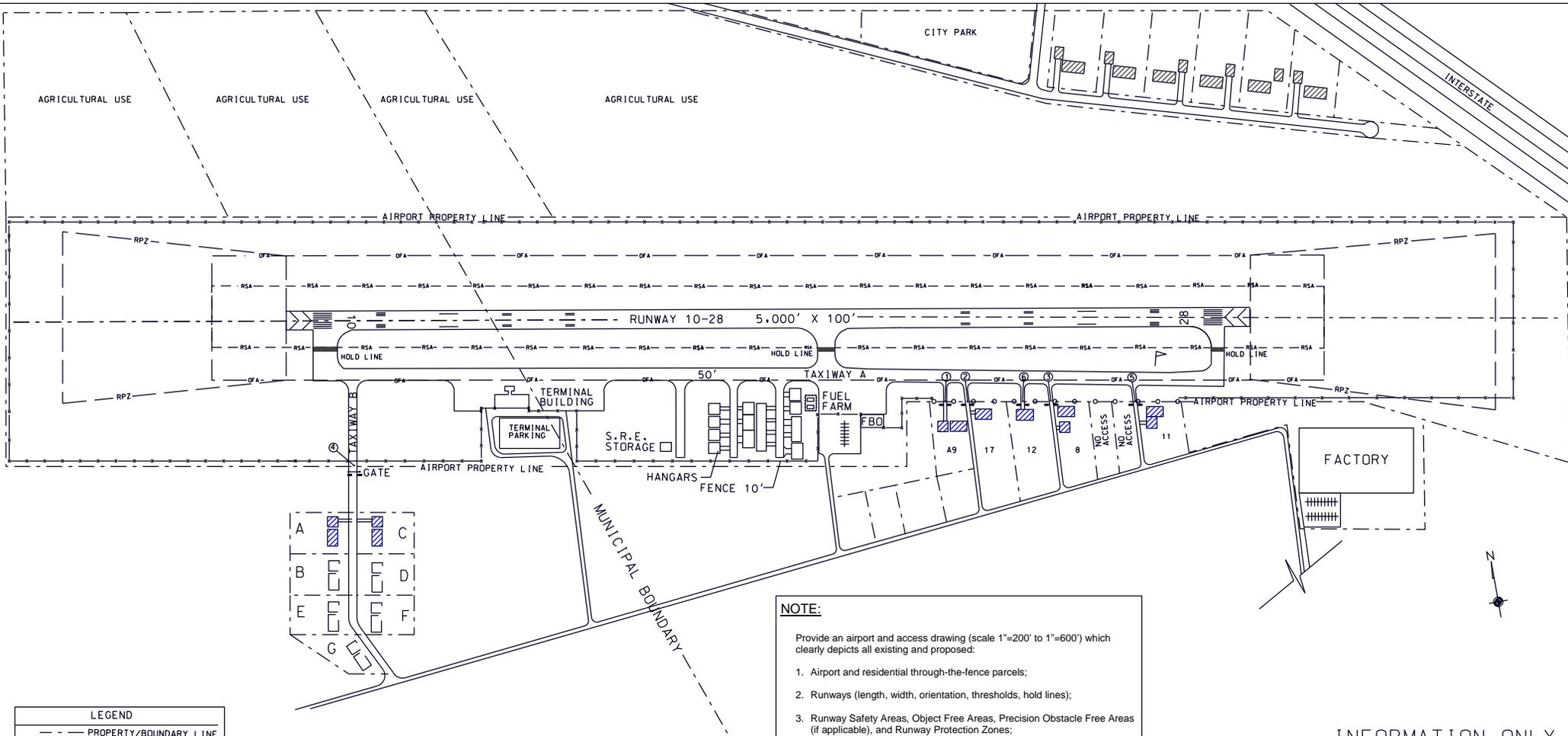
***Drawing***

***RTTF Summary Table***

***Enabling Instruments & Access Agreement Review Sheets*** (not attached to this sample)

***Avigation Easements*** (not attached to this sample)

SAMPLE



**LEGEND**

---	PROPERTY/BOUNDARY LINE
-OFA-	OBJECT FREE AREA
-RSA-	RUNWAY SAFETY AREA
---	RUNWAY CENTERLINE
---	PERIMETER FENCE
o o o o	PROPERTY DELINEATOR
▨	EXISTING BUILDING
□	PROPOSED BUILDING
■	RESTRICTED VEHICLE ACCESS SIGNS

**NOTE:**

Provide an airport and access drawing (scale 1"=200' to 1"=600') which clearly depicts all existing and proposed:

1. Airport and residential through-the-fence parcels;
2. Runways (length, width, orientation, thresholds, hold lines);
3. Runway Safety Areas, Object Free Areas, Precision Obstacle Free Areas (if applicable), and Runway Protection Zones;
4. Taxiways;
5. On-airport structures (hangars, buildings, fuel facilities, ramps, roads, etc.);
6. Off-airport structures adjacent to the airport's property boundary, include all residential through-the-fence lots (identify lots by number or letter);
7. Fences and gates; property delineators, and signs;
8. All existing and proposed residential through-the-fence access points; and
9. Municipal boundaries.

NOT TO SCALE

**INFORMATION ONLY**

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**AIRPORT AND ACCESS DRAWING  
RUNWAYS 10/28  
COUNTY AIRPORT  
CITY, STATE**

ENGINEERING	SUBMITTED BY	APPROVED BY
DESIGNED BY	DRAWN BY	CHECKED BY
DATE	DATE	DATE
GREAT LAKES REGIONAL OFFICE 3900 EAST DEVON AVENUE DES PLAINES, ILLINOIS 60018		DATE: 07/12/13 DRAWING NO: GL-D-DETADO-AAD
SHEET		OF

# Residential Through-the-Fence Summary Table

**Airport Name:** ABC Airport

**City:** ABC

**Airport Sponsor:** City of ABC

**State:** State

**Date:** October 1, 2013

**LOC ID:** ABC

Access Point Referenced on Drawing	Development Name	Lot	Owner	Type of Residential Improvement (identify existing versus proposed)	Enabling Instrument (agreement, lease, deed, easement, etc.)	Date of Execution or Recording	Term in Years	Number of Access Points Granted	Number of Access Points Currently Utilized	Current Zoning & Zoning Authority	Annual Access Fee Collected	Number of Aircraft	Are there any restrictions in the enabling instrument restricting the sale, assignment, or sublease of the property?	Does the enabling instrument comply with Section 136 of P.L. 112-95?
1	N/A	A9	Smith	Single family home with detached hangar (existing)	Deed	3/5/1974	50	2	1	Residential (city)	\$200	1	No	No - access fee is not comparable to annual rate for tie-down fee. Attempting to re-negotiate with user.
2	N/A	17	Simpson	Residence in a hangar (existing)	Agreement	10/1/2000 renewed 10/1/2005 and 10/1/2010	5	1	1	Agricultural (city)	\$5,000	1	Yes	No - owner permitted to offer flight training from hangar. Owner has agreed to move flight training onto the airport at the end of the current term and will pay lower access fee.

Access Point Referenced on Drawing	Development Name	Lot	Owner	Type of Residential Improvement (identify existing versus proposed)	Enabling Instrument (agreement, lease, deed, easement, etc.)	Date of Execution or Recording	Term in Years	Number of Access Points Granted	Number of Access Points Currently Utilized	Current Zoning & Zoning Authority	Annual Access Fee Collected	Number of Aircraft	Are there any restrictions in the enabling instrument restricting the sale, assignment, or sublease of the property?	Does the enabling instrument comply with Section 136 of P.L. 112-95?
3	N/A	8	Johns	Single family home with detached hangar (existing)	Agreement	8/15/2005 (renewed annually)	1	1	1	Residential (city)	\$3,500	1	Yes	Yes
4	Wild West Hangar Homes		Permits all property owners in the Wild West Hangar Home development to utilize access point 4.		Easement	9/8/2010	Perpetual	1	1	None (County)	\$20,000		No	Yes
4	Wild West Hangar Homes	A	Green	Single family home with detached hangar (existing)	Easement	9/8/2011	Perpetual	1	1	None (County)	1/7th of the total	2	No	Yes
4	Wild West Hangar Homes	B		Vacant parcel (single family home with detached hangar proposed)						None (County)			No	
4	Wild West Hangar Homes	C	Davis	Single family home with detached hangar (existing)	Easement	9/8/2010	Perpetual	1	1	None (County)	1/7 of the total	1	No	Yes
4	Wild West Hangar Homes	D		Vacant parcel (single family home with detached hangar proposed)										

Access Point Referenced on Drawing	Development Name	Lot	Owner	Type of Residential Improvement (identify existing versus proposed)	Enabling Instrument (agreement, lease, deed, easement, etc.)	Date of Execution or Recording	Term in Years	Number of Access Points Granted	Number of Access Points Currently Utilized	Current Zoning & Zoning Authority	Annual Access Fee Collected	Number of Aircraft	Are there any restrictions in the enabling instrument restricting the sale, assignment, or sublease of the property?	Does the enabling instrument comply with Section 136 of P.L. 112-95?
4	Wild West Hangar Homes	E		Vacant parcel (single family home with detached hangar proposed)										
4	Wild West Hangar Homes	F		Vacant parcel (single family home with detached hangar proposed)										
4	Wild West Hangar Homes	G		Vacant parcel (single family home with detached hangar proposed)										
5	N/A	11	Jones	Single family home attached hangar (existing)	Verbal	12/1/1953	Perpetual	2	1	Industrial/ Commercial (City)	\$500	3	No	No - attempting to get user to sign written agreement. Access fee is not comparable to annual rate for tie-down fee. Attempting to re-negotiate with user.
6	N/A	12	Williams	Apartment in hangar (existing)	Lease	8/15/1984	50	0	1	Industrial/ Commercial (City)	\$200	2	No	No - access fee is not comparable to annual rate for tie-down fee. Attempting to re-negotiate with user.