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**NATA PRESIDENT TESTIFIES IN SUPPORT OF FAA POLICY ON
RESIDENTIAL THROUGH-THE-FENCE**

Alexandria, VA, September 22, 2010 — Today, National Air Transportation Association (NATA) President James K. Coyne testified before the U.S. House of Representatives Committee on Transportation and Infrastructure at a hearing regarding Residential Through-the-Fence (RTTF) Agreements at Public Airports.

The Federal Aviation Administration (FAA) recently issued a proposed policy regarding RTTF agreements at public airports. The policy would subject existing RTTF agreements to closer oversight and prohibit federally funded airports from entering into new RTTF agreements.

In his testimony, Coyne stated, “NATA agrees with the FAA that the primary issue for not allowing new RTTF agreements is to ensure the future utility of federally funded airports. Investments in airports, made through the Airport Improvement Program or through federal surplus property grants, are intended to enhance the flexibility of airports to meet the future needs, in both capacity and type of operations, of the National Airspace System. Due to the intrinsic nature of residential properties, as compared to commercial properties, RTTF agreements limit the flexibility of airport sponsors to expand according to the needs of the community. NATA believes that the FAA has made an overwhelming case for prohibiting new RTTF agreements and supports its proposal.”

Aviation Programs Manager for the Georgia Department of Transportation Carol Comer also agreed with the FAA. “In the state of Georgia, there are no RTTF agreements at any public-use airport,” explained Comer. “The state educates airport sponsors that RTTF agreements are inconsistent with the airport's federal obligation to ensure compatible land use adjacent to the airport and reminds the sponsor that RTTF agreements may result in not being able to receive any federal funding assistance due to non-compliance with the airport's federal grant assurances.”

“Airport businesses, the majority of them small businesses, invest billions of dollars in creating on-airport service facilities that provide for the needs of the flying public,” Coyne stated. “Airport businesses are controlled by stringent oversight by the airport sponsor to ensure their services support the needs of the airport and the public. RTTF agreements reduce the future purpose of the airport, which undermines the investment made by the federal government and airport businesses.”

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Coyne concluded, “NATA believes that the FAA has proposed a policy that well serves the long-term interests of public-use airports, airport businesses and the public. Any attempt to override that policy by statute could result in unintended consequences that damage the future of the airport as well as the future of all grant assurances.”

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NATA, the voice of aviation business, is the public policy group representing the interests of aviation businesses before the Congress and federal agencies.