

**St. Augustine Airport**  
**T-Hangar Compliance FAQ's**

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**Frequently Asked Questions:**

1. *What are the public policies that mandate the Airport Authority's T-Hangar Compliance Program?*

**Answer:** T-Hangars are built and maintained with public monies, and must be used for their intended purpose. The Airport Authority meets its contractual obligations to receive these monies by restricting the use of the T-Hangars to ***the storage of general aviation aircraft for non-commercial purposes.***

The Airport Authority has a responsibility to monitor the use of its own T-Hangar facilities, including the purposes for which they are being used and their material condition. This responsibility is driven by both public safety as well as FAA grant assurance obligations that come with being a Public Use Airport.

Persons on the T-Hangar waiting list are also tax payors and have no less of a priority for T-Hangar access than do existing T-Hangar tenants. This is why, if an existing T-Hangar tenant is determined to be engaging in a persistent non-compliant use, the Airport Authority's expectations are that the

tenant will step aside and allow the next eligible person on the T-Hangar waiting list to have an opportunity to benefit from this public resource.

Relevant FAA regulations applicable to the Airport Authority provide:

“VI. Sponsor Compliance Actions

- a. It is expected that aeronautical facilities on an airport will be available and used for aeronautical purposes in the normal course of airport business, and that non-aeronautical uses will be the exception.
- b. Sponsors should have a program to routinely monitor use of hangars and take measures to eliminate and prevent unapproved non-aeronautical use of hangars.
- c. Sponsors should ensure that length of time on a waiting list of those in need of a hangar for aircraft storage is minimized.
- d. Sponsors should also consider including a provision in airport leases, including aeronautical leases, to adjust rental rates to FMV for any non-incident non-aeronautical use of the leased facilities. In other words, if a tenant uses a hangar for a non-aeronautical purpose in violation of this policy, the rental payments due to the sponsor would automatically increase to a FMV level.
- e. FAA personnel conducting a land use or compliance inspection of an airport may request a copy of the sponsor's hangar use program and evidence that the sponsor has limited hangars to aeronautical use.

The FAA may disapprove an AIP grant for hangar construction if there are existing hangars at the airport being used for non-aeronautical purposes.”

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**2. *Where can I find an explanation of what constitutes a compliant use of my assigned T-Hangar?***

**Answer:** There are three primary sources of information to understand a T-Hangar tenant’s obligations for complaint use:

- (a) The contractual terms of the written agreement with the Airport Authority for T-Hangar Use;

(b) The Airport Authority's Lease Policy Manual (2022) published on the Airport Authority website; and

(c) Interpretive Guidance (including these Questions and Answers) published from time-to-time by Interim Executive Director.

**3. *Why is there a strict prohibition against commercial use of a T-Hangar?***

**Answer:** All Airport facilities are in constant demand by both private users as well as commercial aeronautical service providers. An important mission of the Airport Authority is to support general aviation use, promote the affordability of general aviation, and to allow general aviation tax payors access to a Public Use Airport's facilities. Reserving T-Hangars for strictly non-commercial purposes is how the Airport Authority maintains a dedicated pathway for general aviation users into the Airport's hangar facilities. Commercial service providers are provided other pathways to access facilities for commercial use, and are not permitted to encroach into the T-Hangars reserved for non-commercial use. Any such encroachment by commercial use also creates stagnation in the normal pattern of turn-over on the T-Hangar waiting list.

For this reason, when the opportunity to use a general aviation T-Hangar is instead monetized for commercial use, the Airport Authority considers such a use to be a lease terminating event.

**4. *What kinds of things can I have in my T-Hangar?***

**Answer:** As general guidance, the following items are permissible use items that may be kept in a T-Hangar:

(a) An operational and airworthy aircraft owned by you and identified on your hangar use agreement;

(b) Towbars and small aircraft handling machinery ground support equipment used with towbars to facilitate the movement of the Aircraft in and out of the hangar;

(c) A reasonable amount of consumables and parts specific to the Aircraft or the Hangar such as motor oil, and cleaning supplies, filters, brake pads, etc;

(d) A small container with a cap that may be used to temporarily hold small quantities of fuels collected during pre-flight fuel sampling or fuel tank sumping until it can be properly disposed of;

(e) Tools, (including jack stands and rolling mechanic's creeper) consistent with a Part 61 certificated pilot performing owner/operator *preventative maintenance*. Preventative maintenance items are enumerated under the FAR's. See FAA Advisory Circular 43-12A; see also 14 CFR Part 43, Appendix A of the FAR's. A tool chest (rolling or stationary) used to store such tools. A workbench used in support of the performance of preventative maintenance items;

(f) Providing that a T-Hangar use agreement specifically acknowledges an amateur or kit-built aircraft project is in progress, additional tools, parts, and materials as may be appropriate for the project (Note: hot work or tools with open flames are not permitted to be used in a T-Hangar);

(g) Portable aviation battery chargers and portable dehumidifiers provided the operation and electrical supply is in safe and serviceable condition;

(h) A modest amount of habitability items for use while attending to the aircraft such as seating, a desk to support the administrative tasks of log book entries, maintenance manuals, record keeping, flight planning, etc., a desk-top computer, a portable fan, a small refrigerator used for refreshments, stereo and speakers or flat-screen television, etc., provided such items are located along the hangar walls, are electrically safe, and do not impair the movement of the aircraft in or out of the hangar;

(j) While the stored aircraft is in use and temporarily absent from the hangar, the vehicle(s) used to commute to or from the hangar.

Non-aircraft items should normally be capable of being stored within 3 feet of the edge of the hangar walls, and no item should be stored in such a manner as to impede the ingress or egress of the stored aircraft.

**5. *What kind of things cannot be stored in my T-Hangar?***

**Answer:** As general guidance, a T-Hangar cannot be used for storage of the following non-exclusive list of items:

- (a) An Aircraft not listed on your T-Hangar use agreement;
- (b) Non-operational or non-airworthy Aircraft and non-assembled Airframe components or aircraft parts,
- (c) Automobiles, Motorcycles, and Recreational Vehicles.
- (d) Boats, Jet-Skis, kayaks, surf-boards, or other water-craft.
- (e) Utility trailers or boat trailers.
- (f) Household Goods, Household Appliances, Recreational Goods.
- (g) Firearms or Weapons.
- (h) Propane tanks, flammable fluids, or flammable fuels, including aviation fuels not stored in the Aircraft's fuel tanks.
- (i) Flame producing items, including flame producing space heaters, flame producing tools used for hot work, welding equipment or torches.

6. *If I have extra floor space left over after storing my aircraft, what's the harm in keeping some of these items in my T-Hangar?*

**Answer:** First, the comparatively low cost the Airport Authority charges for T-Hangar use is premised upon the fair-market value of a T-Hangar use agreement that *restricts the T-Hangar to aeronautical use only*. To illustrate, consider a comparable T-Hangar structure located off of the Airport at a non-aeronautical commercial storage facility where there was no use restriction on the floor to ceiling storage of all manner of household goods or vehicles. The fair market value of such use would be substantially greater than the cost the Airport Authority is permitted to charge for a T-Hangar that is *restricted to aeronautical use*. Federal tax payors who are not aircraft owners justifiably object to public monies being used to provide an un-paid benefit to aircraft owners that is not available to other tax payors. This tends to undermine public support for the expenditures of public monies for non-commercial general aviation resources in the National Airspace System.

Just as importantly for this Airport Authority, there is a high correlation between the presence of non-aeronautical items being stored in a T-Hangar with the presence of a non-operational or non-used aircraft, providing evidence that T-Hangar tenancy tends to persist primarily for the opportunity to store non-aeronautical items at below fair-market prices. This “tail wagging the dog” situation is a major factor in the stagnation of T-Hangar waiting list turnover, frustrating the opportunity of other tax-payor owners of operational aircraft to access T-Hangar use.

A bright line rule demarking the aeronautical-only use of the Airport Authority's T-Hangars is necessary for keeping T-Hangar use prices as low as practicable, promoting fairness to other T-Hangar tenants, promoting fairness to persons on the T-Hangar waiting list, and furthering the Airport Authority's goal of keeping general aviation affordable and attainable for private aircraft owners.

7. *My aircraft is having its propeller overhauled. Does this cause it to be considered a “Non-operational Aircraft”?*

**A.** No. The Airport Authority conducts period inspections of the T-Hangars and is aware of Aircraft undergoing a periodic cycle of regular maintenance such as propeller overhauls, engine overhauls, avionics upgrades, etc. Thus, it is understood that there will be periods of time when an otherwise airworthy aircraft will be in a non-flyable status during either scheduled or non-scheduled maintenance. If problems persist (non-availability of parts, etc.) that may result in an extended period of time in a non-operational status, tenants should notify the Airport Authority of the circumstances ([hangars@sgj-airport.com](mailto:hangars@sgj-airport.com)).

By contrast, when an aircraft is observed to be in the same non-flyable status for a protracted period of time, the Airport Authority will make inquiries to the tenant for a statement of intent.

Aircraft that will be non-operational for a protracted period of time do not need to be stored at an airport location with taxiway access to an active runway. Similarly, amateur or kit built aircraft projects that are not making demonstrable progress towards completion are best kept at an off-airport location so that operational aircraft owners are not deprived of a T-Hangar with access to an active runway.

**8. How does the Airport Authority monitor the T-Hangars for complaint use?**

**A.** Airport Authority staff routinely observe T-Hangars for complaint use and may access a T-Hangar for a variety of purposes. Periodically, the Airport Authority conducts a dedicated compliance inspection of all T-Hangars and those inspections create a snap-shot status of T-Hangar use at the Airport. For the protection of Airport Authority staff as well as T-Hangar tenants, these inspections are conducted by staff member teams and video-graphically recorded. Any T-Hangar door found unsecured or unlocked at the beginning of the inspection is secured and locked at the conclusion of the inspection.

A dedicated compliance inspection of all T-Hangars was conducted in October of 2024, and a summary of the results was presented to the Airport Authority Board of Directors in December of 2024. The summary report can be found [here](#). Hangar Use Assessment Reports were provided to all tenants in January of 2025 documenting the conditions observed their T-Hangars and any non-compliant conditions that needed to be addressed.

The most recent dedicated compliance inspection was completed in September of 2025, and Hangar Use Assessment Reports have been issued based on that inspection. A comparison of the compliance status noted in the October 2024 inspection was made to assess any persistent non-compliant conditions that have not been addressed and remediated.

**USER:** \_\_\_\_\_

**OWNER:** St. Johns County Airport Authority

**BY:** \_\_\_\_\_  
**Printed Name Legibly**

**BY:** \_\_\_\_\_  
Courtney K. Pittman, Interim Executive Director

**DATE:** \_\_\_\_\_

**DATE:** \_\_\_\_\_