151.1 Applicability.

151.2 Incorporation by reference of technical guidelines in Advisory Circulars.

151.3 Land acquisition.

151.4 Preparation of site.

151.5 Runway paving: General rules.

151.6 Runway paving: Second runway; wind conditions.

151.7 Runway paving: Additional runway; other conditions.

151.8 Taxiway paving.

151.9 Aprons.

151.10 Special treatment areas.

151.11 Lighting and electrical work: General.

151.12 Lighting and electrical work: Standards.

151.13 Roads.

151.14 Removal of obstructions.

151.15 Buildings; utilities; sidewalks; parking areas; and landscaping.

151.16 Fences; distance markers; navigational and landing aids; and offsite work.

151.17 Maintenance and repair.

151.18 Modifications of programing standards.

151.19 Advance planning proposals: General.

151.20 Advance planning proposals: Sponsor eligibility.

151.21 Advance planning proposals: Copatronorship and agency.

151.22 Advance planning proposals: Procedures; application.

151.23 Advance planning proposals: Procedures; funding.

151.24 Procedures: Offer; sponsor assurances.

151.25 Procedures: Offer; amendment; acceptance; advance planning agreement.

151.26 Allowable advance planning costs.

151.27 Accounting and audit.

151.28 Payments.

151.29 Forms.

APPENDICES A-I TO PART 151

§ 151.1 Subpart C—Project Programing Standards

§ 151.3 National Airport Plan.

(a) Under the Federal Airport Act, the FAA prepares each year a “National Airport Plan” for developing public airports in the United States, Puerto Rico, the Virgin Islands, and Guam. In terms of general location and type of development, the National Airport Plan specifies the maximum limits of airport development that is necessary to provide a system of public airports adequate to anticipate and meet the needs of civil aeronautics.

(b) If, within the forecast period, an airport will have a substantial aeronautical necessity, it may be included in the National Airport Plan. Only work on an airport included in the current Plan is eligible for inclusion in the Federal-aid Airport Program to be undertaken within currently available appropriations and authorizations. However, the inclusion of an airport in the National Airport Plan does not commit the United States to include it in the Federal-aid Airport Program. In addition, the local community concerned is not required to proceed with planning or development of an airport included in the National Airport Plan.

§ 151.5 General policies.

(a) Airport layout plan. As used in this part, “airport layout plan” means the basic plan for the layout of an eligible airport that shows, as a minimum—

1. The present boundaries of the airport and of the offsite areas that the sponsor owns or controls for airport purposes, and of their proposed additions;

2. The location and nature of existing and proposed airport facilities (such as runways, taxiways, aprons, terminal buildings, hangars, and roads) and of their proposed modifications and extensions; and

3. The location of existing and proposed non-aviation areas, and of their existing improvements.

All airport development under the Federal-aid Airport Program must be done in accordance with an approved airport