Federal Aviation Administration, DOT § 151.5

Subpart C—Project Programming Standards

151.71 Applicability.
151.72 Incorporation by reference of technical guidelines in Advisory Circulars.
151.73 Land acquisition.
151.75 Preparation of site.
151.77 Runway paving: General rules.
151.79 Runway paving: Second runway; wind conditions.
151.80 Runway paving: Additional runway; other conditions.
151.81 Taxiway paving.
151.83 Aprons.
151.85 Special treatment areas.
151.86 Lighting and electrical work: General.
151.87 Lighting and electrical work: Standards.
151.89 Roads.
151.91 Removal of obstructions.
151.93 Buildings; utilities; sidewalks; parking areas; and landscaping.
151.95 Fences; distance markers; navigational and landing aids; and offsite work.
151.97 Maintenance and repair.
151.99 Modifications of programming standards.

Subpart D—Rules and Procedures for Advance Planning and Engineering Proposals

151.111 Advance planning proposals: General.
151.113 Advance planning proposals: Sponsor eligibility.
151.115 Advance planning proposals: Cosponsorship and agency.
151.117 Advance planning proposals: Procedures; application.
151.119 Advance planning proposals: Procedures; funding.
151.121 Procedures: Offer; sponsor assurances.
151.123 Procedures: Offer; amendment; acceptance; advance planning agreement.
151.125 Allowable advance planning costs.
151.127 Accounting and audit.
151.129 Payments.
151.131 Forms.

APPENDICES A–I TO PART 151

Subpart A—General Requirements

Authority: 49 U.S.C. 106(g), 40113, 47151, 47153.

§ 151.1 Applicability.

This part prescribes the policies and procedures for administering the Federal-aid Airport Program under the Federal Airport Act, as amended (49 U.S.C. 1101 et seq.).


§ 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.

[Amdt. 151–8, 30 FR 8039, June 23, 1965]

§ 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 layout plan.