

Appendix G. Explanation of Terms

Advisory Circular (AC)

Advisory circular. A document published by the Federal Aviation Administration (FAA) giving guidance on aviation issues. ACs in the 150 series address airport issues. Some ACs in the 150 series establish FAA standards for a specific airport function or facilities, such airport pavement markings and signs. Compliance with such ACs may be required for Federally obligated airports and airports certificated under 14 CFR part 139.

Aeronautical Activity

Any activity that involves, makes possible, or is required for the operation of aircraft or that contributes to or is required for the safety of such operations. It includes, but is not limited to:

Air taxi and charter operations.

Scheduled or nonscheduled air carrier services.

Pilot training.

Aircraft rental and sightseeing.

Aerial photography.

Crop dusting.

Aerial advertising and surveying.

Aircraft sales and service.

Aircraft storage.

Sale of aviation petroleum products.

Repair and maintenance of aircraft.

	Sale of aircraft parts.
	Parachute activities.
	Ultralight activities.
	Sport pilot activities
	Military flight operations.
Aeronautical Use	Land on which an aeronautical activity takes place is by its nature aeronautical use. Any use that involves, makes possible, is required for the safety of, or is otherwise directly related to, the operation of aircraft. This includes services provided by air carriers related directly and substantially to the movement of passengers, baggage, mail, and cargo on the airport. (See FAA's <i>Policy Regarding Processing Land Use Changes on Federally Acquired or Federally Conveyed Airport Land</i> , 88 Fed. Reg. 85474, December 8, 2023).
Airport	(1) An area of land or water used, or intended to be used, for the landing and taking off of aircraft; (2) an appurtenant area used or intended to be used for airport buildings or other airport facilities or rights-of-way; and (3) airport buildings and facilities located in any of those areas. It also includes a heliport. (49 U.S.C. § 47102(2)(B)).
Airport Hazard	A structure or object of natural growth located on or near a public-use airport, or a use of land near the airport, that obstructs or otherwise is hazardous to the landing or taking off of aircraft at or from the airport. (49 U.S.C. § 47102(4)).

Airport Improvement Program (AIP)

The AIP is authorized by the Airport and Airway Improvement Act of 1982 (AAIA) (Pub. L. No. 97-248, as amended). The broad objective of the AAIA is to assist in the development of a nationwide system of public use airports adequate to meet the current and projected growth of civil aviation. The AAIA provides funding for airport planning and development projects at airports included in the National Plan of Integrated Airport Systems. The AAIA also authorizes funds for noise compatibility planning and to carry out noise compatibility programs as set forth in the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. No. 96-193).

Airport Noise Compatibility Program

That program and all revisions thereto, reflected in documents (and revised documents) developed in accordance with Appendix B to Part 150, Airport Noise Compatibility Planning, including the measures proposed or taken by the airport owner to reduce existing incompatible land uses and to prevent the introduction of additional incompatible land uses within the area.

Airport Purpose

Uses of land that are (1) directly related to the actual operation or the foreseeable aeronautical development of a public airport and (2) whose nonaeronautical components do not conflict with existing or foreseeable aeronautical needs/demands. Examples of airport purpose include, but are not limited to:

A terminal complex: All components of a terminal complex (including the building, terminal concessions, airline ticket and car rental counters, parking, and roads);

A fixed base operator (FBO) facility, including parking and classrooms;

Parking associated with the airport purpose (e.g., passenger and employee parking);

Airport service roads; and

Truck parking for air cargo processing facilities when it is directly related to moving inbound and outbound air cargo on and off the airport.

(See FAA's Policy Regarding Processing Land Use Changes on Federally Acquired or Federally Conveyed Airport Land, 88 Fed. Reg. 85474, December 8, 2023).

Airport Sponsor

A public agency that submits to the Secretary an application for financial assistance; and a private owner of a public-use airport that submits to the Secretary an application for financial assistance for the airport. *(See 49 U.S.C. § 47102(26) and FAA Order 5100.38, Airport Improvement Program Handbook, paragraph 2-6, Sponsor Qualification Criteria).*

AP-4 Agreement

Agreement between the sponsor and the federal government in which typically the airport sponsor provided the land and the federal government developed the airport.

Compatible Land Use	Land uses that can coexist with a nearby airport without constraining the safe and efficient operation of the airport or exposing people living or working nearby to significant environmental impacts. (See AC 150/5190-4B, <i>Airport Land Use Compatibility</i>).
Exclusive Right	A power, privilege, or other right excluding or debarring another from enjoying or exercising a like power, privilege, or right. An exclusive right may be conferred either by express agreement, by imposition of unreasonable standards or requirements, or by other means. Such a right conferred on one or more parties, but excluding others from enjoying or exercising a similar right or rights, would be an exclusive right. The prohibition on exclusive rights extends to all aeronautical activities. (See 49 U.S.C. § 40103(e)).
Exhibit A	A snapshot of the inventory of parcels that make up dedicated airport property. The Exhibit 'A' indicates how the land was acquired, the funding source for the land and if the land was conveyed as Federal surplus land or Government Property. (See ARP SOP 3.0, <i>Standard Operating Procedure for FAA Review of Exhibit 'A' Airport Property Inventory Maps</i>).
Fair Market Value (FMV)	The highest price estimated in terms of money that a property will bring if exposed for sale in the open market allowing a reasonable time to find a purchaser or tenant who buys or rents with knowledge of all the uses to which it

is adapted and for which it is capable of being used. It is also frequently referred to as the price at which a willing seller would sell and a willing buyer buy, neither being under abnormal pressure. FMV will fluctuate based on the economic conditions of the area.

Federal Agency

For purposes of the compliance program, an agency of the federal government. This does include the certain elements of the National Guard or the Air Guard as they may be controlled by the National Guard Bureau in Washington, DC, as an element of the Department of Defense.

Federal Assistance

Includes the following (1) airport development grants; (2) airport planning grants that relate to a specific airport; (3) airport noise mitigation grants received by an airport operator; (4) Federal property transfers under the Surplus Property Act codified at 49 U.S.C. §§ 47151-47153; (5) Deeds of conveyance issued under Section 16 of the Federal Airport Act of 1946, Section 23 of the Airport and Airway Improvement Act of 1970, or under Section 516 of the Airport and Airway Improvement Act of 1982, as codified at 49 U.S.C. § 47125; and (6) AP-4 Agreements. (See FAA's *Policy and Procedures Concerning the Use of Airport Revenue*, 64 Fed. Reg. 7696, February 16, 1999).

Federally Acquired Land

Land that was acquired with federal financial assistance including the Airport Improvement Program (AIP), Federal Aid to Airports Program (FAAP), Airport Development Aid Program (ADAP), and as part of an AP-4 agreement. It also

includes sponsor acquired land that was used for the sponsor match for an AIP grant or was swapped for AIP purchased land. (See FAA's *Policy Regarding Processing Land Use Changes on Federally Acquired or Federally Conveyed Airport Land*, 88 Fed. Reg. 85474, December 8, 2023).

Federally Conveyed Land

Land conveyed to the sponsor by the federal government through a written deed of conveyances (also called a patent or included in a lease termination etc.) that contained specific restrictions or allowances for the use of the land. This includes land transferred under:

Surplus Property Act, codified in 49 U.S.C. §§ 47151-47153, including former military airports conveyed to local public entities under the Defense Base Closure and Realignment Act (BRAC) program, 10 U.S.C. § 2687, or any other Federal laws; and,

Section 16 of the Federal Airport Act of 1946, 119 Pub. L. 79-377, Section 23 of the Airport and Airway Development Act of 1970, Pub. L. 91-258, and Section 516 of the Airport and Airway Development Act of 1982, codified in 49 U.S.C. § 47125. These transfers are sometimes referred to as non-surplus property transfers.

(See FAA's [*Policy Regarding Processing Land Use Changes on Federally Acquired or Federally Conveyed Airport Land*](#), 88 Fed. Reg. 85474, December 8, 2023).

Grant Agreement	A legal instrument used by the Federal Government to provide aid to an airport sponsor that obligates the sponsor and FAA to the terms and conditions of the agreement. The FAA's grant agreements attach grant assurances.
Grant Assurance	A grant assurance is a provision contained in a federal grant agreement to which the recipient of federal airport assistance has voluntarily agreed to comply in consideration of the assistance provided.
Independent Operator	A commercial operator offering a single aeronautical service but without an established place of business on the airport. An airport sponsor may or may not allow this type of servicing to exist on the airport.
Joint Use Airport	An airport owned by the Department of Defense, at which both military and civilian aircraft make shared use of the airfield.
Land Use Controls	Measures established by state or local government that are designed to carry out land use planning. Among other measures, the controls include zoning, subdivision regulations, planned acquisition, easements, covenants or conditions in building codes and capital improvement programs, such as establishment of sewer, water, utilities, or their service facilities.
Land Use Management Measures	Land use management techniques that consist of both remedial and preventive measures. Remedial or corrective measures typically include sound insulation or land acquisition. Preventive

	measures typically involve land use controls that amend or update the local zoning ordinance, comprehensive plan, subdivision regulations and building code.
Landing Area/Airfield	A place on land or water, including an airport or intermediate landing field, used, or intended to be used, for the takeoff and landing of aircraft, even when facilities are not provided for sheltering, servicing, or repairing aircraft, or for receiving or discharging passengers or cargo. (See 49 U.S.C. § 40102).
Local Operation	Any operation performed by an aircraft that: <ul style="list-style-type: none"> operates in the local traffic pattern or within sight of the tower or airport, or is known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of the control tower or airport, or executes a simulated instrument approach or low pass at the airport.
Minimum Standards	The qualifications or criteria that may be established by an airport owner as the minimum requirements that must be met by businesses engaged in on-airport aeronautical activities for the right to conduct those activities.
Mitigation	The avoidance, minimization, reduction, elimination, or compensation for adverse environmental effects of a proposed action.

Mixed-Use

A facility that contains both aeronautical and non-aeronautical uses, but the non-aeronautical use could be located off airport property. Examples include:

Mail distribution centers that are connected to an air cargo operation.

Cargo operations where the primary purpose of the operation goes beyond air cargo processing facilities and expands into non-aeronautical elements, such as office building complexes, sorting facilities, long-term storage (warehousing), freight forwarders and third-party logistics providers, certain access infrastructure, or certain truck parking/trailer facilities (stalls). Most of these are related to other transportation modes or aspects of the cargo business, not directly and substantially to its “aeronautical activity”.

Aircraft manufacturing facility that includes final assembly, but also significant non-aeronautical uses such as, engineering facilities, research and development facilities, parts manufacturing and storage, or office buildings.

Parking associated with the mixed use (e.g., customer and employee parking for mail distribution, cargo operations, aircraft manufacturing).

(See FAA’s [Policy Regarding Processing Land Use Changes on Federally Acquired or Federally Conveyed Airport Land](#), 88 Fed. Reg. 85474, December 8, 2023).

National Plan of Integrated Airport Systems (NPIAS)

The NPIAS identifies existing and proposed airports that are important to national air transportation, and it provides a forward-looking estimate of the type and cost of eligible Airport Improvement Program (AIP) development needed to meet the needs of civil aviation. (See 49 U.S.C. § 47103 and FAA Order 5090.5, *Formulation of the NPIAS and the Airports Capital Improvement Plan (ACIP)*).

Net Proceeds

The sum derived from a lease sale, salvage or other disposal of airport property at fair market value (FMV) after deductions or allowances have been made for directly related expenses such as advertising, legal services, surveys, appraisals, taxes, commissions, title insurance, and escrow services.

Noise Compatibility Plan (NCP)

An optimum combination of preferred noise abatement and land use management measures and a plan for the implementation of the measures. For planning purposes, the implementation plan also includes the estimated cost for each of the recommended measures to the airport sponsor, the FAA, airport users, and the local units of government.

Noise Exposure Map (NEM)

A scaled map of the airport, its noise contours and surrounding land uses. The NEM depicts the levels of noise exposure around the airport, both for the existing conditions and forecasts for the five-year planning period. The area of noise exposure is designated using the DNL (day-night average sound level) noise metric.

Noise Exposure Contours	Lines drawn about a noise source indicating constant energy levels of noise exposure. DNL is the measure used to describe community exposure to noise.
Noise-Sensitive Area	Area where aircraft noise may interfere with existing or planned use of the land. Whether noise interferes with a particular use depends upon the level of noise exposure and the types of activities that are involved. Residential neighborhoods, educational, health, and religious structures and sites, outdoor recreational, cultural and historic sites may be noise sensitive areas.
Non-Aeronautical Use	<p>All other uses that are not considered aeronautical or airport purpose. This includes any aviation-related uses that do not need to be located at an airport. Examples of non-aeronautical uses include, but are not limited to:</p> <p>Car rental facilities (stand-alone);</p> <p>Hotels;</p> <p>Warehouse and distribution centers;</p> <p>Parking associated with non-aeronautical uses (e.g., customer and employee parking for hotel, warehouse and distribution center, car rental);</p> <p>Flight kitchens; and</p> <p>Airline reservation centers</p> <p>(See FAA's <u>Policy Regarding Processing Land Use Changes on Federally Acquired or Federally Conveyed Airport Land</u>, 88 Fed. Reg. 85474, December 8, 2023).</p>

Obstruction

Natural or manmade objects or hazards that interfere with air navigation, navigational aids, or navigation equipment. Such objects or hazards can include those that penetrate or could penetrate airfield and airspace surfaces. (See [14 CFR part 77, *Safe, Efficient use, and Preservation of the Navigable Airspace*](#)).

Passenger Facility Charge (PFC) Program

The PFC program allows the collection of PFC charges up to a statutorily defined level for every eligible passenger at commercial service airports controlled by a public agency. Airports use these charges to fund FAA approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. (See www.faa.gov/pfc).

Proprietary Exclusive

The owner of a public-use airport (public or private owner) may elect to provide any or all of the aeronautical services needed by the public at the airport. The statutory prohibition against exclusive rights does not apply to these owners; they may exercise, but not grant, the exclusive right to conduct any aeronautical activity. However, the sponsor that elects to engage in a proprietary exclusive must use its own employees and resources to carry out its venture. An independent commercial enterprise that has been designated as agent of the owner may not exercise, nor be granted, an exclusive right.

Public Airport	An airport used or intended to be used for public purposes (A) that is under the control of a public agency; and (B) of which the area used or intended to be used for the landing, taking off, or surface maneuvering of aircraft is publicly owned. (See 49 U.S.C. § 47102).
Public-use Airport	A public airport; or a privately-owned airport used or intended to be used for public purposes that is (i) a reliever airport, or (ii) determined by the Secretary to have at least 2,500 passenger boardings each year and to receive scheduled passenger aircraft service. (See 49 U.S.C. § 47102).
Quitclaim Deed	A document by which a grantor conveys his or her present interest, if any, in a given parcel of real property to a grantee without representing, covenanting, or warranting that the title is good.
Release of Federal Obligations	A formal, written authorization discharging and relinquishing all or part of the FAA's right to enforce an airport's grant, contractual, or deeded obligations. In some cases, the release is limited to releasing the sponsor from a particular assurance or federal obligation. In other cases, the release may permit sale of certain airport property. (See FAA's Policy Regarding Processing Land Use Changes on Federally Acquired or Federally Conveyed Airport Land , 88 Fed. Reg. 85474, December 8, 2023).

Residential Through-the-Fence (RTTF)	Agreements that allow people who own residential property with aircraft storage facilities near an airport to access the airport from off-airport property. (See FAA's Residential Through-the-Fence Access Toolkit).
Runway Incursion	Any occurrence at an airport involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft. (See AC 150/5300-13, Airport Design).
Runway Protection Zone (RPZ)	An area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground. (See AC 150/5300-13, Airport Design).
Runway Safety Area (RSA)	A defined area surrounding the runway consisting of a prepared surface suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. (See AC 150/5300-13, Airport Design).

Self-Fueling and Self-Service

The fueling or servicing of an aircraft by the owner of the aircraft or the owner's employee. Self-fueling means using fuel obtained by the aircraft owner from the source of his/her preference. Self-service includes activities such as adjusting, repairing, cleaning, and otherwise providing service to an aircraft, provided the service is performed by the aircraft owner or his/her employees with resources supplied by the aircraft owner. 14 CFR part 43 permits the holder of a pilot certificate to perform specific types of preventative maintenance on any aircraft owned or operated by the pilot.

Tenant

A person or organization occupying space or property on an airport under a lease or other agreement.