

FAA Order 5190.6C, Airport Compliance Manual

Summary of Updates

This document provides a summary of the updates made to FAA Order 5190.6B in Changes 1, 2, and 3, and the current updates to Chapters 6, 7, 8, 12, 13, 14, 15, 20, 21, 22, and the appendices.

General Edits:

- All references to Bipartisan Infrastructure Law (BIL) have been updated to reflect Infrastructure Investment and Jobs Act (IIJA).
- All references to Notices to Air Missions have been updated to Notice to Airmen.
- Added section titles where needed for consistency and corrected typographical errors.
- Updated references for Executive Orders and DOT directives.
- Updated links to websites and references to orders and advisory circulars that have been updated, replaced or cancelled.

Chapter 1, *Scope and Authority*

- Updated NPIAS information for airports by category and role;
- Reference to special funding programs authorized by Congress to provide federal grants to airports for a specific purpose such as economic development or recovery (e.g., American Economic Recovery and Reinvestment Act of 2009 (ARRA); Coronavirus Aid, Relief, and Economic Security Act (CARES));
- Section 1.9.d, *AP-4 Agreements* – added reference to AP-4 Agreements as a source of sponsor federal obligations.
- Removes section 1.11, *Statutory Limitation on FAA Authority*, (previously added in Change 1 to 5190.6B) due to the 2024 FAA Reauthorization Act.

Chapter 2, *Compliance Program*

- Deleted all references to the cancelled FAA Form 5010-1 and removed the sample Airport Master Record and provided links to the Airport Data and Information Portal (ADIP) for viewing an Airport Master Record.
- Section 2.7.c, *Responsibilities* is moved to Section 2.9.c which discusses withholding grant payments and applications;
- Section 2.10 *Grants Watch List*
 - revised with general edits and deletion of an outdated example of the list;
 - updated the reference to and citation for FAA's report to congress on non-compliant airports due to the 2024 FAA Reauthorization, Section 218.

- Removed attachment titled Federal Obligation Codes (FAA is in the process of replacing Order 5190.2R, *List of Public Airports Affected by Agreements with the Federal Government*) and added examples of obligation codes to Section 2.3.b as well as a link to current codes;
- Removed the following items:
 - Chapter 2 attachment titled *Airport Grant Assurance Self Compliance* ;
 - Chapter 2 attachment titled *A Guide to Sponsor Obligations*;
 - Chapter 2 attachment titled *Sample Lease Log*;
 - Appendix G *Formal Compliance Inspection, the Sponsor Checklist and Guide to Sponsor Obligations* (this Appendix was removed and retitled);

Chapter 3, Federal Obligations from Property Conveyances

- Section 3.1, *Introduction*
 - Added surplus property reference pursuant to the Surplus Property Act of 1944, as amended;
 - Added non-surplus property reference pursuant to 49 U.S.C. § 47125 (and its predecessors);
- Section 3.10, *Review of Specific Federal Surplus Property Obligations* – added specific reference to FAA Order 5190.2, *Federal Surplus Property for Public Airport Purposes*;
- Section 3.12, *Land Conveyance Federal Obligations* – Added specific reference to 49 U.S.C. § 47125(a) (reversion of property interest to the U.S. Government);
- Section 3.15, *Duration of Nonsurplus Federal Obligations* – Added reference to FAA's authority to grant releases from Section 516 pursuant to FAA Reauthorization Act of 2018 (Pub. L. 115-254);
- Former section 3.21, *Environmental Issues Related to Land Conveyances* is removed to recognize that environmental and planning issues are addressed by other FAA offices, with reference to this issue included in section 3.1.

Chapter 4, Federal Grant Obligations and Responsibilities

- Section 4.2, *Sponsor Federal Obligations Under Various Grant Agreements*
 - 4.2.a, *Grant Programs* – Added reference to federal obligations through FAA’s additional grant programs, to include, Coronavirus Aid, Relief and Economic Security Act (CARES Act), American Recover and Reinvestment Act (ARRA), Coronavirus Response and Relief Supplement Appropriations Guidance (CRRSA);
 - 4.2.b, *Assurances Pertaining to Grant Agreements* – Added reference to the 2024 FAA Reauthorization Act, Section 770 and FAA’s new Grant Assurance 40 on leaded fuel.
- Section 4.4, *The Useful Life of Grant Funded Projects* – Added guidance on the definition of useful life of grant-funded projects for consistency with FAA Order 5100.38, *Airport Improvement Program Handbook*;
- Section 4.6 *Federal Obligations under the Basic Grant Assurance Requirements* – Added reference to FAA Order 5100.38, *Airport Improvement Program Handbook* tables and organizational clarifications;
- Removed Table 4.1 *Grant Assurance Durations for Entities and Project Types* (revised table included in Order 5190.6B Change 1-Appendix A: *Airport Sponsor Assurances*), Table 4.2, *Standard Grant Assurance Applied to Airport Programs and Projects*, Table 4.3, *Grant Assurance Duration*, Table 4.4, *Typical Grant History for a Specific Airport McClelland-Palomar Airport, San Diego, California (CRQ) 1983-2005*, Exhibit: *Federal Aid to Airports Program (FAAP)* and Exhibit: *Airport Development Aid Program (ADAP) and Planning Grant Program (PGP)*

Chapter 5, Initiating, Accepting and Investigating Informal and Formal Complaints

- Chapter 5 was retitled from *Complaint Resolution* to *Initiating, Accepting and Investigating Informal and Formal Complaints*;
- Chapter 5 was revised to present step-by-step guidance for addressing and resolving 14 CFR §13.2 informal complaints against federally obligated airports;
- Citation to 14 CFR §13.1 has been revised throughout chapter 5 to 14 CFR §13.2 or Section 13.2 for consistency with revision to 14 CFR part 13, discussed in detail at 86 Fed. Reg. 54514, October 1, 2021;

- Reference is made to FAA Office of Airport Compliance and Management Analysis' issued Compliance Guidance Letter (CGL 2024-01) Procedures for Initiating and/or Accepting and Investigating 14 CFR part 13 *Informal Complaints Concerning Violation of Grant Assurance Obligations and Surplus Property Deed Restrictions* which is guidance on the process for addressing and resolving 14 CFR §13.2 informal complaints;
- Removed footnote 2, which read “State Block Grant program participants must implement the same actions as the Region or ADO” and made minor edits to section 5.3.d, due to the 2024 FAA Reauthorization, Section 720, and an updated memorandum of agreement with the State Block Grant states;
- Section 5.2, *Background* – adds that 14 CFR § 13.2 does not provide specific timeframes for completion of an investigation but most investigations can be completed with 120 days or less;
- Section 5.4, *Part 13: Resolution through Informal Discussions* – consolidates former section 5.10.c, which provides details on internal FAA staff dispute resolution processes. It further cites to 14 CFR § 16.21(a), which requires complainants to “initiate and engage in good faith efforts to resolve the disputed matter informally with those individuals or entities believed responsible for the noncompliance. These efforts at informal resolution may include, without limitation, at the parties’ expense, mediation, arbitration, a dispute resolution board, or other form of third-party assistance.” Regions or ADOs can assist with informal resolution through the process explained in chapter 5;
- Section 5.7, *FAA Initiated Informal Letter of Investigation* – edited to reflect that the Region/ADO may initiate an informal investigation into potential violations of an airport’s obligations through an informal letter of investigation;
- Section 5.8, *Part 16; Formal Complaint* - added new section title and separated from Section 5.7 to clarify the process for filing a formal complaint under Part 16; and
- The Sample Part 13.1 *Informal Resolution Preliminary Finding* was removed.

Chapter 6, *Rights and Powers and Good Title*

Some sections of this chapter have been consolidated, reordered and/or retitled to improve readability. Please see the Section Renumbering and Retitling Chart for chapter 6, *Rights and Powers and Good Title*. The sections referred to below are the new section numbers.

- Section 6.1, *Introduction* – edited to include language that the sponsor’s federal obligations discussed in this chapter apply to both public and private airport sponsors who are obligated under agreements with the federal government.

- Section 6.2, *Responsibilities* – edited to add that the FAA is responsible for approving the transfer of an obligated airport from one sponsor to another sponsor and clarifies the responsibilities of FAA Office of Airport Compliance and Management Analysis (ACO), Region, and Airport District Office (ADO) in these efforts.
- Section 6.3, *Controlling Grant Assurances* – revised as follows:
 - Section 6.3.a, *Grant Assurance 4, Good Title* – updated to be consistent with the current grant assurance.
 - Section 6.3.b, *Grant Assurance 5, Preserving Rights and Powers* – updated to be consistent with the current grant assurance.
- Former Section 6.4, *Interrelationship of Issues* – removed and the grant assurances are included elsewhere in the chapter.
- Section 6.4, *Airport Governance Structures* – expanded to include a description of co-sponsorship agreements and the delegation of federal obligations.
- Section 6.5, *Rights and Powers* – reorganized and revised as follows:
 - Section 6.5.a.(3), *Changes in Property Interest* – updated to include reference to the 2024 FAA Reauthorization Act (Pub. L. 118-63) and further revised to be consistent with the current grant assurance language.
 - New section 6.5.a.(5), *Residential Through the Fence* – added due to revision to Grant Assurance 5.g and to include reference to Section 136 of the FAA Modernization and Reform Act of 2012, Pub. L. 112-95.
- Section 6.6, *Good Title* – combined the former sections 6.12, *Title and Property Interest*, and 6.10, *Subordination of Title*, into this one section.
- Section 6.7, *Airport Sponsor Transfers* – combined the former sections 6.7, *Transfer to Another Eligible Recipient*; 6.8, *Transfer to the United States Government*; and 6.11, *New Sponsor Document Review* into one section. It also incorporates Compliance Guidance Letter 2021-1, *Guidance for Transfer of Federally Obligated Airports*.
- Section 6.8, *Airport Management and Development Arrangements* – revised to include reference to the Airport Investment Partnership Program (AIPP) which is discussed in section 6.9. It also provides a broader discussion of the various types of airport arrangements that are not part of AIPP and the general principles of airport agreements.
- New Section 6.9, *Airport Investment Partnership Program* – added to discuss in detail the AIPP as set forth in 49 U.S.C. § 47134, replaces former section 6.14, *Airport Privatization Program*, and adds section 6.9.d, *Grants for Predevelopment Costs of AIPP*.
- Section 6.10, *Partnership Outside of the Airport Investment Partnership Program* – revised to reflect the AIPP.

Chapter 7, *Airport Operations and Maintenance*

Some sections of this chapter have been consolidated, reordered and/or retitled to improve readability. Please see the Section Renumbering and Retitling Chart for *Chapter 7, Airport Operations and Maintenance*. The sections referred to below are the new section numbers.

- The title of Chapter 7 is revised to *Airport Operations and Maintenance*.
- Section 7.1, *Introduction* – removed language stating that the chapter does not cover grant agreement special conditions as this statement is unnecessary.
- Section 7.3, *Controlling Grant Assurances and Federal Guidance* – revised as follows:
 - Section 7.3.a, *Grant Assurances* – expanded on former section 7.5, *Criteria for Satisfactory Compliance with Grant Assurance 19, Operation and Maintenance*; added specific language from Grant Assurances 19, 20 and 11; provided a summary of the grant assurances and added reference to self-inspection.
 - Section 7.3.b, 47 CFR part 17, *Construction, Marking, and Lighting of Antenna Structures* – removed the list of structures requiring notification to FAA and directed reader to Part 17.7 for the current list.
 - Section 7.3.c, AC 150/5300-13, *Airport Design* – added new language to explain that the Advisory Circular provides the guidelines and standard for the design of civil airports.
- Section 7.4.a, *Airports Subject to Federal Property Instruments of Transfer* – added historical language regarding airports subject to federal property instrument of transfer including the National Emergency Use Provision (NEUP).
- Section 7.5.b, *Airport Facilities to be Maintained* – added language from Grant Assurance B, *Duration and Applicability*, for projects undertaken by private airports. Also added language from section 4.4, *The Useful Life of Grant Funded Projects*, that an airport sponsor cannot shorten its obligations by allowing projects to deteriorate given statement regarding useful life.
- Section 7.6, *Maintenance Procedures* – added language that the FAA recommends the airport sponsor maintain an airport safety self-inspection program.
- Section 7.7, *Airport Pavement Maintenance Requirement* – added reference to AC 150/5380-7, *Airport Pavement Management (PMP)*, which sets forth the minimum requirements of a pavement management program. In addition, the section is revised as follows:
 - Section 7.7.a, *Guidelines for Inspecting Pavement* – added FAA resources for guidelines and procedures for inspection airport pavement.

- Section 7.7.d, *Pavement Recordkeeping* – added reference to and summarized AC 150/5320-6, *Pavement Design and Evaluation*, and AC 150/5380-7, *Airport Pavement Management*.
- New Section 7.9, *Unpaved Landing Areas* – added to discuss the accommodation of general aviation operations from unpaved landing areas.
- Section 7.10, *Airport Operations Requirements* – combined and restructured former sections 7.8, *Requirement to Operate the Airport*; 7.11, *Availability of Federally Acquired Airport Equipment*; and 7.12, *Part-Time Operation of Airport Lighting* and made the following edits:
 - New Section 7.10.c, *Airport Self-Inspections* – added to provide information on airport self-inspection programs and recommended resources.
 - Section 7.10.f, *Transportation Security Administration (TSA) Requirements* – edited for readability, removed the discussion of the Twelve-Five Rule and Private Charter Rule, and directed the reader to the appropriate TSA regulation, 49 CFR parts 1542-1546.
- Section 7.11, *Local Rules and Procedures* – added language that if a sponsor repeatedly ignores Runway Safety Action Team safety recommendations or establishes a nonstandard air traffic pattern to avoid noise mitigation it may be in violation of Grant Assurance 19.
- Section 7.12, *Hazards and Mitigation* – added language that the FAA will confirm that airport sponsors develop a plan for removing or mitigation obstacles and hazards to air navigation.
 - Section 7.12.b.(2), *Threshold Displacement* – added language to describe the displacement of a threshold.
 - New Section 7.12.c.(2), *Solar and Wind Farms* – added to incorporate FAA's policy on *Review of Solar Energy System Projects on Federally-Obligated Airports*. (See 86 Fed. Reg. 25801, May 11, 2021).
- Section 7.13, *Use of Airports by Federal Government Aircraft* – combined former Sections 7.14, *Use of Airports by Federal Government Aircraft* and 7.15, *Negotiation Regarding Charges*, and edited as follows:
 - Section 7.13.a, *Federal Government Aircraft Definition* – clarified the definition of federal government aircraft as supported by *United States v. King County*, 666 F.Supp. 3d 1134 (W.D. Wash. 2023), *aff'd*, *United States v. King County*, 9th Cir. Case No. 23-35362, Nov. 29, 2024 (2024 WL 4918128).
 - Section 7.13.b, *Under Grant Agreements* – edited to reflect the specific language of Grant Assurance 27, *Use by Government Aircraft*.
 - Section 7.13.c, *The Surplus Property Act* – edited to follow the Surplus Property Act, 49 U.S.C. § 47152.

- Section 7.13.d, *Joint Use Agreements for Military and Civilian Flying Facilities* – added link to Air Force Instruction (AFI) 10-1002. The updated link to this instruction also is provided in Appendix J-1.
- Section 7.14, *Land for Federal Facilities* – edited as follows:
 - Section 7.14.a, *Grant Agreements* – added language specific to Grant Assurance 28, Land for Federal Facilities.
 - Section 7.14.c, *Other Federal Agencies* – revised language to include reference to commercial services airports.
- Section 7.15, *Airport Layout Plan (ALP)* – edited for clarity and added reference to FAA Advisory Circular and FAA SOP as related to guidance on preparation of the ALP drawing set.
- Section 7.16, *Exhibit “A” (Property Inventory Map) and Airport Property Map* – edited for clarity and added a reference to the Infrastructure Investment and Jobs Act (IIJA).
- Section 7.17, *Temporary Closing of an Airport* – edited for clarity and updated to align with the FAA's *Policy and Procedures on the Temporary Closure of Airports for Nonaeronautical Purposes* (See 88 Fed. Reg. 30640, May 12, 2023).

Chapter 8, *Exclusive Rights*

Some sections of this chapter have been consolidated, reordered and/or retitled to improve readability. Please see the Section Renumbering and Retitling Chart for Chapter 8, *Exclusive Rights*. The sections referred to below are the new section numbers.

- Section 8.1, *Introduction* – revised to delete some language due to repetitive information.
- Section 8.2, *Definition of an Exclusive Right* – revised to clarify that the prohibition on exclusive rights extends to all aeronautical activities.
- Section 8.3, *Legislative and Statutory History* – edited to offer additional historical information as to the historical background related to the prohibition against exclusive rights.
- Section 8.3.b, *1938 to date* – edited to include the exclusive rights provision applies to additional funding programs authorized by Congress (including those described in chapter 4, *Federal Grant Obligations and Responsibilities*).
- Section 8.3.d, *Grant Assurances* – revised to include specific reference and discussion of Grant Assurance 23, *Exclusive Rights*, and Grant Assurance 22, *Economic Nondiscrimination*.

- Section 8.7, *Exclusive Rights Violations* – edited to remove examples of restrictions based on safety and efficiency to avoid an assumption of denying the services is deemed acceptable absent review of a specific situation or specific airport.
 - Section 8.7.a, *Restrictions Based on Safety and Efficiency* – added clarifying language that a sponsor’s minimum standards and operations rules must be consistent with federal law.
 - Section 8.7.b, *Restrictions on Self-Service* – edited as follows:
 - added clarification that refueling includes AVGAS, Jet A, electric charging, and other fueling sources for purposes of an aircraft owner or operator self-service;
 - added clarification that the use of alternative fueling sources to accommodate new and emerging entrants, covered by the definition of aeronautical activity, are treated similarly to conventional fueling in regard to the self-service restriction; and
 - added reference to the 2024 FAA Reauthorization Act (Pub. L. 118-63) Section 770 regarding the sale or use of 100-octane low lead aviation gasoline.
- Section 8.8, *Exceptions to the General Rule* – edited as follows:
 - Section 8.8.a, *Aeronautical Activities Provided by the Airport Sponsor (Proprietary Exclusive Right)* – edited to include former section 8.5, *Aeronautical Operations of the Sponsor*, and removed reference to antitrust laws.
 - Section 8.8.b, *Single Activity* – added clarifying language that a competitive offering, such as a Request for Proposals, to provide services at an airport, does not absolve a sponsor from having to comply with its broader federal obligation on airport access and cannot be used to exclude others from same level of airport access on reasonable terms, without unjust discrimination and without granting an exclusive right.
- Section 8.11.b, *Joint Use Airports* – added clarifying language that the sponsor must ensure it does not inadvertently agree to certain provisions that will effectively violate the grant assurances and preclude the sponsor from receiving future AIP funds.

Chapter 9, *Unjust Discrimination Between Aeronautical Users*

- Section 9.2, *Rental Fees and Charges: General* – New brief discussion of airline incentive programs;
- Section 9.6, *Fixed-Base Operations and Other Aeronautical Services* – Expands the discussion of commercial minimum standards;
- Section 9.7, *Availability of Leased Space* – Guidance on leasing of general aviation apron constructed with Federal assistance (based on language in Order 5190.6A but not included in 5190.6B);
- Section 9.8, *Air Carrier Airport Access* – Retitled paragraph 9.8.a. as “*Air Carrier Accommodation.*”

Chapter 10, *Reasonable Commercial Minimum Standards*

- Section 10.5, *Developing and Applying Minimum Standards* – added guidance on availability of automotive gasoline and on minimum standards for Specialized Aviation Service Operators;
- Section 10.6, *Flying Clubs* – Revised language to reflect recent policy changes regarding services provided by flying clubs (81 Fed. Reg. 13719; February 9, 2016);
- Section 10.7, *Illegal Air Charters* – New section discussing illegal air charters.

Chapter 11, *Self-Service*

- Section 11.2, *Restrictions on Self-Servicing Aircraft* – Clarification that activities covered by the right to self-service, as well as the airport sponsor’s ability to impose reasonable safety regulations, on self-servicing;
- Section 11.3, *Permitted Activities* – Detailed descriptions of the maintenance activities included in self-service, including maintenance performed on LSA and experimental aircraft, and maintenance performed by the holders of certain FAA certificates;
- Section 11.4, *Contracting to a Third Party* – Guidance regarding when contracting to a third party is and is not permitted.

Chapter 12, *Review of Aeronautical Lease Agreements*

- Section 12.2, *Background* –
 - 12.2.b, *Consideration for Rights Granted* – added a reference to chapter 9 for additional information on fees and terms and conditions.
 - 12.2.c, *Operator/Manager Agreements* – added additional information on contracts that contain both commercial services and airport management and referred the reader to chapter 6 for additional information.

- Section 12.3, *Review of Agreements* –
 - 12.3.a, *Scope of FAA Interest in Leases* – added a reminder to consider whether the lease extends an exclusive right and provided more specificity on the types of obligations including a link to the related chapters on federal obligations.
 - 12.3.b, *Form of Lease or Agreement* – changed the title of subsection (3) from “Term” to “Term of Aeronautical Lease” and added a reminder that disposals of federally acquired and federally conveyed property require concurrence of ACO-100 and provided a reference to chapter 22 for additional information on disposals. Moved the statement about periodic rate adjustments to subsection (4) Payment of Fees to the Sponsor. In addition, changed the title of subsection (7) from “Assignment and Subletting” to “Assignment and Subleasing”.
- Section 12.4, *FAA Review of Leases* – Changed the title from “FAA Opinion on Review” for a more accurate description.
- Section 12.5.a, *Required Economic Nondiscrimination Provision* – renamed the title from “Required Nondiscrimination Provision” for clarity and provided a link to the FAA required contract provisions in a footnote.
- Section 12.6, *Agreements Involving an Entire Airport* – replaced the term “agent” with “entity” and “agreements” with “contractual arrangements” or “contractual documents” for consistency in the chapter and with chapter 6. Provided a reference to chapter 6.8 for more information.
- Section 12.7, *Agreements Granting “Through-the-Fence” Access* – this section was edited to align with the FAA Modernization and Reform Act of 2012, Pub. L. 112-95, Section 136, codified at 49 U.S.C. § 47107(s)(2) and FAA Policy Regarding Access to Airports from Residential Property. Also provided a link to chapter 20 for additional information.
 - 12.7.g, *Conditions of an Access Agreement* – gives the section a title for consistency and to describe the section. Also, removes a portion of 12.7.g.(2)(g) as redundant with 12.7.g.(2)(f).
- Removed the Response to Request for Residential “Through-the-Fence” and the Sample Response to Request to Release for “Through-the-Fence” Purposes.

Chapter 13, *Airport Noise and Access Restrictions*

- Section 13.1 – Divided into two sections, 13.1 *Introduction* and 13.2 *Responsibilities*
- Moved Section 13.19 – *Future Noise Policy* – up to Section 13.3 and edited to convey that FAA is not taking a detailed review and update of the chapter at this time.
- Section 13.5 – *Applicable Law and Regulation* – added this section to capture a list of the related statutes, regulations and advisory circulars.
- Section 13.6 – *Applicable Grant Assurances* – added this section to capture a list of the related Federal grant assurances.
- Section 13.21 – *Use of Advisory Circular (AC) 36-3H* – deleted the sample table since the current table is available in the referenced AC.
- The following are deleted:
 - The previous Section 13.18 -- *Integrated Noise Modeling* – Integrated Noise Modeling is no longer used.
 - Land Use Compatibility with Yearly Day-Night Average Sound Levels Table – this is available in 14 CFR part 150 and the reader is referred to that regulation.
 - Noise Abatement Procedures – this example is not referenced in the chapter and it is not current.

Chapter 14, *Restrictions Based on Safety and Efficiency Procedures and Organization*

Some sections of this chapter have been consolidated, reordered and/or retitled to improve readability. Please see the Section Renumbering and Retitling Chart for chapter 14, *Restrictions Based on Safety and Efficiency Procedures and Organization*. The sections referred to below are the new section numbers.

- Section 14.1, *Introduction* – added language to advise that this chapter discusses justification and review of restriction on a specific class of activity, such as, banning all parachute operations on an airport.
- Section 14.2, *Applicable Law* – revised as follows:
 - Included applicable law and grant assurances, cited to 49 U.S.C. § 47107(a), Grant Assurances 19, 22 and 23, and listed related requirements.
 - Removed reference to and discussion of the Airport Noise and Capacity Act (ANCA). This discussion is in chapter 13, *Airport Noise and Access Restrictions*.

- Section 14.3, *Restricting Aeronautical Activities* – revised as follows:
 - Removed reference to a conflict between fixed wing and other classes or types of operations.
 - Clarified that if a proposed aeronautical activity cannot be safely accommodated based on the FAA’s Flight Standards Services review, the Office of Airports (ARP) will make a determination that the activity may be restricted or prohibited without violating Grant Assurance 22, *Economic Nondiscrimination*.
 - Clarified that the FAA determines all issues on aviation safety.
 - Added language that at federally obligated airports, the ARP (not the airport sponsor) is the authority to approve, disapprove, and determine reasonableness of aeronautical restrictions under Grant Assurance 22.
- Section 14.4, *Minimum Standards and Airport Regulations* – revised as follows:
 - Section 14.4.a, *Type, Kind, Class* – moved the explanation of the term “kind” to a footnote.
 - Removed former section 14.4.d, *Examples of Grant Assurance 22(i) Restrictions*, because the FAA evaluates all restrictions on a case-by-case basis under the circumstances at the given airport.
- Section 14.5, *Agency Determinations on Safety and System Efficiency* – added language that an airport sponsor may request an FAA assessment in advance regarding whether a proposed restriction on aeronautical activity would be justified and consistent with the sponsor’s grant assurances.
- Section 14.6, *FAA Review of an Airport Sponsor’s Safety and Efficiency Justification* – is retitled from Methodology and edited for clarity.
- Section 14.7, *Reasonable Accommodation* – revised as follows:
 - Removed the second paragraph discussing prohibitions because all prohibitions are evaluated by FAA on a case-by-case basis under the circumstances at the given airport.
 - Added a link to FAA’s sport pilot information website which addresses information in former Section 14.9, *Sport Pilot Regulation*.
- New Section 14.9, *Restrictions on Banner Towing, Powered Parachutes, Gliders, Light Sport Aircraft, Parachute Operations and Ultralights* – added to discuss the noted activities.
- Removed former Section 14.10, *Coordination*, because it referenced outdated materials.
- New Section 14.10, *Unpaved Landing Areas* – added to recognize that some operators may use unpaved areas of the airport and that restrictions on the operations must consider the circumstances, compliance requirements, operational safety determinations and the role of airport design standards.

Chapter 15, *Permitted and Prohibited Uses of Airport Revenue*

Some sections of this chapter have been consolidated, reordered and/or retitled to improve readability. Please see the Section Renumbering and Retitling Chart for chapter 15, *Permitted and Prohibited Uses of Airport Revenue*. The sections referred to below are the new section numbers.

- Section 15.1, *Introduction* – added language to advise that this chapter also discusses FAA policy on use of airport revenue proceeds from taxes on aviation fuel and FAA policy regarding the air carrier incentive program.
- New section 15.2, *Responsibilities* – added to clarify the FAA’s responsibility to advise airport sponsors, through statute, policy and grant assurances, on permitted and prohibited uses of airport revenue.
- Section 15.3, *Statutory Requirements* – retitled from Legislative History, and edited as follows:
 - Section 15.3.b, *Airport and Airway Safety and Capacity Expansion Act of 1987 (1987 Airport Act)* – added the use of state aviation fuel taxes and clarified reference to grandfathered airports.
 - New section 15.3.e, *FAA Modernization and Reform Act of 2012 (2012 Reauthorization Act)* – added to reference revenue use from mineral extraction activities.
 - New section 15.3.f, *FAA Reauthorization Act of 2018 (2018 Reauthorization Act)* – added to reference Airport Investment Partnership Program (AIPP).
 - New section 15.3.g, *FAA Reauthorization Act of 2024 (2024 Reauthorization Act)* – added to further reference that Congress amended the AIPP program to include that the Secretary may require a benefit-cost analysis.
- Section 15.5, *Applicable FAA Policy* – added reference to the Aviation Fuel Tax Policy and the Air Carrier Incentive Program Policy.
- Section 15.6, *Airport Revenue Defined* – edited to align with the FAA’s Revenue Use Policy including the addition of a new Section 15.6.d, *Sale of Land Acquired with Federal Assistance*; also added reference to chapter 22.
- Section 15.7, *Applicability of Airport Revenue Requirements* – updated to align with the FAA’s *Aviation Fuel Tax Policy*.
- Section 15.9, *Permitted Uses of Airport Revenue* – edited as follows:
 - Updated to align with the FAA’s *Revenue Use Policy*.
 - New Section 15.9.c – *Airport/Airline Advertising of Existing Service* – added to align with the FAA’s *Revenue Use Policy*.

- Section 15.12, *Prohibited Uses of Airport Revenue* – removed former Section 15.13.n, *Airport Fee Waivers During Promotion Periods*, and provided a reference to the 2023 Air Carrier Incentive Program.
- New Section 15.13, *Air Carrier Incentive Program (ACIP)* – added to discuss the general principles of the 2023 Air Carrier Incentive Program.
- New Section 15.14, *Airport Investment Partnership Program (AIPP)* – added to update former Section 15.3, *Privatization*, due to the 2018 and 2024 FAA Reauthorization Acts and included a reference to chapter 6, *Rights and Powers and Good Title* for a detailed discussion of the AIPP.
- New Section 15.15, *Mineral Rights Revenue Exemption* – added to provide guidance on use of revenue for extraction of oil and gas as permitted by the 2012 Reauthorization Act.
- Section 15.16, *Grandfathering from Prohibitions on Use of Airport Revenue* – edited as follows:
 - Added statutory language from 49 U.S.C. § 47107(b)(2) and 49 U.S.C. § 47133.
 - Edited to align with the FAA's *Revenue Use Policy*.
 - Removed the Grandfathered Airport List and provided a link to the official list located in the Certification Activity Tracking System (CATS).
- New Section 15.17, *Oversight of Grandfathered Sponsors/Airports* – added to provide information on the FAA's oversight of Grandfathered Sponsors/Airports for purposes of revenue use requirements.

Chapter 16, Resolution of Unlawful Revenue Diversion

- Section 16.1, *Background* – is revised to move language that discusses the responsibilities of the FAA Regional Airports Division and Airport District Office to Section 16.5 *Responsibility*; also, added a reference to chapter 5, *Initiating, Accepting, and Investigating Informal and Formal Complaints*, to assist the reader.
- Section 16.2, *FAA Authorization* - is edited for clarity.
 - Section 16.2.b- *1994 Authorization Act* –
 - Added reference to FAA's Revenue Use Policy and updated the statutory references in subsection (1) and (2).
 - Subsection (4) is removed as it is appropriately discussed in Section 15.10, *Grandfathering from Prohibitions on Use of Airport Revenue*.
 - Section 16.2.c(2) - *1996 Reauthorization Act* - is revised to clarify that imposition of a civil penalty is assessed against an airport sponsor pursuant to 49 U.S.C. § 46301.

- Added Section 16.2.d – *FAA Reauthorization Act of 2024* – to reflect the revised civil penalty in Section 703 of the reauthorization.
- Section 16.4, *Agency Policy* – is clarified to add reference to the FAA’s *Policy and Procedures Concerning the Use of Airport Revenue: Proceeds from Taxes on Aviation Fuel*, 79 Fed. Reg. 66282 (November 7, 2014) which formally adopts, through an amendment to the FAA’s *Revenue Use Policy*, the FAA’s interpretation of the Federal requirements for use of revenue derived from taxes on aviation fuel.
- Section 16.5, *Responsibilities* - is revised to include former Section 16.1 discussion of the responsibilities of the FAA Regional Airports Division and Airport District Office; also, added reference to chapter 19, *Airport Financial Reports*, and that The Office of Inspector General (OIG) may also conduct audits and issue reports on revenue diversion.
- Section 16.6, *Detection of Airport Revenue Diversion*.
 - Section 16.6.a, *Sources of Information* – added chapter references to assist the reader.
 - Section 16.6.b, *Reports* - the paragraph discussing single audit is removed and the reader is directed to chapter 19, *Airport Financial Reports*, for single audit reports.
 - Former Section 16.6.e, *Interest* - is deleted as duplicative with discussion of interest on revenue diversion in Section 16.10.d - *Interest*.
 - Section 16.6.e, *Published Airport Financial Data* – added the subtitle for clarity.

Section 16.7, *Investigation of a Complaint of Unlawful Revenue Diversion* – Sections 16.7.b, *Formal Investigation*, and 16.7.c, *Corrective Action*, are combined to clarify if the sponsor takes corrective action to resolve the unlawful revenue diversion prior to the issuance of a Director’s Determination the complaint may be dismissed.

- Section 16.8, *Investigation without a Complaint* – is renamed from, “Investigation without a Formal Complaint”
- Section 16.9, *Administrative Sanctions* – is edited for clarity and citation is corrected.
- Section 16.10. *Civil Penalties and Interest* –
 - Section 16.10.a, *Civil Penalties* – is retitled from, “Civil Penalties Up to Three Times the Diverted Amount” and citations corrected.
 - Section 16.10.d. *Interest* – is updated to include information about the maximum civil penalty under 49 U.S.C. §§ 47107(m) and 47107(n) due to the 2024 FAA Reauthorization Act.
- Section 16.12, *Statute of Limitations on Recovery of Funds* – is retitled from, “Statute of Limitations on Enforcement”

Chapter 17, *Self-Sustainability*

In order to align with FAA's *Revenue Use Policy*, some sections of this chapter have been reordered and retitled. Please see the Section Renumbering and Retitling Chart for chapter 17, *Self-Sustainability*. The sections referred to below are the new section numbers:

- Section 17.2, *Statutory Requirements* – is edited to include a citation to FAA's *Policy Regarding Airport Rates and Charges*, 78 Fed. Reg. 55330 (September 10, 2013).
- Section 17.3, *Related Grant Assurance and FAA Policies* – combines the former Sections 17.3, *Applicability*, and 17.4, *Related FAA Policies*, into a single section.
- Section 17.5, *Airport Circumstances* – added a reference to Section 17.9 for additional information.
- Section 17.8, *Revenue Surpluses* – added a reference to chapter 15 for information on permitted uses of airport revenue.
- Section 17.9, *Aeronautical Use Rates* - added references to Grant Assurance 22, *Economic Nondiscrimination* and FAA's *Revenue Use Policy* regarding aeronautical charges.
- Section 17.11, *Fair Market Value* – added reference to 49 U.S.C. § 47107(v), *Community Use of Airport Land*, due to 2024 FAA Reauthorization, Section 706.
- Section 17.12, *Exceptions to the Self-Sustaining Rule: General* – reorders the exceptions to align with the FAA's *Revenue Use Policy* and reminds airport sponsors to use the land in accordance with their grant obligations and property conveyance restrictions, also refers the reader to chapter 22. Removed the duplicative 17.12 paragraph.
- Section 17.13, *Exceptions to the Self-Sustaining Rule: Providing Property for Public Community Purposes*.
 - Combines the former Section 17.14, *Property for Community Purposes*, and 17.15, *Exception for Community Use*, into a single section.
 - Adds a reference to 49 U.S.C. § 47107(v) and updated for 2024 FAA Reauthorization Act, Section 706.
- Section 17.15, *Exceptions to the Self-Sustaining Rule: Military Units* – is renamed from “Exception to the Self-Sustaining Rule: Military Aeronautical Units”. Also added 17.15.b *Military NonAeronautical Units*, due to 2024 FAA Reauthorization Act, Section 705 allowing for renewal of certain leases at a nominal rate.
- Section 17.17, *Exception to the Self-Sustaining Rule: Private Transit Systems* – corrected an error in FAA Order 5190.6B, Change 3, by deleting the discussion this section that was duplicative of 17.15.a. and replacing it with the original language on “Private Transit Systems” that was inadvertently left out.

Chapter 18, *Airport Rates and Charges*

Some sections of this chapter have been consolidated, reordered and/or retitled to improve readability. Please see the Section Renumbering and Retitling Chart for chapter 18, *Airport Rates and Charges*. The Sections referred to below are the new section numbers.

- Section 18.1, *Introduction* - is added to clarify that this chapter summarizes the provisions of the *FAA Policy Regarding Rates and Charges*, 78 Fed. Reg. 55330 (September 10, 2013) (hereinafter referred to as the 2013 Policy).
- Section 18.2, *Background* – added and revised language to be consistent with the 2013 Policy. Consolidated former Sections 18.2.a and 18.2.c into the introductory paragraph.
 - Section 18.2.a, *1996 Policy* – the subtitle is added and a reference to the 1996 policy is provided.
 - Section 18.2.d, *2013 Rates and Charges Policy Full Text Publication* – is added to acknowledge FAA’s publication of the full text of the 2013 Policy.
- Section 18.4, *Definitions*.
 - Combined the former 18.3, *Aeronautical Use and Users*, and 18.4, *Definitions*, into a single section.
 - Updated the definitions to reflect those in the 2013 Policy and added citations to the 2013 Policy.
 - Added a reference to Appendix G for the definition of “Aeronautical Activity.”
- Section 18.6, *Fair and Reasonable*.
 - Section 18.6.a, *Type* – Combines former Sections 18.6.a, *General*, 18.6.b, *Method*, and 18.6.c, *Type*.
 - Section 18.6.b, *Residual* – clarifies that cross-credit of non-aeronautical revenue to aeronautical revenue without a written agreement is permissible if transparency is provided.
 - Section 18.6.c, *Compensatory* – Added explanation of how compensatory rate structures may be imposed and added a reference to the 2013 Policy on this topic.
- Section 18.11, *Causation* – edited to align with the 2013 Policy and added a citation to the 2013 Policy.
- Section 18.13, *Costs of Another Airport* – added a citation to the 2013 Policy.
- Section 18.15, *Costs Related to Closing an Airport while Building a Replacement Airport* – combines the former Sections 18.17, *Closed Airport*, and 18.18, *Maintenance of Closed Airport*.
- Section 18.19, *Self-Sustaining Rate Structure* combined former Sections 18.22.b, *Revenue Surpluses*, and 18.22.d, *Surplus*.

- Section 18.20, *Local Negotiation and Resolution*.
 - Section 18.20.c, *Alternative Dispute Resolution* – added reference to the 2013 Policy which encouraged inclusion of alternative dispute resolution in lease and use agreements.
- Section 18.21, *Complaints* – added a reference to filing informal complaints under 14 CFR § 13.2.

Chapter 19, Airport Financial Reports

- Section 19.2, *Statutory Authority* – renamed from “Legislative History” and eliminates the ACO-1 Annual Report to Congress previously required by the Reauthorization Act of 2012 given that ACO-1 provides summary and financial data with its NPIAS report to Congress.
 - Section 19.2.c, *Single Audit Requirements* – consolidates the Single Audit discussion from chapter 16 and updates references to Single Audit requirements as set forth in 2 CFR part 200 as updated by the OMB’s Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards.
- Section 19.5, *Annual Financial Reports*.
 - Section 19.5.c, *Filing Date* – clarifies that if audited financial statements are not available, airport sponsors should complete the forms with available data, and notate they are “unaudited.” Once audited statements are available, then sponsors need to replace the “unaudited” data with the audited data in CATS.
- Section 19.7, *Single Audit Reports* – adds language from chapter 16 that FAA has 30 days to resolve single audit findings.

Chapter 20, Compatible Land Use

Some sections of this chapter have been consolidated, reordered and/or retitled to improve readability. Please see the Section Renumbering and Retitling Chart for chapter 20, *Compatible Land Use*. The sections referred to below are the new section numbers.

- The title of chapter 20 is revised to *Compatible Land Use*.
- Section 20.1, *Background* – revised for clarity and moved portions of this section to new sections 20.3, *Controlling Grant Assurances and Additional Resources* and 20.6, *Minimizing Incompatible Land Use*.
- Removed former Section 20.2.f, *Pre-Existing Obstructions*, as repetitive with Section 7.12.b, *Pre-Existing Obstructions*.

- New Section 20.2, *Responsibilities* – added to summarize the airport sponsor and FAA's responsibilities with regard to compatible land use. This new Section includes portions of former Section 20.5, *Residential Developments on Federally Obligated Airports*.
- New Section 20.3, *Controlling Grant Assurances and Additional Resources* – combined former Sections 20.5.c, *Authority and Compliance Requirements*, and 20.2.b, *Guidance*; and, added a discussion of Grant Assurance 31, *Disposal of Land*.
- New Section 20.4, *Compatible Land Use* – incorporates former Section 20.2.e, *Definition of Compatible Land Use*, adds discussion of solar and wind energy projects, and provides a reference to chapter 7, *Airport Operations and Maintenance*.
- Section 20.5, *Zoning and Land Use Planning*
 - Section 20.5.a, *Zoning* – clarifies that the FAA expects an airport sponsor to make reasonable efforts to oppose a zoning proposal that introduces an incompatible land use near or adjacent to an airport and added references to 14 CFR part 77, and chapter 7, *Airport Operations and Maintenance*.
 - Section 20.5.b, *Land Use Planning and Master Planning* – replaces the master planning discussion with references to AC 150/5070-6, *Airport Master Plans*, and noise compatibility discussion with reference to chapter 13, *Airport Noise and Access Restrictions*.
- New section 20.6, *Minimizing Incompatible Land Use* – combines the community planning discussion from former Section 20.1, *Background*, with former Section 20.2.d, *Reasonable Attempt*; and, adds a reference to Grant Assurances 5 and 31.
- Section 20.7, *Residential Use of Land on or Near Airport Property* – combines former Sections 20.3, *Residential Use of Land on or Near Airport Property*; 20.4, *Residential Airparks Adjacent to Federally Obligated Airports*; and 20.5, *Residential Development on Federally Obligated Airports*; edited for clarity and updated to include 49 U.S.C. § 47107(s) and FAA's *Residential Through the Fence Access Toolkit*. Also edited as follows:
 - Section 20.7.a, *General* – adds a discussion of the FAA's policy that residential use on or near a federally obligated airport, whether permanent or transient, is incompatible with airport operations and not permissible.
 - Section 20.7.d, *Crew Quarters and Hangar Residence* – moved from former section 20.5.b, *Background*, and retitled. Also edited for clarity and added reference the definition of crewmember in 14 CFR § 1.1.
 - Section 20.7.e, *Releases* – adds a reference to chapter 22, *Land Use Changes and Releases of Federally Acquired and Federally Conveyed Land*.

- New Section 20.8, *Homelessness On and Adjacent to Federally Obligated Airports* – added to reiterate FAA’s policy that residential use, including accommodating people experiencing permanent or transient homelessness, on and adjacent to federally obligated airports is an incompatible land use.
- Removed the following obsolete attachments from chapter 20:
 - Sample Easement and Right-of-Way Grant
 - Fair Disclosure Statement
 - Sample FAA Position Letter on Residential Airparks

Chapter 21, *Land Use Compliance Inspection*

This chapter was edited for consistency, to eliminate redundancy and to streamline the information on conducting a land use compliance inspection from airport selection, pre-inspection, on-site inspection, to potential noncompliant issues, corrective action and the post-inspection report. Reference to other chapters were added to assist the reader. This chapter was also updated to account for changes in FAA’s reporting to Congress in accordance with 2024 FAA Reauthorization, Section 218, as codified in 49 U.S.C. § 47107(d). In addition, the following changes were made:

- Section 21.1, *Introduction* – combined the prior Section 21.1, *Introduction* and Section 21.2, *Background*.
- Section 21.2, *Responsibilities* – is added and includes a portion of the prior Section 21.1 and added information on the availability of ACO-100 to assist and a reference to AAS’ Airfield Site Visit.
- Section 21.3, *Authority* – which was previously Section 21.5, is expanded to include:
 - Section 21.3.a, *Applicable Law*, to capture a list of the related statutes, regulations and orders.
 - Section 21.3.b, *Congressional Requirement* is reworded for clarity
 - Section 21.3.c, *Report to Congress*, previously *Annual Report to Congress* is updated to reflect a change in reporting due to 2024 FAA Reauthorization, Section 218.
- Section 21.4, *Elements of the Land Use Inspection* – combines the prior Section 21.3, *Elements of the Land Use Inspection*, and Section 21.6, *Land Use Inspection Guidance*. This section now covers airport selection, pre-inspection, on-site inspection, potential noncompliant issues, corrective action and the post-inspection report.
 - Subsection 21.4.c, *Onsite Inspection*, added a footnote reference to the Airfield Site Visit and a reminder that it is not part of the land use inspection.

- Subsection 21.4.d, *Potential Non-Compliance Areas*,
 - Prior items (2) *Outdated ALP* and (3) *ALP and Exhibit “A” Conflict* is combined into one item (2) *ALP or Exhibit A*.
 - Footnote 4 is deleted and replaced with a reference to chapter 7 where current information on wildlife hazards is located.
 - Item (8) *Unapproved Land Uses*, is renamed from *Unapproved interim or concurrent uses* and a reference to chapter 22 is provided
- Removed the following obsolete attachments from chapter 21:
 - Follow-Up and Corrective Action Sample
 - Sample Post-Inspection Land Use Report
 - Sample Notification of Violation

Chapter 22, *Land Use Changes and Releases of Federally Acquired and Federally Conveyed Land*

Due to statutory (FAA Reauthorization Act of 2024 (Pub. L. No. 118-63)) and policy updates (*Land Use Changes and Releases of Federally Acquired and Federally Conveyed Land*), chapter 22 is fully replaced. As such, a section renumbering and retitling chart is not provided.

- The title to chapter 22 is revised to *Land Use Changes and Releases of Federally Acquired and Federally Conveyed Land*.
- The sections are organized based on the type of land use change and type of land involved, and include, generally:
 - Section 22.8, *FAA Land Use Approval Authority on Sponsor Acquired Land*
 - Section 22.9, *Process for FAA Approval of a Land Use Change on Federally Acquired Land*
 - Section 22.10, *Process for FAA Consent to a Land Use Change on Federally Conveyed Land*
 - Section 22.12, *Process for FAA Release of Federally Acquired Land for Sale, Conveyance, or Exchange*
 - Section 22.13, *Process for FAA Release of Federally Conveyed land for Sale, Conveyance, or Exchange*
 - Section 22.14, *Release of Entire Airport*
 - Section 22.15, *Sale, Exchange, or Land Use Change of Land Acquired with Passenger Facility Charge (PFC) Funds*
 - Section 22.16, *Disposal of Land Acquired for Noise Compatibility Purposes*

- Each of the above referenced sections, as applicable, further refers the reader to supplemental informational sections on topics specific to the process, including:
 - Section 22.11, *Release of the Exclusive Rights Federal Obligation*
 - Section 22.17, *Procedures for Public Notice*
 - Section 22.18, *Release of National Emergency Use Provision (NEUP)*
 - Section 22.19, *Release of Reverter Clause*
 - Section 22.20, *Release from Federal Obligation to Furnish Land Without Charge*
 - Section 22.21, *Determining Fair Market Value for Sale or Disposal*
- Section 22.23 – *Statutorily Released Obligations* – summarizes obligations that have been statutorily released and do not need FAA action.
- The following are provided:
 - Table 22.1, *Guide to Releases*
 - Sample *Retained Airport Compatible Land Use Property Restrictions*
 - Sample *Deed of Release*
 - Sample *FAA NEUP Release Request*
 - Sample *DoD Response to FAA NEUP Release Request*
- The following edits were made for this final 5190.6C update
 - Section 22.3, *Applicable Law*, is updated to reflect the change from 49 U.S.C. § 47131 to 49 U.S.C. § 47103 made by the 2024 FAA Reauthorization Act, Section 218.
 - Sections 22.9, 22.12, and 22.21 are updated to provide reference to 49 U.S.C. § 47107(v), which was revised by the FAA 2024 Reauthorization Act, Section 706 allowing for certain community uses.
 - Corrected Table 22.1, *Guide to Release*, to reflect that a Release of National Emergency Use Provision requires an Instrument of Release.

Chapter 23, *Reversions of Airport Property*

- Organizational references update and adds an example of a reversion of airport property;
- Identifies requires of environmental due diligence prior to property reversion.

Edits to Appendices

The appendices have been reorganized as follows:

- Appendix A – Airport Sponsors Assurances
- Appendix B – SPA Reg. 16
- Appendix C – DoD Base Realignment and Closure (BRAC)
- Appendix D – Sample Airport Rules and Regulations
- Appendix E – Sample Deed of Conveyance
- Appendix F – Sample Notice of Reversion of Property and Revestment of Title to the United States
- Appendix G – Explanation of Terms
- Appendix H – Acronyms

Appendix Z, Definitions and Acronyms

Appendix Z is retitled and reorganized to present terms separately from acronyms.

- Appendix G, *Explanation of Terms*
- Appendix H, *Acronyms*
- The following terms were edited for clarity or to more closely align with current statute, regulations, and applicable policy:
 - Advisory Circular
 - Airport
 - Airport Hazard
 - Airport Sponsor
 - Based Aircraft
 - Compatible Land Use (title change)
 - Exclusive Right
 - Exhibit A
 - Federal Assistance (title change)
 - Grant Agreement
 - Grant Assurance (title change)
 - Landing Area/Airfield
 - National Plan of Integrated Airport Systems
 - Obstruction
 - Passenger Facility Charge
 - Public Airport
 - Public Use Airport
 - Quitclaim Deed
 - Runway Incursion
 - Runway Protection Zone
 - Runway Safety Area

- The following terms were added to align with current statute, regulations, and applicable policy:
 - Aeronautical Use
 - Airport Purpose
 - Federally Acquired Land
 - Federally Conveyed Land
 - Joint Use Airport
 - Mixed Use
 - Non-Aeronautical Use
 - Release of Federal Obligations
 - Residential Through-the-Fence
- The following terms were removed as they are no longer applicable, or used infrequently in this Order, or explained in the context of a specific chapter:
 - Approach Surface
 - Airport Layout Plan
 - Aviation Easement
 - Aviation Use of Real Property
 - Building Codes
 - Capital Improvement Program
 - Concurrent Land Use
 - Environmental Impact Statement
 - Enplanement
 - Finding of No Significant Impact
 - Government Aircraft
 - Instrument Approach
 - Integrated Noise Model
 - Interim Use
 - Landside
 - Long Term Lease
 - Mediation
 - Private-Use Airport
 - Sound Exposure Level
 - UNICOM
 - Variance
 - Zoning