

## Federal Aviation Administration, DOT

## § 152.3

(2) The labor force of another public agency acting as an agent of the sponsor or planning agency.

*General aviation airport* means a public airport other than an air carrier airport.

*Landing area* means an area used, or intended to be used, for the landing, takeoff, or surface maneuvering of aircraft.

*NASP* means the National Airport System Plan.

*National Airport System Plan* means the plan for the development of public airports in the United States formulated by the Administrator under section 12 of the AADA.

*Nonrevenue producing public-use areas* means areas that are directly related to the movement of passengers and baggage in air commerce within the boundaries of the airport.

*Passengers enplaned* means—

(1) United States domestic, territorial, and international revenue passenger enplanements in scheduled and nonscheduled service of air carriers; and

(2) Revenue passenger enplanements for foreign air carriers in intrastate and interstate commerce.

*Planning agency* means a planning agency designated by the Administrator that is authorized by the laws of a State, the Commonwealth of Puerto Rico, the Virgin Islands, American Samoa, the Trust Territory of the Pacific Islands, or Guam, or by the laws of a political subdivision of any of those entities, to engage in areawide planning for the areas in which assistance under this part is to be used.

*Project* means a project for the accomplishment of airport development, airport master planning, or airport system planning.

*Project costs* means any costs involved in accomplishing a project.

*Project formulation costs* means, with respect to projects for airport development, any necessary costs of formulating a project including—

(1) The costs of field surveys and the preparation of plans and specifications;

(2) The acquisition of land or interests in land, or easement through or other interests in airspace; and

(3) Any necessary administrative or other incidental costs incurred by the

sponsor specifically in connection with the accomplishment of a project for airport development, that would not have been incurred otherwise.

*Public agency* means—

(1) A state, the Commonwealth of Puerto Rico, the Virgin Islands, American Samoa, the Trust Territory of the Pacific Islands, the Government of the Northern Marianas, Guam, or any agency of those entities;

(2) A municipality or other political subdivision;

(3) A tax-supported organization; or

(4) An Indian tribe or pueblo.

*Public airport* means any airport that—

(1) Is used, or intended to be used, for public purposes;

(2) Is under the control of a public agency; and

(3) Has a property interest satisfactory to the Administrator in the landing area.

*Reliever airport* means a general aviation airport designated by the Administrator as having the primary function of relieving congestion at an air carrier airport by diverting from that airport general aviation traffic.

*Runway clear zone* means an area at ground level underlying a portion of the approach surface specified in the standards incorporated into this part by § 152.11.

*Satisfactory property interest* means—

(1) Title free and clear of any reversionary interest, lien, easement, lease, or other encumbrance that, in the opinion of the Administrator would—

(i) Create an undue risk that it might deprive the sponsor of possession or control;

(ii) Interfere with the use of the airport for public airport purposes; or

(iii) Make it impossible for the sponsor to carry out the agreements and covenants in its grant application;

(2) Unless a shorter term is authorized by the Administrator, a lease of not less than 20 years granted to the sponsor by another public agency, or the United States, that has title as described in paragraph (1) of this definition, on terms that the Administrator considers satisfactory;

(3) In the case of an off-airport area, title or an agreement, easement, leasehold or other right or property interest