

GLOSSARY OF TERMS

This glossary includes definitions of terms and acronyms used in this Master Plan. It is intended to serve as a reference for other Master Plan elements.

| A | |
|--------------------|---|
| AAC | Aircraft Approach Code: <i>An FAA classification based on how fast an aircraft approaches the runway on landing. Used to determine airfield design characteristics.</i> |
| Above Ground Level | <i>The elevation of a point or surface above the ground.</i> |
| AC | Advisory Circular: <i>FAA standards and guidelines on a variety of airport characteristics.</i> Also Asphalt Concrete (in Pavement Condition Index): <i>A composite material commonly used to surface roads, parking lots, and airports. It consists of mineral aggregate bound together with asphalt, laid in layers, and compacted.</i> |
| ACIP | Airport Capital Improvement Plan: <i>The planning program used by the Federal Aviation Administration to identify, prioritize, and distribute funds for airport development and the needs of the National Airspace System to meet specified national goals and objectives.</i> |
| ACRP | Airport Cooperative Research Program: <i>An industry-driven, applied research program that develops near-term, practical solutions to problems faced by airport operators. ACRP is managed by the Transportation Research Board (TRB) of the National Academies and sponsored by the Federal Aviation Administration (FAA). The research is conducted by contractors who are selected on the basis of competitive proposals. (Transportation Research Board, 2014).</i> |
| ADF | Automatic Direction Finder: <i>An aircraft radio navigation system which senses and indicates the direction to a non-directional radio beacon (NDB) ground transmitter.</i> |
| ADG | Aircraft Design Group: <i>An FAA classification based on the wingspan and tail height of aircraft. Used to determine airfield design characteristics.</i> <i>The groups are as follows:</i> <ul style="list-style-type: none"> • <i>Group I: Up to but not including 49 feet.</i> • <i>Group II: 49 feet up to but not including 79 feet.</i> • <i>Group III: 79 feet up to but not including 118 feet.</i> • <i>Group IV: 118 feet up to but not including 171 feet.</i> • <i>Group V: 171 feet up to but not including 214 feet.</i> • <i>Group VI: 214 feet or greater.</i> |
| ADO | FAA Airports District Office: <i>The local ADO is located in Phoenix, Arizona. Staff in the ADO oversee airport planning, permitting, and design projects, manage capital improvement programs, and allocate federal funding.</i> |
| AFFF | Aqueous Film Forming Foam: <i>A highly efficient type of fire suppressant agent, used to attack flammable liquid pool fires.</i> |
| AFSS | Automated Flight Service Station. |
| AGL | Above Ground Level: <i>The elevation of a point or surface above the ground.</i> |

| | |
|--|--|
| AIP | Airport Improvement Program: <i>The FAA AIP provides grants to public agencies – and, in some cases, to private owners and entities -- for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Airports receive regular funding each year called “entitlement” and may compete against other airports nationwide for additional “discretionary” funding.</i> (Federal Aviation Administration, 2014) |
| Air Carrier | <i>An operator which: (1) performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week, and places between which such flights are performed; or (2) transports mail by air pursuant to a current contract with the U.S. Postal Service. Certified in accordance with Federal Aviation Regulation (FAR) Parts 121 and 127.</i> |
| Aircraft | <i>The terms aircraft and airplane are synonymous, referring to all types of fixed-wing airplanes, including gliders. A fixed-wing aircraft is heavier than air, and is supported in flight by the dynamic reaction of the air against its wings</i> |
| Aircraft Approach Category | <i>A grouping of aircraft based on 1.3 times the stall speed in their landing configuration at their maximum certificated landing weight. The categories are as follows:</i> <ul style="list-style-type: none"> • <i>Category A: Speed less than 91 knots.</i> • <i>Category B: Speed 91 knots or more, but less than 121 knots.</i> • <i>Category C: Speed 121 knots or more, but less than 141 knots.</i> • <i>Category D: Speed 141 knots or more, but less than 166 knots.</i> • <i>Category E: Speed greater than 166 knots.</i> |
| Aircraft Operation | <i>The landing, takeoff, or touch-and go procedure by an aircraft on a runway at an airport.</i> |
| Aircraft Owners and Pilots Association | <i>A private organization serving the interests and needs of general aviation pilots and aircraft owners.</i> |
| Airfield | <i>The portion of an airport which contains the facilities necessary for the operation of aircraft.</i> |
| Airline Hub | <i>An airport at which an airline concentrates a significant portion of its activity and which often has a significant amount of connecting traffic.</i> |
| Airport Authority | <i>A quasi-governmental public organization responsible for setting the policies governing the management and operation of an airport or system of airports under its jurisdiction.</i> |
| Airport Beacon | <i>A navigational aid located at an airport which displays a rotating light beam to identify whether an airport is lighted.</i> |
| Airport Capital Improvement Plan | <i>The planning program used by the Federal Aviation Administration to identify, prioritize, and distribute funds for airport development and the needs of the National Airspace System to meet specified national goals and objectives.</i> |
| Airport Elevation | <i>The highest point on an airport’s usable runways expressed in feet above mean sea level (MSL).</i> |
| Airport Master Plan | <i>The planner’s concept of the long-term development of an airport.</i> |
| Airport Movement Area Safety System | <i>A system that provides automated alerts and warnings of potential runway incursions or other hazardous aircraft movement events.</i> |
| Airport Obstruction Chart | <i>A system that provides automated alerts and warnings of potential runway incursions or other hazardous aircraft movement events.</i> |
| Airport Sponsor | <i>The entity that is legally responsible for the management and operation of an airport, including the fulfillment of the requirements of laws and regulations related thereto.</i> |

| | |
|---|--|
| Airport Surface Detection Equipment | <i>A radar system that provides air traffic controllers with a visual representation of the movement of aircraft and other vehicles on the ground on the airfield at an airport.</i> |
| Airport Surveillance Radar | <i>The primary radar located at an airport or in an air traffic control terminal area that receives a signal at an antenna and transmits the signal to air traffic control display equipment defining the location of aircraft in the air. The signal provides only the azimuth and range of aircraft from the location of the antenna.</i> |
| Airside | <i>A collective term for those areas of the Airport that are accessible to aircraft including runways, taxiways, aprons, and hangar areas.</i> |
| Airspace | <i>The volume of space above the surface of the ground that is provided for the operation of aircraft.</i> |
| Air Taxi | <i>An air carrier certificated in accordance with FAR Part 121 and FAR Part 135 and authorized to provide, on demand, public transportation of persons and property by aircraft. Generally operates small aircraft “for hire” for specific trips.</i> |
| Air Traffic Control | <i>A service operated by an appropriate organization for the purpose of providing for the safe, orderly, and expeditious flow of air traffic.</i> |
| Air Traffic Control System Command Center | <i>A facility operated by the FAA which is responsible for the central flow control, the central altitude reservation system, the airport reservation position system, and the air traffic service contingency command for the air traffic control system.</i> |
| Air Traffic Hub | <i>A categorization of commercial service airports or group of commercial service airports in a metropolitan or urban area based upon the proportion of annual national enplanements existing at the airport or airports. The categories are large hub, medium hub, small hub, or non-hub. It forms the basis for the apportionment of entitlement funds.</i> |
| Air Transport Association of America | <i>An organization consisting of the principal U.S. airlines that represents the interests of the airline industry on major aviation issues before federal, state, and local government bodies. It promotes air transportation safety by coordinating industry and governmental safety programs and it serves as a focal point for industry efforts to standardize practices and enhance the efficiency of the air transportation system. ALERT AREA: Also see Special-Use Airspace.</i> |
| ALD | <i>Airport Layout Drawing: The drawing of the airport showing the layout of existing and proposed airport facilities.</i> |
| ALP | <i>Airport Layout Plan: A scaled graphic representation of existing and proposed airport facilities, indicating their location on the airport and pertinent clearance and dimensional information required to show conformance with applicable standards.</i> |
| Airport Layout Plan Drawing Set | <i>A set of technical drawings depicting the current and future airport conditions. The individual sheets comprising the set can vary with the complexities of the airport, but the FAA-required drawings include the Airport Layout Plan (sometimes referred to as the Airport Layout Drawing (ALD)), the Airport Airspace Drawing, and the Inner Portion of the Approach Surface Drawing, On-Airport Land Use Drawing, and Property Map.</i> |
| ALS | <i>Approach Lighting System: A series of lights before the runway end that guide aircraft landing in the dark and during periods of low visibility.</i> |
| ALSA | <i>Adjacent Lands Study Area: A general land use study of property adjacent to another parcel that may inventory variable features (acreage, values, zoning, etc.).</i> |
| ALSF-1 | <i>Standard 2,400-foot high intensity approach lighting system with sequenced flashers. Also see Category-I (CAT I) configuration.</i> |
| ALSF-2 | <i>Standard 2,400-foot high intensity approach lighting system with sequenced flashers. Also see Category-II (CAT II) configuration.</i> |

| | |
|-------------------|---|
| Altitude | <i>The vertical distance measured in feet above mean sea level.</i> |
| AOA | <i>Aircraft Operations Area: A restricted and secure area on the airport property designed to protect all aspects related to aircraft operations.</i> |
| AOPA | <i>Aircraft Owners and Pilots Association: A private organization serving the interests and needs of general aviation pilots and aircraft owners.</i> |
| Approach Minimums | <i>The altitude below which an aircraft may not descend while on an IFR approach unless the pilot has the runway in sight.</i> |
| Approach Surface | <i>An imaginary obstruction limiting surface defined in FAR Part 77 which is longitudinally centered on an extended runway centerline and extends outward and upward from the primary surface at each end of a runway at a designated slope and distance based upon the type of available or planned approach by aircraft to a runway.</i> |
| Apron | <i>A specified portion of the airfield used for passenger, cargo or freight loading and unloading, aircraft parking, and the refueling, maintenance and servicing of aircraft.</i> |
| APV | <i>Instrument approach procedure with vertical guidance.</i> |
| ARC | <i>Airport Reference Code: A combination of the AAC and ADG. These two elements combined set the design standards, setbacks, and dimensions of safety critical airport facilities, such as pavement to pavement separation, pavement width, safety areas, object free areas, and runway protection zones.</i> |
| Area Navigation | <i>The air navigation procedure that provides the capability to establish and maintain a flight path on an arbitrary course that remains within the coverage area of navigational sources being used.</i> |
| ARFF | <i>Aircraft Rescue Fire and Fighting: A special category of firefighting that involves the response, hazard mitigation, evacuation and possible rescue of passengers and crew of an aircraft involved in (typically) an airport ground emergency.</i> |
| ARP | <i>Airport Reference Point: The latitude and longitude of the approximate center of the airport.</i> |
| ARTCC | <i>Air Route Traffic Control Center: In air traffic control an air route control center, also known as a center, is a facility responsible for controlling aircraft en route in a particular volume of airspace at high altitudes between airport approaches and departures.</i> |
| ASDA | <i>Accelerate-Stop Distance Available: The runway plus stopway length declared available and suitable for the acceleration and deceleration of an aircraft aborting a takeoff. Also see Declared Distances.</i> |
| ASDE | <i>Airport Surface Detection Equipment: A radar system that provides air traffic controllers with a visual representation of the movement of aircraft and other vehicles on the ground on the airfield at an airport. Also see Declared Distances.</i> |
| ASOS | <i>Automated Surface Observation System: A reporting system that provides frequent airport ground surface weather observation data through digitized voice broadcasts and printed reports.</i> |
| ASR | <i>Airport Surveillance Radar: The primary radar located at an airport or in an air traffic control terminal area that receives a signal at an antenna and transmits the signal to air traffic control display equipment defining the location of aircraft in the air. The signal provides only the azimuth and range of aircraft from the location of the antenna.</i> |
| ATA | <i>Air Transport Association of America: An organization consisting of the principal U.S. airlines that represents the interests of the airline industry on major aviation issues before federal, state, and local government bodies. It promotes air transportation safety by coordinating industry and governmental safety programs and it serves as a</i> |

| | |
|--------------------|---|
| | <i>focal point for industry efforts to standardize practices and enhance the efficiency of the air transportation system. ALERT AREA: Also see Special-Use Airspace.</i> |
| ATCT | <i>Airport Traffic Control Tower: A manned observation tower in charge of managing ground traffic and air traffic in an airport's airspace. The ATCT staff help maintain safe separation between aircraft in the air, and aircraft and vehicles on the ground.</i> |
| ATIS | <i>Automated Terminal Information Service: The continuous broadcast of recorded non-control information at towered airports. Information typically includes wind speed, direction, and runway in use.</i> |
| AVGAS | <i>Aviation Gasoline (also referred to as 100 low lead, LL): Leaded gasoline used in piston powered aircraft.</i> |
| Avigation Easement | <i>A contractual right or a property interest in land over which a right of unobstructed flight in the airspace is established.</i> |
| AWOS | <i>Automated Weather Observation System: The AWOS provides general reports which include: temperature, dew point, sky condition, visibility, cloud heights, current weather, precipitation accumulations, icing conditions and sea level pressure.</i> |
| Azimuth | <i>Horizontal direction expressed as the angular distance between true north and the direction of a fixed point (as the observer's heading).</i> |
| B | |
| Base Leg | <i>A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline. Also see Traffic Pattern.</i> |
| Based Aircraft | <i>Aircraft that hangar or tie-down at an airport. These aircraft indicate that they are based at an airport on their registration form, and the owners typically live or work in the area.</i> |
| Bearing | <i>The horizontal direction to or from any point, usually measured clockwise from true north or magnetic north.</i> |
| Blast Fence | <i>A barrier used to divert or dissipate jet blast or propeller wash.</i> |
| Blast Pad | <i>A prepared surface adjacent to the end of a runway for the purpose of eliminating the erosion of the ground surface by the wind forces produced by airplanes at the initiation of takeoff operations.</i> |
| BRL | <i>Building Restriction Line: Identifies areas on an airport where structures can be located to be compatible with airfield operations. Buildings should not conflict with the recommended airport design standards defined for a particular runway-taxiway system or the protected airspace associated with the runway. The location of the BRL is measured from the runway centerline outward in a perpendicular direction.</i> |
| BTS | <i>Bureau of Transportation Statistics: The statistical arm of the U.S. Department of Transportation. The BTS mission is to create, manage, and share transportation statistical knowledge with public and private transportation communities and the Nation. (U.S. Department of Transportation, 2014).</i> |
| C | |
| CAC | <i>Community Advisory Committee: The CAC is made up of community stakeholders, including airport tenants, land use planning bodies, and economic development agencies. CAC members are tasked with reviewing Master Plan materials and providing comment from the perspective of the organizations of which they are a member of.</i> |
| CAGR | <i>Compound Annual Growth Rates: The average, annual rate of growth (or loss) over a period of multiple years.</i> |

| | |
|----------------------------|--|
| Cargo Service Airport | <i>An airport served by aircraft providing air transportation of property only, including mail, with an annual aggregate landed weight of at least 100,000,000 pounds.</i> |
| Catchment Area | <i>The geographic boundary from which an airport draws its users, and airport activity is primarily influenced by the movement of people and products to and from the catchment area. Catchment areas are defined by the types of services offered at an airport, proximity of competitor airports, and the tendency of the local population to use the airport.</i> |
| Category-1 | <i>(CAT-I). An instrument approach or approach and landing with a Height Above Threshold (HATh) or minimum descent altitude not lower than 200 ft (60 m) and with either a visibility not less than ½ statute mile (800m), or a runway visual range not less than 1800 ft (550m).</i> |
| Category-2 | <i>(CAT-II). An instrument approach or approach and landing with a Height Above Threshold (HATh) lower than 200 ft (60 m) but not lower than 100 ft (30 m) and a runway visual range not less than 1200 ft (350m).</i> |
| Category-3 | <i>(CAT-III). An instrument approach or approach and landing with a Height Above Threshold (HATh) lower than 100 ft (30m), or no HATh, or a runway visual range less than 1200 ft (350m).</i> |
| Ceiling | <i>The height above the ground surface to the location of the lowest layer of clouds which is reported as either broken or overcast.</i> |
| CFR | <i>Code of Federal Regulations: The CFR annual edition is the codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal Government. (U.S. Government Printing Office, 2014).</i> |
| CIP | <i>Capital Improvement Plan: An airport's list of planned capital expenditures over the next five years, on file with the state and the FAA. The CIP is used by federal and state agencies to plan and allocate funding and use by airport sponsors to plan the local share of capital expenditures.</i> |
| Circling Approach | <i>A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or is not desirable.</i> |
| Class B Airspace | <i>See Controlled Airspace.</i> |
| Class C Airspace | <i>See Controlled Airspace.</i> |
| Class D Airspace | <i>See Controlled Airspace.</i> |
| Class E Airspace | <i>See Controlled Airspace.</i> |
| Class G Airspace | <i>See Controlled Airspace.</i> |
| Clearway | <i>A defined rectangular area beyond the end of a runway cleared or suitable for use in lieu of runway to satisfy takeoff distance requirements. See Takeoff Distance Available (TODA).</i> |
| Clear Zone | <i>See Runway Protection Zone (RPZ).</i> |
| Commercial Service Airport | <i>A public airport providing scheduled passenger service that enplanes at least 2,500 annual passengers.</i> |
| Compass Locator (LOM) | <i>Compass Locator: A low power, low/medium frequency radio-beacon installed in conjunction with the instrument landing system at one or two of the marker sites.</i> |
| Conical Surface | <i>An imaginary obstruction-limiting surface defined in FAR Part 77 that extends from the edge of the horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 4,000 feet.</i> |

| | |
|---------------------------|---|
| Controlled Airport | <i>An airport that has an operating airport traffic control tower.</i> |
| Controlled Airspace | <p><i>Airspace of defined dimensions within which air traffic control services are provided to instrument flight rules (IFR) and visual flight rules (VFR) flights in accordance with the airspace classification. Controlled airspace in the United States is designated as follows:</i></p> <ul style="list-style-type: none"> • <i>CLASS A: Generally, the airspace from 18,000 feet mean sea level (MSL) up to but not including flight level FL600. All persons must operate their aircraft under IFR.</i> • <i>CLASS B: Generally, the airspace from the surface to 10,000 feet MSL surrounding the nation’s busiest airports. The configuration of Class B airspace is unique to each airport, but typically consists of two or more layers of air space and is designed to contain all published instrument approach procedures to the airport. An air traffic control clearance is required for all aircraft to operate in the area.</i> • <i>CLASS C: Generally, the airspace from the surface to 4,000 feet above the airport elevation (charted as MSL) surrounding those airports that have an operational control tower and radar approach control and are served by a qualifying number of IFR operations or passenger enplanements. Although individually tailored for each airport, Class C airspace typically consists of a surface area with a five nautical mile (nm) radius and an outer area with a 10 nautical mile radius that extends from 1,200 feet to 4,000 feet above the airport elevation. Two-way radio communication is required for all aircraft.</i> • <i>CLASS D: Generally, that airspace from the surface to 2,500 feet above the airport elevation (charted as MSL) surrounding those airports that have an operational control tower. Class D airspace is individually tailored and configured to encompass published instrument approach procedure. Unless otherwise authorized, all persons must establish two-way radio communication.</i> • <i>CLASS E: Generally, controlled airspace that is not classified as Class A, B, C, or D. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures. Class E airspace encompasses all Victor Airways. Only aircraft following instrument flight rules are required to establish two-way radio communication with air traffic control.</i> • <i>CLASS G: Generally, that airspace not classified as Class A, B, C, D, or E. Class G airspace is uncontrolled for all aircraft. Class G airspace extends from the surface to the overlying Class E airspace.</i> |
| Controlled Firing Area | <i>See Special-Use Airspace.</i> |
| Critical Aircraft | <i>The most demanding aircraft or grouping of aircraft with similar characteristics that make regular use of the airport. Facility design standards and dimensions are set to accommodate the critical aircraft. For projects requiring FAA-funding, the critical aircraft must have regular use operations over 500 operations per year excluding touch and go operations.</i> |
| Crosswind | <i>A wind that is not parallel to a runway centerline or to the intended flight path of an aircraft.</i> |
| Crosswind Component | <i>The component of wind that is at a right angle to the runway centerline or the intended flight path of an aircraft.</i> |
| Crosswind Leg | <i>A flight path at right angles to the landing runway off its upwind end. Also see Traffic Pattern.</i> |
| CTAF | <i>Common Traffic Advisory Frequency: A radio frequency used by pilots to communicate with each other at non-towered airports, or when the tower is closed</i> |

| | |
|------------------------------|---|
| | <i>at night. The CTAF may also be used to coordinate arrivals and departures and control airfield lighting systems.</i> |
| D | |
| DA | <i>Decision Altitude: A specified altitude on a vertically-guided approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. DA is referenced to mean sea level (MSL).</i> |
| dB | <i>Decibel: A measure of the amplitude or strength of a sound wave. The strength, or loudness, of a sound wave is measured using decibels on a logarithmic scale. The range of audibility of a human ear is 0 dB (threshold of hearing) to 125 dB (pain begins). The use of a logarithmic scale often confuses people because it does not directly correspond to the perception of relative loudness. A common misconception is that if two noise events occur at the same time, the result will be twice as loud. In reality, the event will double the sound energy, but only result in a 3 dB increase in magnitude. For a sound event to be twice as loud as another, it must be 10 dB higher.</i> |
| dBA | <i>Weighted Decibel: Scientific studies have shown that people do not interpret sound the same way a microphone does. For example, humans are bias and sensitive to tones within a certain frequency range. The A-weighted decibel scale was developed to correlate sound tones with the sensitivity of the human ear. The A-weighted decibel is a “frequency dependent” rating scale which emphasizes the sound components within the frequency range where most speech occurs.</i> |
| Decision Height | <i>The height above the end of the runway surface at which a decision must be made by a pilot during the ILS or Precision Approach Radar approach to either continue the approach or to execute a missed approach.</i> |
| Declared Distances | <i>The distances the airport owner declares available for a turbine powered aircraft's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements. The distances are:</i> <ul style="list-style-type: none"> • TAKEOFF RUNWAY AVAILABLE (TORA): <i>The runway length declared available and suitable for the ground run of an airplane taking off.</i> • TAKEOFF DISTANCE AVAILABLE (TODA): <i>The TORA plus the length of any remaining runway and/or clear way beyond the far end of the TORA.</i> • ACCELERATE-STOP DISTANCE AVAILABLE (ASDA): <i>The runway plus stopway length declared available for the acceleration and deceleration of an aircraft aborting a takeoff.</i> • LANDING DISTANCE AVAILABLE (LDA): <i>The runway length declared available and suitable for landing.</i> |
| Department of Transportation | <i>The cabinet level federal government organization consisting of modal operating agencies, such as the Federal Aviation Administration (FAA), which was established to promote the coordination of federal transportation programs and to act as a focal point for research and development efforts in transportation.</i> |
| Discretionary Funds | <i>Federal grant funds that may be appropriated to an airport based upon designation by the Secretary of Transportation or Congress to meet a specified national priority such as enhancing capacity, safety, and security, or mitigating noise.</i> |
| Displaced Threshold | <i>A threshold that is located at a point on the runway beyond the beginning of the runway surface.</i> |
| DME | <i>Distance Measuring Equipment: A transponder-based radio navigation technology that measures slant range distance by timing the propagation delay of Very-High Frequencies (VHF) or Ultra-High Frequencies (UHF) radio signals.</i> |

| | |
|---------------------|--|
| DNL | Day/Night Average Sound Level: <i>The standard metric used to measure noise from aircraft is the Day-Night Noise Level, which measures the cumulative noise levels of all aircraft operations. DNL includes penalties for night operations (10pm-7am), when ambient noise levels tend to be lower and aircraft noise may be viewed as more disruptive.</i> |
| Downwind Leg | <i>A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg. Also see Traffic Pattern.</i> |
| DTWL | Dual-Tandem Wheel Landing Gear: <i>Runway weight bearing capacity of aircraft with dual-tandem type landing gear.</i> |
| DWL | Dual-Wheel Landing Gear: <i>Runway weight bearing capacity of aircraft with dual-wheel type landing gear.</i> |
| E | |
| EA | Environmental Assessment: <i>A concise document that takes a thorough look at expected environmental effects of a proposed action. Projects that receive federal funding are subject to the National Environmental Policy Act and other applicable regulations. Should significant environmental impact be expected as part of a proposed action, then an environmental impact statement may be warranted. (Federal Aviation Administration, 2006).</i> |
| Easement | <i>The legal right of one party to use a portion of the total rights in real estate owned by another party. This may include the right of passage over, on, or below the property; certain air rights above the property, including view rights; and the rights to any specified form of development or activity, as well as any other legal rights in the property that may be specified in the easement document.</i> |
| EIS | Environmental Impact Statement: <i>If the EA indicates the proposed action’s impacts would meet or exceed a significance threshold(s) for the affected resource(s), or that mitigation would not reduce the significant impact(s) below the applicable threshold(s), FAA must prepare an EIS. An EIS provides additional, detailed evaluations of the proposed action and its alternatives, including the No Action alternative. (Federal Aviation Administration, 2006).</i> |
| Elevation | <i>The vertical distance measured in feet above mean sea level.</i> |
| Enplaned Passengers | <i>The total number of revenue passengers boarding aircraft, including originating, stop-over, and transfer passengers, in scheduled and nonscheduled services.</i> |
| Enplanement | <i>The boarding of a passenger, cargo, freight, or mail on an aircraft at an airport.</i> |
| Entitlement | <i>Federal funds for which a commercial service airport may be eligible based upon its annual passenger enplanements.</i> |
| Entrance Taxiway | <i>A taxiway designed to be used by an aircraft entering a runway. Entrance taxiways may also be used to exit a runway.</i> |
| Environmental Audit | <i>An assessment of the current status of a party’s compliance with applicable environmental requirements of a party’s environmental compliance policies, practices, and controls.</i> |
| EPA | Environmental Protection Agency: <i>The purpose of the EPA is to ensure that Americans are protected from significant risks to health and the environment; that national efforts to reduce environmental risk are based on the best available scientific information; and that federal laws protecting health and the environment are enforced; that environmental protection is an integral consideration in U.S. policies concerning natural resources, human health, economic growth, energy, transportation, agriculture, industry, and international trade, and these factors are</i> |

| | |
|-----------------------------|--|
| | <i>similarly considered in establishing environmental policy. (U.S. Environmental Protection Agency, 2014).</i> |
| ESA | Endangered Species Act: <i>The purpose of the ESA is to protect and recover imperiled species and the ecosystems upon which they depend. It is administered by the U.S. Fish and Wildlife Service and the Commerce Department’s National Marine Fisheries Service. Under the ESA, species may be listed as either endangered or threatened. “Endangered” means a species is in danger of extinction throughout all or a significant portion of its range. “Threatened” means a species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened. For the purposes of the ESA, Congress defined species to include subspecies, varieties, and, for vertebrates, distinct population segments. (U.S. Fish and Wildlife Service, 2013).</i> |
| Essential Air Service | <i>A federal program which guarantees air carrier service to selected small cities by providing subsidies as needed to prevent these cities from such service.</i> |
| ETMSC | <i>Enhanced Traffic Management System Counts: Provides information on traffic counts by airport or by city pair for various data groupings such as aircraft type or by hour of the day. Data are created when pilots file flight plans and/or when flights are detected by the National Airspace System.</i> |
| Exit Taxiway | <i>A taxiway designed to be used by an aircraft only to exit a runway: Acute-Angled Exit Taxiway – A taxiway forming an angle less than 90 degrees from the runway centerline; High Speed Exit Taxiway – An acute-angled exit taxiway forming a 30-degree angle with the runway centerline, designed to allow an aircraft to exit a runway without having to decelerate to typical taxi speed.</i> |
| F | |
| FAA | <i>Federal Aviation Administration: The FAA’s continuing mission is to provide the safest, most efficient aerospace system in the world. (Federal Aviation Administration, 2010). They are the regulatory authority on airports, airspace, aircraft, and pilots in the U.S. FAA policy is created in Washington D.C. and administered by local, regional, and district offices.</i> |
| FAR | <i>Federal Aviation Regulations: The general and permanent rules established by the executive departments and agencies of the Federal Government for aviation, which are published in the Federal Register. These are the aviation subset of the Code of Federal Regulations.</i> |
| FAR Part 77 | <i>Federal Aviation Regulation Part 77: Establishes standards and notification requirements for objects affecting navigable airspace.</i> |
| FBO | <i>Fixed Base Operator: Airport businesses that provide a variety of general aviation services including aircraft parking, fuel, maintenance, charter and aircraft rental, pilot lounge, flight instruction and sales.</i> |
| Federal Inspection Services | <i>The provision of customs and immigration services including passport inspection, inspection of baggage, the collection of duties on certain imported items, and the inspections for agricultural products, illegal drugs, or other restricted items.</i> |
| FEMA | <i>Federal Emergency Management Agency: FEMA coordinates the federal government’s role in preparing for, preventing, mitigating the effects of, responding to, and recovering from all domestic disasters, whether natural or man-made, including acts of terror. (Federal Emergency Management Agency, 2014).</i> |
| Final Approach | <i>A flight path in the direction of landing along the extended runway centerline. The final approach normally extends from the base leg to the runway. Also see Traffic Pattern.</i> |

| | |
|--------------------------|--|
| Final Approach Fix | <i>The designated point at which the final approach segment for an aircraft landing on a runway begins for a non-precision approach.</i> |
| Flight Level | <i>A designation for altitude within controlled airspace.</i> |
| Flight Service Station | <i>An operations facility in the national flight advisory system which utilizes data interchange facilities for the collection and dissemination of Notices to Airmen, weather, and administrative data and which provides pre-flight and in-flight advisory services to pilots through air and ground-based communication facilities.</i> |
| FONSI | <i>Finding of No Significant Impact: A federal agency’s record of decision on an environmental assessment declaring that the proposed action poses no significant impact on natural and human resources included in the National Environmental Policy Act.</i> |
| FPO | <i>FAA Flight Procedures Office: The FPO is responsible for establishing instrument procedure (departure, en route, arrival, approach) design and obstacle clearance standards, criteria, and policy for the existing National Airspace System flight procedure structure and to accommodate emerging technologies and flight operation capabilities. The FPO develops and establishes criteria for terminal instrument procedures for issuance in the current edition of United States Standard for Terminal Instrument Procedures and related 8260-series orders. (Federal Aviation Administration, 2014).</i> |
| Frangible | <i>Retains its structural integrity and stiffness up to a designated maximum load, but on impact from a greater load, breaks, distorts, or yields in such a manner as to present the minimum hazard to aircraft.</i> |
| Frangible NAVAID | <i>A navigational aid which retains its structural integrity and stiffness up to a designated maximum load, but on impact from a greater load, breaks, distorts, or yields in such a manner as to present the minimum hazard to aircraft.</i> |
| FSDO | <i>FAA Flight Standards District Office: A regulatory agency in charge of low-flying aircraft, accident reporting, air carrier certification and operations, aircraft maintenance, aircraft operational issues, aircraft permits, airmen certification (licensing) for pilots, mechanics, repairmen, dispatchers, and parachute riggers, certification and modification issues, enforcement of airmen & aircraft regulations. (Federal Aviation Administration, 2013).</i> |
| FY | <i>Fiscal Year.</i> |
| G | |
| GA | <i>General Aviation: Aircraft activity that is not scheduled for commercial purposes (e.g. airlines and cargo carriers) or conducted by the military. GA operations include charter and on-demand air transport, flight instruction, recreational flying, pipeline inspection, and emergency response.</i> |
| General Aviation Airport | <i>An airport that provides air service to only general aviation.</i> |
| GIS | <i>Geographic Information System: A computer system designed to capture, store, manipulate, analyze, manage, and present all types of spatial or geographical data.</i> |
| GPA | <i>Glide Path Angle: The angle of the final approach descent path relative to the approach surface baseline.</i> |
| GPS | <i>Global Positioning System: A system of 24 satellites used as reference points to enable navigators equipped with GPS receivers to determine their latitude, longitude, and altitude.</i> |
| GQS | <i>Glide Path Qualification Surface: An imaginary surface extending from the runway threshold along the runway centerline extended to the Decision Altitude (DA) point.</i> |

| | |
|-------------------------|---|
| Ground Access | <i>The transportation system on and around the airport that provides access to and from the airport by ground transportation vehicles for passengers, employees, cargo, freight, and airport services.</i> |
| GRP | <i>Gross Regional Product: The value of goods and services produced in the County and serves as a health index for the overall economy.</i> |
| GS | <i>Glide Slope: The vertical component of the instrument landing system (ILS) for the glide path guidance when combined with the lateral guidance of the localizer. The glideslope consists of the following:</i> <ol style="list-style-type: none"> <i>1. Electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as ILS; or</i> <i>2. Visual ground aids, such as VASI, which provide vertical guidance for VFR approach or for the visual portion of an instrument approach and landing.</i> |
| H | |
| HAA | <i>Height Above Airport: The height of the circling approach descent altitude (MDA) above the airport elevation.</i> |
| HAZMAT | <i>Hazardous Materials: Materials that pose a risk to human health and safety, and the environment. Transport, storage, and disposal of these materials are regulated by state and federal environmental and transportation agencies.</i> |
| Helipad | <i>A designated area for the takeoff, landing, and parking of helicopters.</i> |
| High-Speed Exit Taxiway | <i>A long radius taxiway designed to expedite aircraft turning off the runway after landing (at speeds to 60 knots), thus reducing runway occupancy time.</i> |
| HIRL | <i>High Intensity Runway Lights: The highest classification in terms of intensity or brightness for lights designated for use in delineating the sides of a runway.</i> |
| Horizontal Surface | <i>An imaginary obstruction-limiting surface defined in FAR Part 77 that is specified as a portion of a horizontal plane surrounding a runway located 150 feet above the established airport elevation. The specific horizontal dimensions of this surface are a function of the types of approaches existing or planned for the runway.</i> |
| Hot Spot | <i>A location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.</i> |
| I | |
| IAP | <i>Instrument Approach Procedure: Consists of a series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight rules (IFR) conditions from the beginning of the initial approach to a landing, or to a point from which the landing can be made visually. IAPs are classified as precision instrument, with both horizontal and vertical guidance; non-precision instrument, with only horizontal guidance; and visual, without positional guidance.</i> |
| ICAO | <i>International Civil Aviation Organization: A United Nations specialized agency that works with Member States and global aviation organizations to develop international Standards and Recommended Practices (SARPs) which States reference when developing their legally-enforceable national civil aviation regulations. (International Civil Aviation Organization, 2014).</i> |
| IFR | <i>Instrument Flight Rules: They govern flight procedures when there is cloud ceiling less than 1,000 feet and/or visibility less than three miles. These rules require pilots to be specially licensed to navigate using instruments and air traffic control instruction, without visual reference. (FAR Part 91).</i> |
| ILS | <i>Instrument Landing System: An instrument landing system operates as a ground-based instrument approach system that provides precision lateral and vertical</i> |

| | |
|-----------------------|---|
| | <p>guidance to an aircraft approaching and landing on a runway, using a combination of radio signals and, in many cases, high-intensity lighting arrays to enable a safe landing during instrument meteorological conditions (IMC), such as low ceilings or reduced visibility due to fog, rain, or blowing snow. The system normally consists of the following electronic components and visual aids:</p> <ol style="list-style-type: none"> 1. Localizer. 2. Glide Slope. 3. Outer Marker. 4. Middle Marker. 5. Approach Lights. |
| IM | Inner Marker. |
| IMC | Instrument Meteorological Conditions: An aviation flight category that describes weather conditions that require pilots to fly primarily by reference to instruments, and therefore under instrument flight rules (IFR), rather than by outside visual references under visual flight rules (VFR). |
| Initial Approach Fix | The designated point at which the initial approach segment begins for an instrument approach to a runway. |
| Instrument Procedures | A series of predetermine maneuvers consisting of navigational waypoints, headings, and minimum altitudes, intended to guide aircraft between the terminal (airport area) phase of flight and the en route phase of flight. |
| Itinerant Aircraft | An aircraft that is proceeding to or arriving from another location; or leaves the aerodrome traffic circuit but will be returning to land. |
| Itinerant Operations | Operations by aircraft that are not based at a specified airport. |
| J | |
| Jet | Jet aircraft are characterized for having a turbine engine instead of a piston engine. Jet aircraft range in size from small four-passenger business jets to the largest airliners. |
| Jet A | Jet A is gasoline used in turbine engine powered aircraft. These include jets and propeller aircraft with turbine engines. Jet A is essentially kerosene, refined to meet aviation specifications. |
| K | |
| Knots | A unit of speed length used in navigation that is equivalent to the number of nautical miles traveled in one hour. |
| L | |
| Landside | The portion of an airport that provides the facilities necessary for the processing of passengers, cargo, freight, and ground transportation vehicles. |
| Large Aircraft | An aircraft with a maximum certificated takeoff weight of more than 12,500 lbs. |
| LDA | Landing Distance Available: The runway length declared available and suitable for landing an aircraft. Also see Declared Distances. |
| LDA | Localizer Type Directional Aid |
| LIRL | Low Intensity Runway Lighting. |
| LMM | Compass Locator at ILS Outer Marker. |
| LOC | Localizer: The lateral guidance component of the instrument landing system (ILS) for the runway center line when combined with the vertical guidance of the glide slope. |

| | |
|--------------------------------|--|
| Local Area Augmentation System | <i>A differential GPS system that provides localized measurement correction signals to the basic GPS signals to improve navigational accuracy integrity, continuity, and availability.</i> |
| Local Operations | <i>Aircraft operations performed by aircraft that are based at the airport and that operate in the local traffic pattern or within sight of the airport, that are known to be departing for or arriving from flights in local practice areas within a prescribed distance from the airport, or that execute simulated instrument approaches at the airport.</i> |
| Local Traffic | <i>Aircraft operating in the traffic pattern or within sight of the tower, or aircraft known to be departing or arriving from the local practice areas, or aircraft executing practice instrument approach procedures. Typically, this includes touch-and-go training operations.</i> |
| Localizer Type Directional Aid | <i>A facility of comparable utility and accuracy to a localizer, but is not part of a complete ILS and is not aligned with the runway.</i> |
| LORAN | <i>Long Range Navigation: An electronic navigational aid, or system, which determines aircraft position and speed by measuring the difference in the time of reception of synchronized pulse signals from two fixed transmitters. LORAN is used for en route navigation.</i> |
| Low Intensity Runway Lights | <i>Low Intensity Runway Lights: The lowest classification in terms of intensity or brightness for lights designated for use in delineating the sides of a runway.</i> |
| M | |
| MAC | <i>Missed Approach Course: The flight route to be followed if, after an instrument approach, a landing is not affected, and occurring normally:</i> <ol style="list-style-type: none"> <i>1. When the aircraft has descended to the decision height and has not established visual contact; or</i> <i>2. When directed by air traffic control to pull up or to go around again.</i> |
| Magnetic Bearing | <i>This determines the numbering scheme of runways. Runways are measured based on their orientation to the magnetic north pole (not the true North Pole, located at 90 degrees north latitude).</i> |
| MALS | <i>Medium Intensity Approach Lighting System with Indicator Lights.</i> |
| MALSR | <i>Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights: A medium approach intensity lighting system (ALS) installed in airport runway approach zones along the extended centerline of the runway. MALSR consists of a combination of threshold lamps, steady burning light bars and flashers, provides visual information to pilots on runway alignment, height perception, roll guidance, and horizontal references for Category I Precision Approaches.</i> |
| MDA | <i>Minimum Decent Altitude: The lowest authorized altitude on an approach that does not have vertical guidance. MDA is referenced to mean sea level (MSL).</i> |
| MEP | <i>Multi-Engine Piston: Aircraft with two or more engines and are typically larger than Single Engine Piston (SEP) aircraft.</i> |
| Military Operations | <i>Aircraft operations that are performed in military aircraft.</i> |
| Military Training Route | <i>An air route depicted on aeronautical charts for the conduct of military flight training at speeds above 250 knots.</i> |
| MIRL | <i>Medium Intensity Runway Lights: Runway lights located along the edge of the runway and used by pilots at night and in low visibility to land and take-off from the runway.</i> |

| | |
|--------------------------------------|---|
| MITL | Medium Intensity Taxiway Lights: <i>Taxiway lights located along the edge of the taxiway and used by pilots at night and in low visibility to navigate on taxiways.</i> |
| MLS | Microwave Landing System: <i>An instrument approach and landing system that provides precision guidance in azimuth, elevation, and distance measurement.</i> |
| MM | Middle Marker. |
| MOA | Military Operations Area: <i>See Special-Use Airspace.</i> |
| Modification to Standards | <i>Any approved nonconformance to FAA standards, other than dimensional standards for Runway Safety Areas (RSAs), applicable to an airport design, construction, or equipment procurement project that is necessary to accommodate an unusual local condition for a specific project on a case-by-case basis while maintaining an acceptable level of safety.</i> |
| Movement Area | <i>The runways, taxiways, and other areas of an airport that are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft including helicopters and tilt-rotors, exclusive of loading aprons and aircraft parking areas.</i> |
| MSL | Mean Sea Level: <i>An average level of the surface of one or more of Earth's oceans from which heights such as elevations may be measured. MSL is a type of vertical datum – a standardized geodetic reference point – that is used, for example, as a chart datum in cartography and marine navigation or, in aviation, as the standard sea level at which atmospheric pressure is measured to calibrate altitude and, consequently, aircraft flight levels.</i> |
| N | |
| NAAQS | National Ambient Air Quality Standards: <i>The Clean Air Act requires the Environmental Protection Agency to set National Ambient Air Quality Standards for pollutants considered harmful to public health and the environment. The Clean Air Act identifies two types of national ambient air quality standards. Primary standards provide public health protection, including protecting the health of “sensitive” populations such as asthmatics, children, and the elderly. Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. (U.S. Environmental Protection Agency, 2011).</i> |
| NAS | National Airspace System: <i>The airspace, navigation facilities and airports of the United States along with their associated information, services, rules, regulations, policies, procedures, personnel, and equipment.</i> |
| National Transportation Safety Board | <i>A federal government organization established to investigate and determine the probable cause of transportation accidents, to recommend equipment and procedures to enhance transportation safety, and to review on appeal the suspension or revocation of any certificates or licenses issued by the Secretary of Transportation.</i> |
| Nautical Mile | <i>A unit of length used in navigation, which is equivalent to the distance spanned by one minute of arc in latitude, that is, 1,852 meters or 6,076 feet. It is equivalent to approximately 1.15 statute mile.</i> |
| NAVAID | Navigational Aid: <i>An electronic or visual guidance system that allows pilots to maintain situational and locational awareness during periods of low visibility. NAVAIDs include airfield lights and radio beacons that convey positional information to pilots.</i> |
| NCRS | Natural Resources Conservation Service: <i>U.S. Department of Agriculture’s principal agency for providing conservation technical assistance to private landowners, conservation districts, tribes, and other organizations.</i> |
| NDB | Non-Directional (Radio) Beacon: <i>A radio transmitter at a known location, used as an aviation or marine navigational aid. A NAVAID that broadcasts its location in all</i> |

| | |
|--------------------------|--|
| | <i>directions. These NAVAIDs are typically coupled with automatic direction finders, which convey their relative direction to aircraft.</i> |
| NEPA | <i>National Environmental Policy Act: The NEPA requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions. To meet NEPA requirements federal agencies prepare a detailed statement known as an Environmental Assessments and Environmental Impact Statements (EIS). EPA reviews and comments on EISs prepared by other federal agencies, maintains a national filing system for all EISs, and assures that its own actions comply with NEPA. (U.S Environmental Protection Agency, 2014).</i> |
| NM | <i>Nautical Mile: 6,076.1 feet.</i> |
| NOAA | <i>National Oceanic and Atmospheric Administration: An American scientific agency within the United States Department of Commerce that focuses on the conditions of the oceans, major waterways, and the atmosphere.</i> |
| Noise Contour | <i>A continuous line on a map of the airport vicinity connecting all points of the same noise exposure level.</i> |
| Non-Movement Area | <i>The areas of an airport that are used for taxiing or hover taxiing, or air taxiing aircraft including helicopters and tilt-rotors, but are not part of the movement area (i.e., the loading aprons and aircraft parking areas).</i> |
| Non-Precision Instrument | <i>NAVAIDs and instrument procedures enabling only lateral guidance of aircraft, compared to precision instrument, which provides lateral and vertical guidance. During periods of visibility below three statute miles, and when the cloud ceiling is below 1,000 feet above ground level, aircraft, airports, and pilots must be equipped and trained to fly non-precision instrument procedures, otherwise the airport must close until visibility improves.</i> |
| NOTAM | <i>Notice to Airmen: Federally issued notice pertaining to deviations from standard operating procedures in the national airspace system. NOTAMs typically pertain to airspace and runway closures, and special events, such as air shows. Pilots are responsible for reviewing applicable NOTAMs in the airspace and airports within which they operate.</i> |
| NPA | <i>Non-Precision Approach: A straight-in instrument approach procedure that provides course guidance, with or without vertical path guidance, with visibility minimums not lower than 3/4 mile (4000 RVR).</i> |
| NPES | <i>National Pollutant Discharge Elimination System.</i> |
| NPIAS | <i>National Plan of Integrated Airport Systems: The NPIAS identifies nearly 3,400 existing and proposed airports that are significant to national air transportation and thus eligible to receive Federal grants under the Airport Improvement Program (AIP). It also includes estimates of the amount of AIP money needed to fund infrastructure development projects that will bring these airports up to current design standards and add capacity to congested airports. The FAA is required to provide Congress with a 5-year estimate of AIP eligible development every two years. The NPIAS contains all commercial service airports, all reliever airports, and selected general aviation airports. (Federal Aviation Administration, 2014).</i> |
| NPRM | <i>Notice of Proposed Rulemaking.</i> |
| NRI | <i>Natural Resource Inventory: A statistical survey of land use and natural resource conditions and trends on U.S. non-Federal lands, maintained by the US Department of Agriculture.</i> |
| O | |

| | |
|-------------------------------|--|
| Obstacle | <i>An existing object at a fixed geographical location, or which may be expected at a fixed location within a prescribed area with reference to which vertical clearance is or must be provided during flight operation.</i> |
| OCS | <i>Obstacle Clearance Surface: An evaluation surface that defines the minimum required obstruction clearance for approach or departure procedures.</i> |
| ODALS | <i>Omni-Directional Approach Lighting System.</i> |
| OE/AAA | <i>Obstacle Evaluation / Airport Airspace Analysis: FAA OE/AAA evaluates cases related to airspace in the U.S. Structures built within 20,000 feet of public airports, or exceeding 200 feet above ground level, must go through OE/AAA review. OE/AAA issues a determination on whether the proposed construction is or is not a hazard to air navigation.</i> |
| OFA | <i>Object Free Area: The area centered about the runway or taxiway centerline. The OFA clearing standard requires clearing the OFA of above-ground objects protruding above the nearest point of the safety area, except those fixed by function. Buildings and parked aircraft are not permitted in the OFA. (Federal Aviation Administration, 2012).</i> |
| OFZ | <i>Obstacle Free Zone: The OFZ clearing standard precludes aircraft and other object penetrations, except for frangible NAVAIDs that need to be located in the OFZ because of their function. Its shape is dependent on the approach minimums for the runway end and the aircraft on approach and, thus, the OFZ for a particular operation may not be the same shape as that used for design purposes. (Federal Aviation Administration, 2012).</i> |
| OM | <i>Outer Marker: An ILS navigation facility in the terminal area navigation system located four to seven miles from the runway edge on the extended centerline, indicating to the pilot that he/she is passing over the facility and can begin final approach.</i> |
| One-Engine Inoperable Surface | <i>A surface emanating from the runway end at a slope ratio of 62.5:1. Air carrier airports are required to maintain a technical drawing of this surface depicting any object penetrations by January 1, 2010.</i> |
| Operation | <i>Data showing how many times aircraft have taken off, landed, or performed a touch-and-go at an airport. One visit to an airport counts as two operations (landing and takeoff).</i> |
| P | |
| PAC | <i>Planning Advisory Committee.</i> |
| PAPI | <i>Precision Approach Path Indicator: A series of lights that indicate to a pilot whether they are on, above, or below the prescribed glide path to a runway end. These devices have either two or four lights that alternate between white and red to indicate the pilot's position.</i> |
| PCF | <i>Porous Friction Course.</i> |
| PCI | <i>Pavement Condition Index: A numerical index used in transportation civil engineering between 0 and 100, which is used to indicate the general condition of a pavement.</i> |
| PCL | <i>Pilot-Controlled Lighting.</i> |
| PFC | <i>Passenger Facility Charge.</i> |
| Pilot Controlled Lighting | <i>Runway lighting systems at an airport that are controlled by activating the microphone of a pilot on a specified radio frequency.</i> |
| PIW | <i>Public Information Workshop.</i> |
| PLASI | <i>Pulsating Visual Approach Slope Indicator.</i> |

| | |
|--------------------------|---|
| POFA | Precision Object Free Area: <i>An area centered on the extended runway centerline, beginning at the runway threshold and extending behind the runway threshold that is 200 feet long by 800 feet wide. The POFA is a clearing standard, which requires the POFA to be kept clear of above ground objects protruding above the runway safety area edge elevation (except for frangible NAVAIDS). The POFA applies to all new authorized instrument approach procedures with less than ¾ mile visibility.</i> |
| Precision Approach | <i>A standard instrument approach procedure, which provides runway alignment and glide slope (descent) information. It is categorized as follows:</i> <ul style="list-style-type: none"> • <i>CATEGORY I (CAT I): A precision approach which provides for approaches with a decision height of not less than 200 feet and visibility not less than 1/2 mile or Runway Visual Range (RVR) 2400 (RVR 1800) with operative touchdown zone and runway centerline lights.</i> • <i>CATEGORY II (CAT II): A precision approach which provides for approaches with a decision height of not less than 100 feet and visibility not less than 1200 feet RVR.</i> • <i>CATEGORY III (CAT III): A precision approach which provides for approaches with minima less than Category II.</i> |
| Precision Approach Radar | <i>A radar facility in the terminal air traffic control system used to detect and display with a high degree of accuracy the direction, range, and elevation of an aircraft on the final approach to a runway.</i> |
| Precision Instrument | <i>NAVAIDs and instrument procedures enabling both lateral and vertical guidance of aircraft. During periods of visibility below 1/2 a statute mile, and when the cloud ceiling is below 200 feet above ground level, aircraft, airports, and pilots must be equipped and trained to fly precision instrument procedures, otherwise the airport must close until visibility improves.</i> |
| Primary Airport | <i>A commercial service airport that enplanes at least 10,000 annual passengers.</i> |
| Primary Surface | <i>An imaginary obstruction limiting surface defined in FAR Part 77 that is specified as a rectangular surface longitudinally centered about a runway. The specific dimensions of this surface are a function of the types of approaches existing or planned for the runway.</i> |
| Prohibited Area | <i>See Special-Use Airspace.</i> |
| PVACI | <i>Pulsating Steady Visual Approach Slope Indicator.</i> |
| PVC | <i>Poor Visibility and Ceiling: Used in determining Annual Service Volume. PVC conditions exist when the cloud ceiling is less than 500 feet and visibility is less than one statute mile.</i> |
| Q | |
| R | |
| Radial | <i>A navigational signal generated by a Very High Frequency Omni-directional Range or VORTAC station that is measured as an azimuth from the station.</i> |
| RCO | <i>Remote Communications Outlet: An unstaffed transmitter receiver/facility remotely controlled by air traffic personnel. RCOs serve flight service stations (FSSs). RCOs were established to provide ground-to-ground communications between air traffic control specialists and pilots at satellite airports for delivering en route clearances, issuing departure authorizations, and acknowledging instrument flight rules cancellations or departure/landing times.</i> |
| RDC | <i>Runway Design Code: A combination of the AAC and ADG. These two elements combined set the design standards, setbacks, and dimensions, pavement width,</i> |

| | |
|----------------------------------|---|
| | <i>safety areas, object free areas, and runway protection zones for a single runway. (Federal Aviation Administration, 2012).</i> |
| Regression Analysis | <i>Using projected change of one variable to forecast the change of another. Regression analysis typically identifies correlation between two variables historically, indicating whether these variables change in a similar fashion to each other, or inversely. Correlation and regression do not determine causation.</i> |
| REIL | <i>Runway End Identifier Lights: Lights that provide rapid and positive identification of the approach end of a runway. The system consists of a pair of synchronized flashing lights located laterally on each side of the runway threshold.</i> |
| Reliever Airport | <i>An airport to serve general aviation aircraft which might otherwise use a congested air-carrier served airport.</i> |
| Restricted Area | <i>See Special-Use Airspace.</i> |
| RNAV | <i>Area Navigation: A method of instrument flight rules (IFR) navigation that allows an aircraft to choose any course within a network of navigation beacons, rather than navigate directly to and from the beacons. Typically, GPS system navigation.</i> |
| ROFA | <i>Runway Object Free Area: This is an object free area centered on the runway. Also see the definition of OFA.</i> |
| RPZ | <i>Runway Protection Zone: A trapezoidal feature whose function is to enhance the protection of people and property on the ground by keeping the area clear of incompatible land uses. These land uses generally include noise sensitive land uses, land uses that are characterized by high concentrations of people, and fuel and hazardous material storage.</i> |
| RSA | <i>Runway Safety Area: A safety area that is centered longitudinally on the runway. It must be clear of all objects, graded, drained, and capable of supporting snow removal equipment, firefighting equipment, and the passage of aircraft without damage to the aircraft. (Federal Aviation Administration, 2012).</i> |
| RTR | <i>Remote Transmitter/Receiver: RTRs serve ARTCCs. Also see Remote Communications Outlet (RCO).</i> |
| Runway | <i>A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of aircraft. Runways are normally numbered in relation to their magnetic direction, rounded off to the nearest 10 degrees. For example, a runway with a magnetic heading of 180 would be designated Runway 18. The runway heading on the opposite end of the runway is 180 degrees from that runway end. For example, the opposite runway heading for Runway 18 would be Runway 36 (magnetic heading of 360). Aircraft can takeoff or land from either end of a runway, depending upon wind direction.</i> |
| Runway Alignment Indicator Light | <i>A series of high intensity sequentially flashing lights installed on the extended centerline of the runway usually in conjunction with an approach lighting system.</i> |
| Runway Gradient | <i>The average slope, measured in percent, between the two ends of a runway.</i> |
| Runway Incursion | <i>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.</i> |
| RVR | <i>Runway Visibility Range: An instrumentally derived value, in feet, representing the horizontal distance a pilot can see down the runway from the runway end.</i> |
| RVZ | <i>Runway Visibility Zone: An area on the airport to be kept clear of permanent objects so that there is an unobstructed line of site from any point five feet above the runway centerline to any point five feet above an intersecting runway centerline.</i> |
| S | |
| SALS | <i>Short Approach Lighting System.</i> |

| | |
|----------------------|--|
| SASO | Specialized Aviation Service Operator: <i>A single-service provider, or special Fixed Based Operator, performing less than full services.</i> |
| SASP | State Aviation System Plan. |
| Scope | <i>The document that identifies and defines the tasks, emphasis, and level of effort associated with a project or study.</i> |
| Segmented Circle | <i>A system of visual indicators designed to provide traffic pattern information at airports without operating control towers.</i> |
| SEL | Sound Exposure Level. |
| SEP | Single Engine Piston: <i>SEP have one piston-powered engine. These aircraft are generally smaller and are often used for flight training and recreational flying.</i> |
| Shoulder | <i>An area adjacent to the defined edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface; support for aircraft and emergency vehicles deviating from the full-strength pavement; enhanced drainage; and blast protection.</i> |
| SID | Standard Instrument Departure: <i>A preplanned coded air traffic control IFR departure routing, preprinted for pilot use in graphic and textual form only.</i> |
| Slant-Range Distance | <i>The distance between an aircraft and a point on the ground.</i> |
| SM | Statute Mile: <i>5,280 feet.</i> |
| Small Aircraft | <i>An aircraft with a maximum certificated takeoff weight of 12,500 lbs (5670 kg) or less.</i> |
| Special-Use Airspace | <p><i>Airspace of defined dimensions identified by a surface area wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities. Special-use airspace classifications include:</i></p> <ul style="list-style-type: none"> • <i>ALERT AREA: Airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity, neither of which is hazardous to aircraft.</i> • <i>CONTROLLED FIRING AREA: Airspace wherein activities are conducted under conditions so controlled as to eliminate hazards to nonparticipating aircraft and to ensure the safety of persons or property on the ground.</i> • <i>MILITARY OPERATIONS AREA (MOA): Designated airspace with defined vertical and lateral dimensions established outside Class A airspace to separate/segregate certain military activities from instrument flight rule (IFR) traffic and to identify for visual flight rule (VFR) traffic where these activities are conducted.</i> • <i>PROHIBITED AREA: Designated airspace within which the flight of aircraft is prohibited.</i> • <i>RESTRICTED AREA: Airspace designated under Federal Aviation Regulation (FAR) 73, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use. When not in use by the using agency, IFR/VFR operations can be authorized by the controlling air traffic control facility.</i> • <i>WARNING AREA: Airspace which may contain hazards to nonparticipating aircraft.</i> |
| SRE | Snow Removal Equipment: <i>Typical airport SRE includes plow trucks, sweeper broom trucks, front loaders, dump trucks, and vehicles for de-icing chemical dispersal.</i> |
| SSALF | Simplified Short Approach Lighting System with Runway Alignment Indicator Lights. |

| | |
|--|--|
| Standard Instrument Departure Procedures | <i>A published standard flight procedure to be utilized following takeoff to provide a transition between the airport and the terminal area or en route airspace.</i> |
| STAR | <i>Standard Terminal Arrival Route: A preplanned coded air traffic control IFR arrival routing, preprinted for pilot use in graphic and textual or textual form only.</i> |
| Stop-and-Go | <i>A procedure wherein an aircraft will land, make a complete stop on the runway, and then commence a takeoff from that point. A Stop-and-Go is recorded as two operations: one operation for the landing and one operation for the takeoff.</i> |
| Stopway | <i>An area beyond the takeoff runway, no less wide than the runway and centered upon the extended centerline of the runway, able to support the airplane during an aborted takeoff, without causing structural damage to the airplane, and designated by the airport authorities for use in decelerating the airplane during an aborted takeoff. A blast pad is not a stopway.</i> |
| Straight-in Landing/Approach | <i>A landing made on a runway aligned within 30 degrees of the final approach course following completion of an instrument approach.</i> |
| SWL | <i>Single-Wheel Landing Gear: Runway Weight Bearing Capacity for Aircraft with Single-Wheel Tandem Type Landing Gear.</i> |
| T | |
| TACAN | <i>Tactical Air Navigation: An ultrahigh frequency electronic air navigation system which provides suitably-equipped aircraft a continuous indication of bearing and distance to the TACAN station.</i> |
| TAF | <i>Terminal Area Forecast: The annual FAA forecast of passengers, aircraft operations, and based aircraft for the National airspace system. This is a top down forecast, starting from the FAA national aerospace forecast and being distributed to the different airports. It is used as a basis for comparison for Master Plan generated forecasts.</i> |
| Taxilane | <i>A taxiway designed for low speed and precise taxiing. Taxilanes are usually, but not always, located outside the movement area, providing access from taxiways (usually an apron taxiway) to aircraft parking positions and other terminal areas.</i> |
| Taxiway | <i>A defined path established for the taxiing of aircraft from one part of an airport to another.</i> |
| TDG | <i>Taxiway Design Group: Relates to the undercarriage dimensions of the aircraft. Taxiway/taxilane width and fillet standards, and in some cases, runway to taxiway and taxiway/taxilane separation standards are determined by TDG.</i> |
| TDZ | <i>Touchdown Zone: The first 3,000 feet of the runway beginning at the threshold.</i> |
| TDZE | <i>Touchdown Zone Elevation: The highest elevation in the touchdown zone.</i> |
| Terminal Instrument Procedures | <i>Published flight procedures for conducting instrument approaches to runways under instrument meteorological conditions.</i> |
| Terminal Radar Approach Control | <i>An element of the air traffic control system responsible for monitoring the en route and terminal segment of air traffic in the airspace surrounding airports with moderate to high levels of air traffic.</i> |
| TESM | <i>Taxiway Edge Safety Margin: The distance between the outer edge of the landing gear of an airplane with its nose gear on the taxiway centerline and the edge of the taxiway pavement.</i> |
| Tetrahedron | <i>A device used as a landing direction indicator. The small end of the tetrahedron points in the direction of landing.</i> |

| | |
|-------------------------|--|
| TFMSC | Traffic Flow Management System Traffic Counts: <i>The data collected from flight plans. These operations are categorized by aircraft type and used to identify trends in the airport fleet mix.</i> |
| THC | Threshold Crossing Height: <i>The theoretical height above the runway threshold at which the aircraft’s glideslope (GS) antenna would be if the aircraft maintains the trajectory established by the Instrument Landing System (ILS) GS, or the height of the pilot’s eye above the runway threshold, based on a visual guidance system.</i> |
| Threshold | <i>The beginning of that portion of the runway available for landing. In some instances, the threshold may be displaced. Threshold always refers to landing, not the start of takeoff.</i> |
| Tiedown | <i>Located on aircraft parking aprons and used to secure parked aircraft so that they do not move in high winds.</i> |
| TODA | Takeoff Distance Available: <i>The Takeoff Run Available (TORA) plus the length of any remaining runway or clearway beyond the far end of the TORA. Also see Declared Distances.</i> |
| TOFA | Taxiway Object Free Area: <i>This is an object free area centered on the taxiway. Also see the definition of OFA.</i> |
| TORA | Takeoff Runway Available: <i>The runway length declared available and suitable for the ground run of an aircraft taking off. Also see Declared Distances.</i> |
| Touch-and-Go | <i>An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway. A Touch-and Go is recorded as two operations: one operation for the landing and one operation for the takeoff.</i> |
| Touchdown | <i>The point at which a landing aircraft makes contact with the runway surface.</i> |
| Touchdown Zone Lighting | <i>Two rows of transverse light bars located symmetrically about the runway centerline normally at 100-foot intervals. The basic system extends 3,000 feet along the runway.</i> |
| TRACON | Terminal Radar Approach Control. |
| Traffic Pattern | <i>The traffic flow that is prescribed for aircraft landing at, or taking off from, an airport. The components of a typical Traffic Pattern are the upwind leg, crosswind leg, downwind leg, base leg, and final approach.</i> |
| TSA | Taxiway Safety Area: <i>A safety area that is centered longitudinally on the taxiway. It must be clear of all objects, graded, drained, and capable of supporting snow removal equipment, firefighting equipment, and the passage of aircraft without damage to the aircraft. (Federal Aviation Administration, 2012).</i> |
| TSC | Technical Steering Committee: <i>A committee made up of airport staff, members of the Airport Advisory Board, and others with an in-depth understanding of aviation. TSC members are tasked with becoming familiar with how the airport operates, and what facilities pilots and aviation-related businesses require.</i> |
| Turboprop | <i>Aircraft that uses gas turbine engines to drive a propeller. These aircraft tend to be slower than jets. Turboprops are used as small commuter aircraft due to lower fuel and maintenance costs.</i> |
| U | |
| UAS | Unmanned Aircraft (Aerial) System: <i>The combination of a pilotless vehicle and pilot that flies the vehicle remotely. This acronym is often used interchangeably with Unmanned Aerial Vehicle (UAV); however, UAS refers to the vehicle and the pilot.</i> |
| UAV | Unmanned Aerial Vehicle: <i>A pilotless vehicle. This acronym is often used interchangeably with Unmanned Aircraft (Aerial) System (UAS); however, UAV refers to the vehicle itself, and not the pilot.</i> |
| UGB | Urban Growth Boundary: <i>A regional boundary, set by the local jurisdiction by mandating that the area inside the boundary be used for higher density urban</i> |

| | |
|----------------------------------|---|
| | <i>development and the area outside be used for lower density development, with the hope of controlling urban sprawl.</i> |
| Uncontrolled Airport | <i>An airport without an air traffic control tower at which the control of Visual Flight Rules (VFR) traffic is not exercised.</i> |
| Uncontrolled Airspace | <i>Airspace within which aircraft are not subject to air traffic control.</i> |
| UNICOM | <i>Universal Communication: A non-government communication facility which may provide airport information at certain airports. Locations and frequencies of UNICOM's are shown on aeronautical charts and publications.</i> |
| Upwind Leg | <i>A flight path parallel to the landing runway in the direction of landing. Also see Traffic Pattern.</i> |
| USACE | <i>U.S. Army Corps of Engineers: The USACE has regulatory over navigable waterways in the U.S. They manage river hydrology, flood prevention, and emergency response.</i> |
| USC | <i>United States Code: A consolidation and codification by subject matter of the general and permanent laws of the United States. It is prepared by the Office of the Law Revision Counsel of the United States House of Representatives. (United States House of Representatives, 2014).</i> |
| USFS | <i>United States Forest Service: An agency of the U.S. Department of Agriculture that administers the nation's national forests and national grasslands.</i> |
| USFWS | <i>U.S. Fish and Wildlife Service: USFWS is tasked with enforcing federal wildlife laws, protecting endangered birds and species, managing bird migrations and fisheries, restoring wetlands, and collecting excise taxes on fishing and hunting. (U.S. Fish and Wildlife Service, 2014).</i> |
| V | |
| VASI | <i>Visual Approach Slope Indicator: An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing by radiating a directional pattern of high intensity red and white focused light beams which indicate to the pilot that he is on path if he sees red/white, above path if white/white, and below path if red/red. Some airports serving large aircraft have three-bar VASI's which provide two visual guide paths to the same runway.</i> |
| Vector | <i>A heading issued to an aircraft to provide navigational guidance by radar.</i> |
| VFR | <i>Visual Flight Rules: Under visual flight rules, pilots must be able to maintain separation from aircraft and objects visually, without the use of navigational aids (NAVAIDS). When weather reduces visibility below three statute miles then pilots may not operate under Visual Flight Rules (VFR) and must instead use Instrument Flight Rules (IFR). (FAR Part 91).</i> |
| VHF | <i>Very High Frequency.</i> |
| Victory Airway | <i>A control area or portion thereof established in the form of a corridor, the centerline of which is defined by radio navigational aids.</i> |
| Visual Approach | <i>An approach wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of an air traffic control facility and having an air traffic control authorization, may proceed to the airport of destination in VFR conditions.</i> |
| Visual Meteorological Conditions | <i>Meteorological conditions expressed in terms of specific visibility and ceiling conditions which are equal to or greater than the threshold values for instrument meteorological conditions.</i> |
| VOR | <i>Very High Frequency (VHF) Omni-Directional Range (VOR): VOR NAVAIDS convey position and course (relative to the VOR) information to aircraft in flight. These NAVAIDS are used to establish airways across the U.S.</i> |

| | |
|-------------------------|---|
| VORTAC | Very High Frequency Omni-Directional Range Tactile Air Navigation: A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance-measuring equipment (DME) at one site. |
| W | |
| WAAS | Wide Area Augmentation System: A ground-based global positioning system (GPS) signal augmentation service. WAAS antennas boost strength and reliability of satellite GPS signals, enabling aircraft to use GPS to fly instrument approach procedures. |
| Warning Area | See Special-Use Airspace. |
| Weight Bearing Capacity | The amount of weight a piece of pavement is capable of bearing under normal circumstances, without resulting in excessive wear. Aircraft that weigh more than a pavement’s weight bearing capacity may still use the pavement; however, frequent use by such aircraft will cause premature wear of the pavement, requiring earlier replacement. |
| WHMP | Wildlife Hazard Management Plan. |
| Wingspan | The maximum horizontal distance from one wingtip to the other wingtip, including the horizontal component of any extensions, such as winglets or raked wingtips. |
| X | |
| Y | |
| Z | |