

## APPENDIX D

### GLOSSARY OF AVIATION AND AIRPORT MANAGEMENT TERMS

**AERONAUTICAL ACTIVITY.** Any activity that involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations. Activities within this definition, commonly conducted on airports, include but are not limited to the following: air taxi and charter operations, scheduled and non-scheduled air carrier services, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, aircraft sales and services, aircraft storage, sale of aviation petroleum products, repair and maintenance of aircraft, sale of aircraft parts, parachute or ultralight activities and any other activities which, because of their direct relationship to the operation of aircraft, can appropriately be regarded as an aeronautical activity.

**AERONAUTICAL SERVICE.** Any service which involves, makes possible or is required for the operation of aircraft, or which contributes to or is required for the safety of aircraft operations commonly conducted on the airport by a person who has a lease from the airport owner to provide such service.

**ADVISORY CIRCULAR (AC).** A series of external FAA publications consisting of non-regulatory material of a policy and guidance nature.

**AGL.** Above ground level.

**AIR-21.** The Wendell H. Ford Aviation Investment and Reform Act for the 21<sup>st</sup> Century, Pub. L. No. 106-181.

**AIR CARRIER.** A person who undertakes directly, by lease, or other arrangement, to engage in air transportation.

**AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC) OR CENTER.** A facility established to provide air traffic control service to aircraft operating on IFR flight plans within controlled airspace and principally during the en route phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance services may be provided to VFR aircraft.

**AIR TAXI.** An aircraft operator who conducts operations for hire or compensation in accordance with FAR Part 135 in an aircraft with 30 or fewer passenger seats and a

payload capacity of 7,500 pounds or less. An air taxi operates on an on-demand basis and does not meet the " scheduled-flight" qualifications of a commuter.

**AIR TRAFFIC.** Aircraft in operation anywhere in the airspace and on that area of the airport normally used for the movement of aircraft.

**AIR TRAFFIC CONTROL. (ATC)** A service operated by the appropriate authority to promote the safe, orderly, and expeditious flow of air traffic. The ATC system includes **ARTCCs**, **Towers**, airport ground radar and other elements such as navigational aids to pilots.

**AIRCRAFT.** A device that is used or intended to be used for flight in the air and subject to regulation by the FAA. Examples include airplanes, helicopters, airships, gliders, and ultralights.

**AIRCRAFT LEASE.** (Pertaining to the lease of aircraft by an aeronautical activity. Also referred to as aircraft lease-back.) A long-term written agreement established on a minimum basis wherein the lessee shall have full control over the scheduling and use of aircraft and the aircraft is insured as required by defined Minimum Standards for the use of the aircraft by Lessee.

**AIRCRAFT OPERATION.** An aircraft arrival (landing) or departure (takeoff) from the airport. A **touch-and-go** is counted as two operations.

**AIRCRAFT PARKING AND STORAGE AREAS.** Those hangar and apron locations of the airport designated by the Airport Master Plan for the parking and storage of aircraft, and such areas of the airport designated for aircraft maintenance, engine run-up, and self-fueling.

**AIRLINE DEREGULATION ACT OF 1978 (ADA):** The beginning of the end of economic regulation of certificated air carriers by the Civil Aeronautics Board (CAB). The act called for the gradual phase-out of the CAB with its termination on December 31, 1984. Certain functions were transferred to the DOT (FAA) and other agencies.

**AIRPLANE.** An engine-driven, heavier-than-air, fixed-wing aircraft that is supported in flight by the dynamic reaction of the air against its wings.

**AIRPORT.** An area on land or water that is used or intended to be used for the landing and takeoff of aircraft and includes its buildings and facilities.

**AIRPORT COMMERCIAL LEASE.** The written agreement between a commercial operator and the airport manager in which the city grants a non-exclusive right to conduct commercial activity on city-owned property at the airport.

**AIRPORT AND AIRWAY REVENUE ACT OF 1970.** Created an aviation trust fund to be used for airport development. Continuing funding of the trust fund was set up through passenger ticket, fuel and airfreight waybill taxes, and aircraft registration fees.

**AIRPORT DEVELOPMENT AID PROGRAM (ADAP).** A federal aid to airports program established for the development of airport facilities. Precursor to the Airport Improvement Program (AIP.) ADAP 1970-83; AIP 1983-present.

**AIRPORT IMPROVEMENT PROGRAM (AIP).** A federal aid to airports program established in 1983 for the development of airport facilities. Administered by FAA.

**AIRPORT LAYOUT PLAN (ALP).** A plan for an airport developed as part of an Airport Master Plan or update thereto, showing boundaries and proposed additions to all areas owned or controlled by the sponsor for airport purposes, the location and nature of existing and proposed airport facilities and structures, and the location on the airport of all non-aeronautical areas.

**AIRPORT MANAGER.** The Airport Manager or his/her designee.

**AIRPORT MASTER PLAN.** Presents a concept of the ultimate development of an airport. It presents the research and logic from which the plan was evolved, and displays the plan in graphic and written report. The Airport Master Plan is presented to the FAA for approval and would typically also be approved and adopted by the airport sponsor.

**AIRPORT NOISE AND CAPACITY ACT OF 1990 (ANCA).** Sets forth noise rules and regulations for all commercial and private aircraft over 75,000 pounds. All aircraft over 75,000 pounds must meet required levels of quietness by four deadlines. As of December 31, 1999, the last deadline to be met, only Stage 3 aircraft are allowed.

**AIRPORT OPERATING CERTIFICATE.** The certificate issued to the airport sponsor by the FAA authorizing the sponsor to operate the airport in accordance with FAR 139 and the airport certification specifications.

**AIRPORT SPONSOR.** A public agency that is authorized to own and operate an airport, to obtain property interests, to obtain funds, and to be legally, financially, and otherwise able to meet all applicable requirements of current laws and regulations.

**AIRPORT TRAFFIC CONTROL TOWER (ATCT).** An airport facility that uses air/ground communications, visual signaling, and other devices to provide ATC services to aircraft operating in the vicinity of an airport or on the movement area. Authorizes aircraft to land or takeoff at the airport controlled by the tower or to transit the Class D airspace area regardless of flight plan or weather conditions (IFR or VFR). A tower may also provide approach control services (radar or non-radar).

**AIRPORT USE AGREEMENT.** Contract for the air carrier's use of the airport and lease of airport facilities (terminal building space, cargo space, etc.)

**AIRSIDE.** The portion of the airport meant for taxiing, takeoff, landing, parking, loading and unloading, or any other aircraft operation, including the aircraft parking aprons, taxiways, runways, and safety areas.

**APPROACH SPEED.** The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as by aircraft weight, configuration, wind conditions and the height (above sea level) of the airport.

**APRON.** A defined area on an airport or heliport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance. See also ramp.

**ASSURANCE.** An assurance is a provision contained in a Federal grant agreement to which the recipient of Federal airport development assistance has voluntarily agreed to comply with in consideration of the assistance provided.

**AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS).** The continuous broadcast of recorded non-control information in selected terminal areas. Its purpose is to improve controller effectiveness and to relieve frequency congestion by automating the repetitive transmission of essential but routine information; e.g., "Los Angeles information Alfa. One three zero zero Coordinated Universal Time. Weather measured ceiling two thousand overcast, visibility three, haze, smoke, temperature seven one, dew point five seven, wind two five zero at five, altimeter two niner six. ILS Runway Two Five Left approach in use, Runway Two Five Right closed, advise you have Alfa."

**AVIATION SAFETY AND NOISE ABATEMENT ACT OF 1979 (ANSA).** Precursor to ANCA.

**AVIGATION EASEMENT.** A grant of a property interest in land over which is established a right of unobstructed flight.

**AVIONICS.** The computers and other electronic systems that monitor and control an aircraft's electrical and mechanical systems.

**AZIMUTH.** The direction or angle between a radar and an aircraft; measured clockwise from north in a horizontal plane.

**BASED AIRCRAFT.** An aircraft 1) which the owner physically locates at the airport with no present intention of early and definite removal and with the purpose for remaining for an undetermined period, 2) which, whenever absent from the airport, its owner intends to return to the airport for permanent hangaring or tie-down, and 3) whose presence at the airport is something other than merely transitory in nature.

**BASED LOCATION.** The location on the airport which is listed as the aircraft's hangar, shade, or tie-down location as registered with the airport administration.

**CERTIFICATED AIRPORT.** An airport operating under FAR Part 139. The FAA issues airport operating certificates to all airports serving scheduled or unscheduled air carrier aircraft designed for more than 30 passenger seats. Certificated airports must meet minimum safety standards in accordance with FAR Part 139.

**CFI.** Certified Flight Instructor. A flight instructor meeting FAA's requirements for teaching others to fly.

**CFR.** Code of Federal Regulations. A codification of general and permanent rules (regulations) that have been previously published in the Federal Register. The CFR, which is compiled by the Office of the *Federal Register*, is divided into 50 titles, which cover broad areas subject to Federal regulation. Title 14 CFR contains the rules and regulations related to air transportation.

**COMMERCIAL AIRCRAFT.** Any aircraft used in the conduct of any commercial activity.

**COMMERCIAL AVIATION.** Aviation vendor being paid for aviation services.

**COMMERCIAL LESSEE.** Holder of an airport commercial lease.

**COMMON TRAFFIC ADVISORY FREQUENCY (CTAF).** A frequency designed for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower. The CTAF may be a UNICOM, Multicom, FSS, or tower frequency and is identified in appropriate aeronautical publications.

**COMMUTER.** An air carrier operator operating under 14 CFR Part 135 that carries passengers on at least five round trips per week on at least one route between two or more points according to its published flight schedules that specify the times, day of the week, and places between which these flights are performed. Commuter aircraft have 30 or fewer passenger seats and a payload capability of 7,500 pounds or less.

**CONTROLLED AIRSPACE.** An airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification. Controlled airspace is a generic term that covers Class A, Class B, Class C, Class D, and Class E airspace. Controlled airspace is also that airspace within which all aircraft operators are subject to certain pilot qualifications, operating rules, and equipment requirements in FAR Part 91 (for specific operating requirements, please refer to FAR Part 91). For IFR operations in any class of controlled airspace, a pilot must file an IFR flight plan and receive an appropriate ATC clearance. Each Class B, Class C, and Class D airspace area designated for an airport contains at least one primary airport around which the airspace is designated (for specific designations and descriptions of the airspace classes, please refer to FAR Part 71).

Controlled airspace in the United States is designated as follows (See also diagram on the next page):

**1. CLASS A (formerly PCA - Positive Control Area).** Generally, that airspace from 18,000 feet mean sea level (MSL) up to and including flight level (FL) 600 (60,000 feet pressure altitude) , including the airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska. Unless otherwise authorized, all persons must operate their aircraft under IFR.

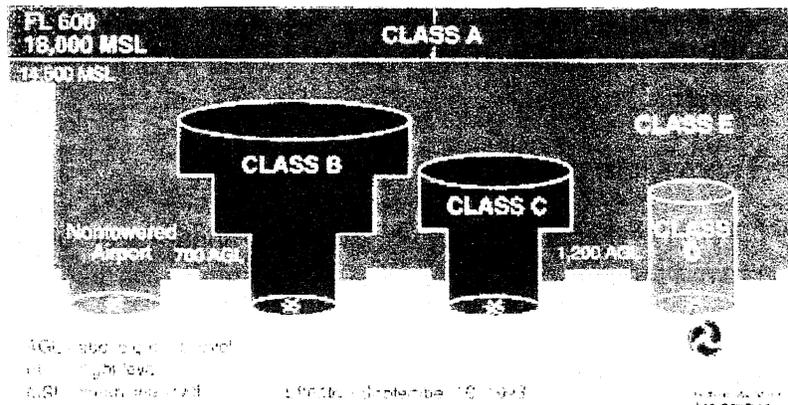
**2. CLASS B (formerly TCA - Terminal Control Area).** Generally, that airspace from the surface to 10,000 feet mean sea level (MSL) surrounding the nation's busiest airports in terms of airport operations or passenger enplanements. The configuration of each Class B airspace area is individually tailored and consists of a surface area and two or more layers (Class B airspace areas resemble upside down wedding cakes), and is designed to contain all published instrument procedures once an aircraft enters the airspace. An ATC clearance is required for all aircraft to operate in the area, and all aircraft that are so cleared receive separation services within the airspace. The cloud clearance requirement for VFR operations is "clear of clouds."

**3. CLASS C (formerly ARSA - Airport Radar Service Area).** Generally, that airspace from the surface to 4,000 feet above the airport elevation (charted in mean sea level (MSL)) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and that have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C area is individually tailored, the airspace usually consists of a surface area with a 5 nautical mile (NM) radius, an outer circle with a 10 nm radius that extends from 1,200 feet to 4,000 feet above the airport elevation and an outer area. Each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while within the airspace. VFR aircraft are only separated from IFR aircraft within the airspace.

**4. CLASS D (formerly ATA - Airport Traffic Area and CZ Control Zone).** Generally, that airspace from the surface to 2,500 feet above the airport elevation (charted in mean sea level (MSL)) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain the procedures. Arrival extensions for instrument approach procedures may be Class D or Class E airspace. Unless otherwise authorized, each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace. No separation services are provided to VFR aircraft.

**5. CLASS E (formerly - General Controlled Airspace).** Generally, if the airspace is not Class A, Class B, Class C, or Class D, and it is controlled airspace, it is Class E airspace. 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. Also in this class are Federal airways, airspace beginning at either 700 or 1,200 feet AGL used to transition to/from the terminal or enroute environment, enroute domestic, and offshore airspace areas designated below 18,000 feet mean sea level (MSL). Unless designated at a lower altitude, Class E airspace begins at 14,500 feet mean sea level (MSL) over the United States, including that airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska, up to, but not including 18,000 feet mean sea level (MSL), and the airspace above flight level (FL) 600.

## U.S. Airspace Classes at a Glance



**DAY-NIGHT AVERAGE SOUND LEVEL (DNL).** A noise measurement used to describe the average aircraft noise levels over a 24-hour period, typically an average day over the course of a year. DNL penalizes aircraft operations that occur between the hours of 10 p.m. and 7 a.m. with an additional 10 decibels to account for increased sensitivity to nighttime noise. DNL may be determined for individual locations or expressed contours. DNL is currently the accepted measurement for aircraft noise analysis.

**DECIBEL (dB).** A unit of relative loudness. The smallest amount of change that can be detected by the human ear is one decibel. Decibels are measured on a logarithmic scale, thus a 20 decibel sound is 2 times as loud as a 10 decibel sound; a 30 decibel sound is 4 times as loud.

**DELAY.** Delays are incurred when any action is taken by an air traffic controller that prevents an aircraft from proceeding normally to its destination for an interval of 15 minutes or more. This includes actions to delay departing or enroute, or arriving aircraft as well as actions taken to delay aircraft at departing airports due to conditions en route or at destination airports.

**DEPARTURES.** The number of aircraft takeoffs actually performed in domestic and international scheduled and non-scheduled passenger/cargo and all-cargo revenue services.

**DISCRETIONARY FUNDS.** Federal aid funds (AIP) granted at the discretion of the FAA for authorized and approved airport projects.

**DOMESTIC OPERATIONS.** Operations within and between: the 50 states of the United States, the District of Columbia, the Commonwealth of Puerto Rico, and the United States Virgin Islands, Canadian transborder operations, and (for certain carriers) Mexican transborder operations.

**EIS.** Environmental Impact Statement. Required for federal projects under the National Environmental Policy Act of 1969 (NEPA) and by most states under similar legislation.

**EN ROUTE AIR TRAFFIC CONTROL SERVICES.** Air traffic control services provided aircraft on IFR flight plans, generally by centers, when these aircraft are operating between departure and destination terminal areas. When equipment, capabilities, and controller workload permit, certain advisory/assistance services may be provided to VFR aircraft.

**ENPLANEMENT.** A revenue passenger boarding an aircraft.

**ENTITLEMENT FUNDS.** Federal aid funds (see AIP) apportioned to each airport for authorized and approved projects, based on a statutory formula that takes into account the airport's passenger boardings and cargo.

**EXCLUSIVE RIGHT.** A power, privilege, or other right excluding or debarring another from enjoying or exercising a like power, privilege, or right. An exclusive right can be conferred either by express agreement, by the imposition of unreasonable standards or requirements, or by any other means. Such a right conferred on one or more parties, but excluding others from enjoying or exercising a similar right or rights, would be an exclusive right.

**FAA - The Federal Aviation Administration.** The government agency responsible for air safety and operation of the air traffic control system. The FAA also administers the **AIP** program that provides grants from the Airport and Airway Trust Fund for airport development.

**FARs - Federal Aviation Regulations.** The laws under which pilots fly and airports are operated in the US. Refers to the regulations contained in Title 14 of the **Code of Federal Regulations**.

**FEDERAL AIRPORT OBLIGATIONS.** Obligations of the airport sponsor arising from the conveyance of land or from Federal grant agreements entered under one of the following Acts:

- Surplus Property Act of 1944 (SPA), as amended, 49 U.S.C. Section 47151-153.
- Federal-Aid Airport Program (FAAP).
- Airport Development Aid Program (ADAP).
- Airport Improvement Program (AIP)

**FIXED BASE OPERATOR (FBO).** Any aviation business duly licensed and authorized by written agreement with the airport owner to provide aeronautical activities at the airport under strict compliance with such agreement and pursuant to these regulations and standards.

**FLIGHT LEVEL.** A level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury (1012 kPa). Each is stated in three digits that represent hundreds of feet. For example, flight level 250 represents a barometric altimeter indication of 25,000 feet, flight level 255, an indication of 25,500 feet.

**FLIGHT PLAN.** Specified information relating to the intended flight of an aircraft that is filed orally or in writing with an FSS or an ATC facility.

**FLIGHT SERVICE STATION (FSS).** Air traffic facilities which provide pilot briefing, enroute communications and VFR search and rescue services, assist lost aircraft and aircraft in emergency situations, relay **ATC** clearances, originate **Notices to Airmen**, broadcast aviation weather and **NAS** information, receive and process **IFR** flight plans, and monitor **NAVAIDs**. In addition, at selected locations, **FSSs** provide Enroute Flight Advisory Service (Flight Watch), take weather observations, issue airport advisories, and advise Customs and Immigration of transborder flights.

**FLYING CLUB.** A non-commercial organization established to promote flying, develop skills in aeronautics, including pilotage, navigation, and awareness and appreciation of aviation requirements and techniques.

**FUEL FLOWAGE FEES.** Fees levied by the airport operator usually per gallon of aviation gasoline and jet fuel sold.

**FUELING OPERATIONS.** The dispensing of aviation fuel into aircraft.

**FUEL VENDOR.** An entity engaged in selling or dispensing aviation fuel to aircraft other than that owned or leased by the entity.

**FUELING OPERATIONS PERMIT.** A permit issued by the airport manager to a person or entity who dispenses aviation fuel at the Airport (see Airport Rules and Regulations for requirements and procedure). There are two types: (1) Fuel Vendor's Permit; and (2) Self-fueling Permit.

**GENERAL AVIATION.** All flying in the United States except that done by scheduled airlines and the military. Approximately 70 % of general aviation flying is for business, medical, agriculture and community service activities, and 30 % is for personal reasons.

**GENERAL OBLIGATION BONDS (GO Bonds).** Bonds sold by a local governmental entity secured by the full faith and credit of the issuer and its taxing power.

**GRANT AGREEMENT.** A grant agreement represents any agreement made between the FAA (on behalf of the United States) and an airport sponsor, whether it be for the grant of Federal funding or a conveyance of land, each of which the airport sponsor agrees to use for airport or aeronautical purposes.

**INSTRUMENT FLIGHT RULES (IFR).** A set of rules governing the conduct of flight under instrument meteorological conditions. (Weather conditions too poor for flight under VFR.)

**IFR RATING.** An Instrument Rating is further training after a Pilot's license to allow pilots to fly in bad weather. The pilot has been trained to not merely fly by instruments alone, but also to understand the Air Traffic Control system, because an IFR flight is continuously monitored by ATC, radar, flight following, and other agencies.

**INSTRUMENT LANDING SYSTEM (ILS).** A precision instrument approach system, generally used to land at fields experiencing weather.

**INSTRUMENT METEOROLOGICAL CONDITIONS. (IMC)** Meteorological conditions expressed in terms of visibility, distance from clouds, and ceiling less than minima specified for visual meteorological conditions.

**INSTRUMENT OPERATIONS.** Arrivals or departures of an aircraft in accordance with an IFR flight plan or special VFR procedures or an operation where IFR separation between aircraft is provided by a terminal control facility. There are three kinds of instrument operations:

- Primary Instrument Operations: arrivals and departures at the primary airport which is normally the airport at which the approach control facility is located.
- Secondary Instrument Operations: arrivals and departures at airports other than the primary airport.
- Overflights: Operations in which an aircraft transits the area without intent to land.

**JET PROP.** Aircraft using turbine engines to drive propellers.

**L/MF RADIO FREQUENCY.** Low to medium frequency.

**LANDSIDE.** The general public common use areas of the airport such as terminals, public roadways, parking lots and buildings which are not contained in the airside area.

**LAND USE COMPATIBILITY.** The ability of land uses surrounding the airport to coexist with airport-related activities with minimum conflict.

**LARGE AIRCRAFT.** An aircraft of more than 12,500 pounds maximum certified takeoff weight, e.g. turboprop and turbojet aircraft.

**LINE SERVICES.** The into-plane delivery of fuels, oils, and other lubricants, the providing of ramp assistance, parking, storage, and tie-down of an aircraft, and minor maintenance services requiring an FAA-certified mechanic.

**LOCAL AIRCRAFT OPERATIONS.** Aircraft operating in the local air traffic pattern or within sight of the air traffic control tower; aircraft that are known to be departing for, or arriving from flight in local practice areas located within a 25-mile radius of the air traffic control tower; or aircraft making simulated instrument approaches or low passes at the airport.

**MAXIMUM CERTIFIED TAKEOFF WEIGHT.** The maximum weight with which an aircraft is allowed to takeoff. See also **large aircraft** and **small aircraft**.

**MSL.** – Mean sea level. The average elevation of the sea surface over a 19-year period.

**MINIMUM METEOROLOGICAL CONDITIONS (MINIMA).** In most classes of airspace, **VFR** operation requires a specific minimum visibility and ceiling, and requires the pilot to maintain specific distances from clouds. Aircraft are permitted to fly under VFR only if these minimum meteorological conditions are met:

Airspace	Flight visibility	Distance from clouds
Class A	Not Applicable	Not Applicable
Class B	3 statute miles	Clear of Clouds
Class C	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Class D	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Class E: Less than 10,000 feet MSL	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
At or above 10,000 feet MSL	5 statute miles	1,000 feet below 1,000 feet above 1 statute mile horizontal
Class G: 1,200 feet or less above the surface (regardless of MSL altitude)	1 statute mile	Clear of clouds
Day, except as provided in Sec. 91.155(b)	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Night, except as provided in Sec. 91.155(b)		
More than 1,200 feet above the surface but less than 10,000 feet MSL	1 statute mile	500 feet below 1,000 feet above 2,000 feet horizontal
Day	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Night		
More than 1,200 feet above the surface and at or above 10,000 feet MSL	5 statute miles	1,000 feet below 1,000 feet above 1 statute mile horizontal

**MINIMUM STANDARDS.** The qualifications or criteria which are established by the airport owner as the minimum requirements to be met by businesses engaged in on-airport aeronautical uses as a condition for the right to conduct those activities.

**MOVEMENT AREA.** The runway, taxiways and other areas of the airport which require permission from air traffic control prior to entering. The designation of movement areas applies at all times, including during times when the airport control tower is closed.

**MULTICOM.** Short for aeronautical multicom service: A mobile radio-communications service not open to public correspondence, used to provide communications essential to conduct activities being performed by or directed from private aircraft.

**NATIONAL AIRSPACE SYSTEM (NAS).** The common network of US airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, and human resources and material. Included are system components shared jointly with the military.

**NAUTICAL MILE (NM).** One minute of latitude; approximately 6,076 feet - about 1/8 longer than the statute mile of 5,280 feet.

**NAVIGATIONAL AID (NAVAID).** Any facility used in aid of air navigation.

**NATIONAL ENVIRONMENTAL PROTECTION ACT OF 1969 (NEPA).** Declares a national policy encouraging productive and enjoyable harmony between man and his environment; promoting efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; enriching the understanding of the ecological systems and natural resources important to the Nation; and establishing a Council on Environmental Quality.

**NOISE ABATEMENT.** A procedure or technique used by aircraft at an airport to minimize the impact of noise on areas surrounding an airport.

**NONDIRECTIONAL BEACON (NDB).** An L/MF or UHF radio beacon transmitting non-directional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine his bearing to or from the radio beacon and "home" on or track to or from the station. When the radio beacon is installed in conjunction with the Instrument Landing System marker, it is normally called a Compass Locator.

**NON-SCHEDULED SERVICE.** Revenue flights, such as charter flights, that are not operated in regular scheduled service and all non-revenue flights incident to such flights.

**NOTICE TO AIRMEN (NOTAM).** A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight

operations. NOTAMs are distributed via two methods: telecommunications (Class I) and/or postal services (Class II).

**PART 36.** (14 CFR Part 36 or FAR Part 36) Regulates the amount of noise certain types of aircraft make. In order to meet Part 36 Stage 3 requirements, the maximum noise level permitted is:

- Take Off 89.0 EPNdB
- Sideline 94.0
- Approach 98.0

**PART 91.** (14 CFR Part 91 or FAR Part 91) Prescribes rules governing the operation of aircraft (other than moored balloons, kites, unmanned rockets, and unmanned free balloons and ultralight vehicles within the United States, including the waters within 3 nautical miles of the U.S. coast.

**PART 150.** (14 CFR Part 150 or FAR Part 150) Established by Congress under the Aviation Safety and Noise Abatement Act of 1979 (ANSA) for the purpose of developing a balanced and cost effective program to reduce the effects of aircraft noise on local communities. Part 150 is a voluntary program promoting comprehensive noise evaluation and mitigation and is the FAA's primary program for supporting noise compatibility planning and projects. Airport operators can submit airport noise compatibility programs for FAA approval under criteria established by ANSA and Part 150. The FAA is authorized to provide Airport Improvement Program funds for airport noise compatibility planning and noise projects.

**PART 161.** (14 CFR Part 161 or FAR Part 161) Implements the Airport Noise and Capacity Act of 1990 (ANCA). Part 161 contains requirements governing airport noise and access restrictions. It requires airport operators to conduct stringent analyses and provide public notice of noise and access restrictions proposed to be adopted. To date, FAA has not accepted any airport noise or access restrictions based on a Part 161 study.

**PASSENGER FACILITY CHARGES (PFCs).** Airport user fees regulated under 14 C.F.R. Part 158.

**PERIMETER FENCE.** The outermost continuous fence of the airport, including gates and gateways.

**PERIMETER ROAD.** The service road along the perimeter fence.

**PERSON.** The state, county, a political subdivision of the state, other governmental entity, a corporation, firm, partnership, association, organization, and any other group acting as a unit, as an individual.

**PILOT.** Any person who manipulates or is responsible for the manipulation of flight controls of an aircraft while it is underway.

**PITCH.** A description of the movement of the nose of an aircraft up or down in relation to its previous attitude.

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

**PRIVATE-USE AIRPORT.** A (usually) privately-owned airport not open to the public or operated for the public benefit.

**PUBLIC AIRPORT.** Means an airport used or intended to be used for public purposes (A) that is under the control of a public agency; and (B) of which the area used or intended to be used for the landing, taking off, or surface maneuvering of aircraft is publicly owned.

**PUBLIC-USE AIRPORT.** (A) a public airport; or (B) a privately-owned airport used or intended to be used for public purposes that is (i) a **reliever airport**; or (ii) determined by the Secretary of Transportation to have at least 2,500 passenger **enplanements** each year and to receive **scheduled passenger aircraft service**.

**RADAR APPROACH CONTROL FACILITY (RAPCON).** A terminal **ATC** facility that uses radar and non-radar capabilities to provide approach control services to aircraft arriving, departing, or transiting airspace controlled by the facility. This facility provides radar ATC services to aircraft operating in the vicinity of one or more civil and/or military airports in a terminal area.

**RAMP.** An airfield parking lot for aircraft. See also **apron**.

**RAMP PRIVILEGE.** The driving of an automobile or other vehicle upon an aircraft parking ramp on the airside of the airport to deliver persons, cargo or equipment to an aircraft as a matter of convenience or necessity.

**RATE OF CLIMB (ROC).** The speed at which an aircraft is gaining (or losing) altitude, usually measured in hundreds or thousands of FPM.

**RELIEVER AIRPORT.** An airport having the function of relieving congestion at a commercial airport by handling general aviation traffic and providing access for general aviation to the community.

**REVENUE BONDS.** Bonds payable from specific source of revenue, without pledging the full faith and credit of the issuer.

**ROTORCRAFT.** A heavier-than-air aircraft that depends principally for its support in flight on the lift generated by one or more rotors. Includes helicopters and gyroplanes.

**RULES AND REGULATIONS.** That body of directions as may be approved and promulgated by the governing body from time to time to protect the public health, safety, interest, and welfare on the airport and to augment any ordinances and resolutions pertaining to the airport.

**RUN-UP.** A routine procedure for testing an aircraft engine at a high power setting. Maintenance run-ups are normally conducted by maintenance personnel checking an engine following maintenance. Takeoff run-ups are usually performed at the end of the runway just prior to takeoff.

**RUNWAY PROTECTION ZONE (RPZ).** An area of the end of the runway, the use of which is restricted in order to enhance the protection and safety of people and property on the ground.

**RUNWAY XX.** Runways are numbered after magnetic compass points, minus the first column, thus a runway with a heading of 330 degrees is described as Runway 33.

**RUNWAY INCURSION.** Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing or intending to land.

**SAFETY AREA.** Any FAA-designated area abutting the edges of a runway or taxiway intended to reduce the risk of damage to an aircraft inadvertently leaving the runway or taxiway.

**SCHEDULED PASSENGER AIRCRAFT SERVICE.** Passenger transport service operated pursuant to published flight schedules, including extra sections and related non-revenue flights.

**SELF-FUELING OPERATOR.** A person who dispenses aviation fuel to aircraft owned by such person, or leased from others and operated by such person.

**SELF-SERVICE.** Fueling or maintenance of an aircraft on airport property, performed by the aircraft owner or operator in accordance with the airport's reasonable standards or requirements and using fuel obtained by the aircraft owner from the source of his/her preference.

**SEPARATION MINIMA.** The minimum longitudinal, lateral, or vertical distances by which aircraft are spaced through the application of air traffic control procedures.

**SMALL AIRCRAFT.** An aircraft of 12,500 pounds or less maximum certified take-off weight.

**SPECIALIZED AVIATION SERVICE OPERATION (SASO).** An aeronautical business that offers a single or limited service. Examples of these specialized services may include aircraft flying clubs, flight training, aircraft, airframe and powerplant repair/maintenance, aircraft charter, air taxi or air ambulance, aircraft sales, avionics, instrument or propeller services, or other specialized commercial flight support business.

**SPONSOR.** A local government body (municipal, port, county or state) or a private entity obligated to the Federal government to comply with the assurances contained in grant agreements or property conveyance instruments. A sponsor may be an entity that exists only to operate the airport, such as an airport authority established by state or local law.

**STAGE 1 AIRCRAFT.** FAA rates all jet aircraft (and heavy propeller-driven aircraft) based on the noise they produce from Stage 1 (noisiest) to Stage 3 (quietest) based on a formula that takes into account different noise readings during take-off and landing.

**STAGE 2 AIRCRAFT.** Aircraft which meet the noise levels prescribed by Part 36 and are less stringent than those established for the quieter "Stage 3" designation. The Airport Noise and Capacity Act (ANCA) requires the phase-out of all Stage 2 aircraft by the end of 1999.

**STAGE 3 AIRCRAFT.** Aircraft that meet the most stringent noise levels set in Part 36.

**SURPLUS PROPERTY ACT OF 1944 (SPA).** (As amended, 49 U.S.C. Section 47151-153.) Surplus property instruments of transfer were, and are, issued by the War Assets Administration (WAA) and its successor, the General Services Administration (GSA). However, Public Law (PL) 81-113 specifically imposes upon FAA the sole responsibility for determining and enforcing compliance with the terms and conditions of all instruments of transfer by which surplus airport property is or has been conveyed to non-federal public agencies pursuant to the Surplus Property Act of 1944. Under 50 U.S.C § 4715 *et seq.*, property can be conferred for airport purposes if the FAA determines that the property is essential, suitable, or desirable for the development, improvement, operation, or maintenance of a public airport. Recipients of surplus property grants are subject to the FAA prohibition against exclusive rights. 14 CFR Part 155 contains procedures which must be followed to release airport property from surplus property disposal restrictions contained in the conveyance instrument. Owners of surplus property airport property are advised to consult this regulation whenever changes in property use are being contemplated.

**T-HANGAR.** An aircraft hangar in which aircraft are parked alternatively tail to tail, each in the T-shaped space left by the other row of aircraft or aircraft compartments.

**TAXI.** The movement of an airplane under its own power on the surface of an airport.

**TAXIWAY.** A road leading from the airplane parking area to the runway; always marked with yellow lines.

**THRUST.** The force produced by a jet engine or propeller. It can also be defined as the forward reaction to the rearward movement of a jet exhaust.

**TOUCH-AND-GO.** Means an action by an aircraft consisting of a landing and departure on a runway without stopping or exiting the runway.

**TOWER.** A terminal facility that uses air/ground communications, visual signaling, and other devices to provide ATC services to aircraft operating in the vicinity of an airport or on the movement area.

**TRAFFIC PATTERN** The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from, an airfield.

**THROUGH-THE-FENCE-OPERATION.** A commercial or non-commercial activity that is directly related to the use of the airport but is developed or located off airport property beyond the sponsor's control. This term is also sometimes loosely used to refer to services performed on the airport by individuals or companies which may or may not have a lease or permit from the sponsor to perform such services.

**TURBOJET AIRCRAFT.** An aircraft having a jet engine in which the energy of the jet operates a turbine which in turn operates the air compressor.

**TURBOPROP AIRCRAFT.** An aircraft having a jet engine in which the energy of the jet operates a turbine which drives the propeller.

**UHF RADIO FREQUENCY.** The UHF (ultrahigh frequency) range of the radio spectrum.

**ULTRALIGHT.** An aircraft operated for sport or recreational purposes which does not require FAA registration, an airworthiness certificate, nor pilot certification. They are primarily single-occupant vehicles, although some two-place vehicles are authorized for training purposes. Operation of an ultralight vehicle in certain airspace requires authorization from ATC.

**UNICOM.** A non-governmental communication facility which provides airport advisory information.

**U.S.C.** United States Code.

**VEHICLE/PEDESTRIAN DEVIATION (VPD).** An entry or movement on an airport movement area by a vehicle operator or pedestrian that has not been authorized by air traffic control (includes aircraft operated by a non-pilot).

**VISUAL FLIGHT RULE (VFR).** Rules that govern the procedures for conducting flight under visual conditions (VMC). The term is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate a type of flight plan.

**VFR - RATING.** Private Pilots start as **VFR** certified. This means that, in most cases, they must have about 3 miles of visibility, be 500 feet below clouds, 1,000 feet above clouds, and/or 2,000 feet next to clouds at a bare minimum. Unless they have an Instrument Rating (and all the associated control along with that... see **IFR**), they are required to avoid all clouds and weather.

**VISUAL METEOROLOGICAL CONDITIONS (VMC).** Meteorological conditions expressed in terms of visibility, distance from clouds, and ceiling equal to or better than specified **minima**.

**VHF.** Very High Frequency radio equipment.

**VLF.** Very Low Frequency radio equipment.

**VOR.** A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees in **azimuth**, oriented from magnetic north. Used as the basis for navigation in the **National Airspace System**. The VOR periodically identifies itself by Morse Code and may have an additional voice identification feature. Voice features may be used by **ATC** or **FSS** for transmitting instructions/information to pilots.