

## Appendix N: Air – Transportation Glossary

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<b>AGL</b> (above ground level)	usually used in reference to defining height of potential air obstructions above ground level at the site, not in reference to elevation of the site to sea level.
<b>AIA</b> (airport influence area)	The general geographic area around an airport that encompasses the major arena of aircraft operational and development interaction between an airport and its surrounding land uses. The area is defined as a radius area 3nm off the physical ends of existing and planned runways of the nearest system airport to the affected community (see Table 10-24). Size of an AIA varies according to the airport's role and function.
<b>AIP</b> (airport improvement program)	federal funding program administered by FAA for airport development and planning.
<b>Air access</b>	refers to provision of open competition for air service to an airport.
<b>Air Cargo</b>	freight, parcels and mail carried in the belly-hold of passenger aircraft, on an all-freight airline, or express carrier.
<b>Air Carrier</b>	a scheduled, certificated airline that provide commercial passenger and cargo services.
<b>Aircraft fleet</b>	all the aircraft operated by a particular airline or otherwise delineated by type, geographical location, etc.
<b>Air operation</b>	Either a landing or takeoff movement.
<b>Aircraft mix</b>	generally denotes type of aircraft in a fleet, aircraft operating at a airport, etc.
<b>Airfield</b>	that part of the airport containing the runways, taxiways, and safety areas associated with aircraft operations; also called "airside" area.
<b>Airline agreement</b>	the main legal document between an airline or group of airlines and the airport owner/authority outlining such things as responsibilities, rates and charges, operating conditions, etc.

<b>Airport</b>	identifies a defined property area for land based aircraft operations with turf or paved runways, as distinct from seaplane bases with water lanes, or heliports.
<b>Airport capacity</b>	the number of aircraft movements the runways of an airport can process within a specified period of time with the average delay to aircraft kept to an acceptable limit. Usually defined on an annual or peak period basis.
<b>Airport functional classification</b>	methodology used to categorize an airport for purposes of determining its role and functions in a system.
<b>Airport sponsor</b>	defines airport owner, airport operator, or other legal entity authorized as eligible by the FAA to enter into agreements for federal funding of projects.
<b>Airport service area</b>	an area around an airport, usually defined as a ground travel time in minutes on the roadway system, normally accessible by auto. It applies to airport users either working at the airport, basing their aircraft at the airport, or using air services at the airport; conversely, it also defines the general accessibility of someone flying into the airport to local businesses, etc.
<b>Airstrip</b>	describes a single runway, usually a turf runway, usually a privately-owned property with operating restrictions, most often without services and allowed under a conditional use permit from the local governmental unit.
<b>Airports system plan</b>	A plan, normally multi-county in scope that identifies the functional roles of all existing and proposed aviation facilities over time. A system plan includes policies, forecasts and capacity analysis and a generalized development program. Used to determine need and coordinate overall planning, funding and implementation priorities for system facilities
<b>Airspace</b>	that portion of the nation's air resource available for air navigation and landing and takeoff of aircraft. Usually defined by imaginary surfaces in height control ordinances/maps, air traffic control and navigational fixes.
<b>Air transportation</b>	mode of travel provided for rapid movement of freight and people through the air over long distances verses moving on the ground or using surface water to travel.
<b>Airway</b>	generally defined as an imaginary low or high altitude flyways established along defined compass headings and altitudes.
<b>ALP (airport layout plan)</b>	a specific set of required drawings documenting the airport facility in sufficient detail for FAA approval of project level decision making.

<b>Ambient noise</b>	existing background noise reflecting normal daily activities within a certain area and defined time period. Serves as a base for comparison of non-typical external noise source impacts introduced to the area.
<b>AMSL</b> (above mean sea-level)	method of defining elevation of a particular site, usually in relation to other sites, all using the same base elevation from sea level.
<b>Apron</b>	a paved or hard surface area available for temporary aircraft parking or servicing activity. Usually found at an FBO, hangar area, or terminal.
<b>ASV</b> (airport service volume)	The theoretical number of aircraft operations that can be handled by an airport in a year. This measurement depends upon runway layout (number, type, direction), instrument landing capability, average weather conditions, the presence of an air traffic control tower and related factors.
<b>ATC</b> (air traffic control)	positive control of aircraft flight activities through human or automated direction using electronic aids to maintain safety and efficient movement of aircraft.
<b>ATCT</b> (air traffic control tower)	a facility on-airport used by ATC to control arriving and departing air traffic to/from a specific runway, airport and associated airspace.
<b>Aviation</b>	definition used in this guide to define all elements of air transportation besides airports, to include aircraft industry, airspace resources, aircraft, pilots, users, air traffic control and navigation system, airlines, air service, airport facilities, etc.
<b>Avigation easement</b>	an airspace easement over a particular area usually for purposes of aircraft overflight or safety enhancement.
<b>Based aircraft</b>	Aircraft that are stored, hangared or tied-down at one particular airport, usually for at least a continuous 6-month period, and use the airport as their primary base of operations.
<b>Code sharing</b>	A practice whereby airlines use the same computer reservation codes to provide “seamless” ticket/price services, usually to take advantage of economies in hub airport connections.
<b>Commercial air carrier airport</b>	facility providing for scheduled air passenger and air cargo services.
<b>Corporate aircraft</b>	Aircraft used for the transportation of corporate executives and general business needs.
<b>Cross-wind runways</b>	Runways constructed to allow an airport to be used when the wind speed blowing across the main-wind runway is more than specified operational limits.
<b>dBA</b>	A dB is a unit of sound pressure (decibel) measured on the “A” scale.

<b>Delay</b>	terminology defining a constriction of time in performance of all or parts of an air trip. It can be a delay in accessing the airport, parking, terminal processing, gate unavailability, aircraft taxiing, runway queuing, air traffic control, airspace congestion, weather issues, etc.
<b>EAS</b> (essential air service)	federal program to subsidize air service to small communities where local demand is usually not sufficient to attract sustainable and reliable service.
<b>Enplanements</b>	The total number of passengers at a specific airport boarding an aircraft.
<b>EQB</b> (environmental quality board)	a state board that defines which projects require what level of environmental review and coordinates what agencies, groups, citizens need be involved in the particular review.
<b>FAA</b> (federal aviation administration)	federal part of DOT that deals with the air transportation mode and all aspects of pilot licensing, airport certification, aircraft certification, aviation rules and regulations, safety, operation, air traffic control, navigational system, fees and taxes, security, airline operations, etc.
<b>FAR</b> (federal air regulation)	rules and regulations issued by the FAA in administration of its regulatory functions, these regulations carry the force of law and are binding on all aviation activities within FAA purview.
<b>FAR Part 77</b>	establishes criteria and defines “objects affecting navigable airspace,” serving as a means to protect airspace needed for safe flights.
<b>FAR Part 150</b>	defines noise control and compatibility planning for airports in accordance with FAA criteria and funding requirements.
<b>FBO</b> (fixed base operator)	usually a private leasehold business providing facilities and services on the airport (e.g. fuel, maintenance, hangaring, etc.) for aircraft based at the airport and transient users.
<b>FCC</b> (federal communications commission)	controls communications facilities, frequencies and power output of electronic transmissions for radio, TV and microwave services. These facilities/activities share the airspace with aviation and FAA review is required prior to implementation.
<b>FIS</b> (federal inspection services)	portions of international airports are designated for international arrivals and departures, the inspection facilities allow for federal services in processing of passengers and goods.
<b>FY</b> (fiscal year)	federal 12 month period starting in October versus calendar year (CY) with 12 month period starting in January. Affects funding, planning schedules, and data collection/definitions.
<b>G.A.</b> (general aviation)	All aviation activity other than that of the scheduled air carriers and the military. G.A. includes single- and twin-engine aircraft with gross weights ranging from 2,000 to 60,000 pounds.

<b>Gate</b>	usually an enclosed seating area and associated jetway for multiple, daily passenger loading and unloading to an aircraft.
<b>Global alliance</b>	groupings of airlines providing connectivity on a global scale; current groupings include Star, Oneworld, and SkyTeam.
<b>Going Green</b>	expression for efforts to improve environmental sustainability into all aspects of the airline industry, airports, etc.
<b>GPS</b> (global positioning system)	a federal government sponsored and operated, satellite based, navigation system providing real-time geographical referencing for all modes of transportation on a global basis.
<b>Ground Access</b>	term for describing pathways, typically road and rail, for all rubber or steel-wheel vehicles' providing service to the airport.
<b>Helicopter</b>	A heavier-than-air rotorcraft that depends principally for its support in flight on the lift generated by one or more rotors, not fixed wings..
<b>Heliport</b>	An identifiable area including facilities on land or on a structure used or intended for the exclusive use of helicopter landings or takeoffs. The facilities may include services, can be freestanding or located within an airport.
<b>Helistop</b>	An identifiable area used or intended to be used for the landings or takeoffs of helicopters engaged only in dropping off or picking up passengers or cargo.
<b>Hub</b>	A hub is a geographical area-Standard Metropolitan Statistical Area (SMSA) - and may have more than one airport in it. (This definition of hub should not be confused with the definition being used by the airlines in describing their "hub and spoke" route structure.) The classification scheme used for hubs by the FAA is defined in the following table:

Hub Classification	Large	Medium	Small	Non-hub
Percent of National Total Enplaned Passengers	1.00 or more	0.25 to 0.9999	0.05 to 0.249	Less than 0.05

<b>Instrument approach</b>	An electronically-aided landing approach to a runway, often used under marginal or poor weather conditions. The approach to an airport's runway is flown primarily by reference to instruments to a prescribed "decision height." At this height, the pilot makes positive visual reference to the airport, or its approach lights, or terminates the approach and begins climbing back to a higher altitude (missed approach).
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<b>INM</b> (integrated noise model)	a computer software program specifically designed for calculating and displaying acoustic information on individual aircraft operations or entire annual operations of a large airport. The FAA designated model for use in its Part 150 noise compatibility program.
<b>IFR</b> (instrument flight rules)	rules as prescribed by Federal Air Regulations for flying by instruments. Often used when weather conditions, visibility or ceiling fall below those prescribed for Visual Flight Rules. Pilots must be instrument rated to fly in IFR conditions and aircraft must have required on-board equipment to be able to perform operations under IFR rules.
<b>ILS</b> (instrument landing system)	a non-visual, precision approach to a runway utilizing electronic equipment at the airport to provide lateral guidance to the runway centerline and to give positive vertical reference from the glide path to the runway end.
<b>Intermediate airport</b>	an airport whose system role is to provide facilities and services primary to corporate-business users of aircraft usually weighing less than 75,000 lbs.
<b>Intermediate heliport</b>	a heliport equipped with such amenities as lighting and communications, limited navigational aids, fuel, maintenance and passenger-related facilities. Some hangar or tie down space is available. This type of heliport is intended for corporate and charter helicopter services.
<b>Itinerant aircraft</b>	aircraft that is not based at a particular airport but is visiting or passing through from another facility usually more than 20 nm away.
<b>JZB</b> (joint zoning board)	terminology used in Minnesota statutes that allows an airport authority in an urban setting to form a board between the authority and airport-affected communities to address height control and land use type/density off-airport for safety of persons flying and persons on the ground within prescribed areas around an airport.
<b>Ldn</b> (level-day-night)	a method of measuring and plotting the amount of noise in a community, and includes an additional penalty for nighttime noise. The Ldn is normally averaged over a one-year period.
<b>Legacy air carrier</b>	terminology used to describe those airlines in existence at the time of national airline de-regulation in 1978 (e.g. United, American, Delta).
<b>LCC</b> (low-cost carrier)	recent popular term describing primarily new entry airlines since de-regulation that have cost structures and airfares lower than the legacy air carriers, thereby spurring competition and often lower fares.
<b>LFN</b> (low-frequency noise)	the (C) scale of the sound spectrum defining low level noise frequencies from jet engines, often referred to by onlookers as a “rumble” or “vibration” .

<b>LSA</b> (light sport aircraft)	a new category of general aviation aircraft certified by the FAA, limited to 1,320 lbs gross weight, a maximum stall speed, and maximum cruise speed. Normally associated with the new sport-pilot license and limited to VFR operating conditions.
<b>Local flight operations</b>	Refers to those activities by aircraft that: <ol style="list-style-type: none"> <li>1. Operate in the local traffic pattern or within sight of the airport;</li> <li>2. Execute simulated instrument approaches or low passes at the airport (i.e., “touch and goes”);</li> <li>3. Arrive from or depart to a local practice area located within a 20-mile radius of the airport. (Most instructional/training operations are local.)</li> </ol>
<b>LTCP</b> (long-term comprehensive [airport] plan)	Overall plan for an individual airport. It integrates information pertinent to planning, environmental considerations, developing and operating an airport. Also includes forecasts of aviation demands, facility requirements, and general recommendations for development over a 20-year period.
<b>MAC</b> (Metropolitan Airports Commission)	an airport authority established for the Twin Cities area by the state legislature in 1943 to promote aviation in and through the area, operate a system of public airports and ensure provision of air passenger and cargo services.
<b>Main-wind runway</b>	a runway that is aligned with the prevailing winds and often designated as a primary runway for operations when multiple runways exist at the airport.
<b>Major airport</b>	an airport whose primary air service access area is international and national in scope. Its role in the airport system is to provide facilities and services primary to air carrier and regional commuter users. Also called a commercial-service airport.
<b>Major heliport</b>	a full-service facility complete with landing and navigational aids, refueling capabilities and hangar, maintenance and passenger terminal facilities. This heliport is designed for all forms of helicopter services.
<b>Minor airport</b>	An airport whose system role is to provide facilities and services primarily to personal, business and instructional users.
<b>Minor heliport</b>	A small-scale facility with minimal amenities that do not include refueling capabilities, navigational aids or tie down spaces.
<b>MSP</b> (Minneapolis-St. Paul International airport)	a three-letter designator used on a national basis to identify a particular airport (e.g. DFW = Dallas-Fort Worth)
<b>Nautical mile</b>	distances for air or sea travel are usually defined in terms of nautical, rather than statute miles (e.g. air nautical mile is 6,070.097 ft.).

<b>NextGen</b> (next generation)	term used by FAA for its next generation of air traffic control.
<b>Nighttime</b>	usually a defined period for noise modeling and/or noise mitigation, curfews and enforcement purposes.
<b>Noise abatement</b>	The attempt to reduce the amount and level of noise on and around airports, especially during takeoffs and landings, partly through special operational restrictions and proper land use planning for areas affected by aircraft noise.
<b>Open Skies</b>	a governmental policy of the U.S. to guide airline de-regulation with other countries or regions of the world. Usually includes a specific agreement for removing barriers and improvement of air services.
<b>Out-sourcing</b>	recent term used to describe airline practice of sending former in-house work (e.g. aircraft maintenance) to an outside contractor, whether domestic or foreign.
<b>PFC</b> (passenger facility charge)	a domestic charge allowed by the U.S. at commercial service airports, funds used primarily for capital projects at the specific airport.
<b>Private heliport</b>	A heliport facility for the exclusive use by the owner or other persons having prior authorization to use the facility
<b>Privately owned, public-use airports</b>	These airports are privately owned, but available for public use without needing prior permission to land.
<b>Public heliport</b>	A heliport facility available for the takeoff or landing of helicopters with no prior authorization required to use the facility
<b>RASP</b> (regional airport system plan)	a system plan where geographical or operational scope includes large urban areas that are multi-county or multi-state in size and interaction.
<b>Reliever airport</b>	an airport whose primary purpose is to serve general aviation and at the same time relieve congestion at a major airport having a high density of scheduled certificated airline traffic. It performs this function by providing services that attract and divert G.A. activity away from the major airport.
<b>RJ</b> (regional jet)	term associated with jet powered aircraft usually with 50 seats or less; since de-regulation this definition is blurring, as new aircraft (e.g. EMB 195) are coming into service with up to 110 seats, the current bottom-end of airlines “mainline” sized aircraft.
<b>ROD</b> (record of decision)	final federal determination documentation on environmental impact statement and related analysis needed prior to funding and implementation of a project.

<b>Run-up</b>	usually an engine testing procedure conducted at an engine maintenance facility or an on-aircraft test performed at a specific site on the airport to minimize effects of full engine power applications.
<b>RUS</b> (runway use system)	an air traffic control method for operating an airport in a safe and efficient manner while still meeting aircraft noise operation abatement objectives.
<b>Runway</b>	any prepared landing and takeoff surface of an airport.
<b>RPZ</b> (runway protection zone)	a federally defined clear area beyond the end of a runway, under control of the airport owner, in which the presence of structures or other obstructions are controlled to permit safe flight for takeoff and landing operations.
<b>Runway incursion</b>	an unauthorized physical presence on a runway surface by a person, vehicle or aircraft as a violation of rule, ordinance or air traffic control procedures/approval.
<b>SASP</b> (state airport system plan)	a plan of each airport's role, inclusion in the NPIAS, data files, development program, funding agreements, and implementation measures required by FAA for airports normally within the boundary of each state.
<b>Search Area</b>	a planning tool used to identify geographical areas meeting certain criteria as potential locations for new aviation facilities in event of need.
<b>Special-Purpose aviation facility</b>	a facility open to public-use, including heliport, seaplane base or airport landing area whose primary geographic and service focus is normally state and metropolitan in scope. Personal, business and instruction uses are accommodated at these facilities. Gliders have been mostly accommodated at private-use airports in the Metropolitan Area.
<b>Statute mile</b>	a measure of distance for ground travel defined as 5,280 feet.
<b>TSA</b> (transportation security administration)	transportation security unit under the overall department of homeland security. Established as a department of U.S. federal government as a result of terrorism act in N.Y. city, Nov. 11, 2001.
<b>UNICOM</b>	radio communications equipment mostly used at uncontrolled G.A. airports. Allows pilots to communicate with each other in vicinity of the airport, activate airport runway lights, and provide air-to-ground communications.
<b>VLJ</b> (very light jet)	recent new category of personal business jet aircraft certified by FAA. Aircraft weighs less than 11,000 lbs maximum weight and seats 6 or less persons.
<b>Visual flight rules</b> (VFR)	"See-and-be-seen" flight rules. Used during good weather conditions under which an aircraft can be operated by visual reference to the ground, to other aircraft and distances from clouds.

**VOR**  
(very high frequency  
omni-directional radio)

a ground radio station that provides a pilot of a properly equipped aircraft with his or her location in reference to that station.

**VOR approach**

A landing approach to a runway using the VOR as a reference point and directional guidance to the runway