

# GLOSSARY

## Glossary I

*Aircraft Approach Category.* A grouping of aircraft based on 1.3 times their stall speed in their landing configuration at their maximum certificated landing weight. The categories are as follows:

Category A: Speed less than 91 knots.

Category B: Speed 91 knots or more but less than 121 knots.

Category C: Speed 121 knots or more but less than 141 knots.

Category D: Speed 141 knots or more but less than 166 knots.

Category E: Speed 166 knots or more.

*Airplane Design Group (ADG).* A grouping of airplanes based on wingspan. The groups are as follows:

Group I: Up to but not including 49 feet (15 m).

Group II: 49 feet (15 m) up to but not including 79 feet (24 m).

Group III: 79 feet (24 m) up to but not including 118 feet (36 m).

Group IV: 118 feet (36 m) up to but not including 171 feet (52 m).

Group V: 171 feet (52 m) up to but not including 214 feet (65 m).

Group VI: 214 feet (65 m) up to but not including 262 feet (80 m).

*Airport Elevation.* The highest point on an airport's usable runway expressed in feet above mean sea level (MSL).

*Airport Layout Plan (ALP).* The plan of an airport showing the layout of existing and proposed airport facilities.

*Airport Reference Point (ARP).* The latitude and longitude of the approximate center of the airport.

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*ALSF-2.* See *Approach Lighting Systems*.

*Approach Lighting Systems (ALS).* All approach lighting systems are configurations of lights positioned symmetrically along the extended runway centerline. They begin at the runway threshold and extend towards the approach. An ALS augments the electronic navigational aids. Guidance on ALS systems is found in AC 150/5340-14. The FAA recognizes four ALS configurations to meet visual requirements for precision and nonprecision approaches:

*ALSF-2.* A ALSF-2 is a 2,400 foot (720 m) high intensity ALS with sequenced flashing lights. It is required for CAT II and CAT III precision approaches.

*MALSR.* A MALSR is a 2,400 foot (720 m) medium intensity ALS with runway alignment indicator lights (RAILs). It is an economy ALS system approved for CAT I precision approaches. The MAILS portion of the system is 1,400 feet (420 m) in length. The RAIL portion extends outward an additional 1,000 feet (300 m).

*MALS.* A MALS is a 1,400 foot (420 m) medium intensity ALS. It enhances nonprecision instrument and night visual approaches.

*MALSF.* A MALSF is a medium intensity ALS identical to the MALS above except that sequenced flashing lights are added to the outer three light bars. The sequenced flashing lights improve pilot recognition of the ALS when there are distracting lights in the airport vicinity.

*Automated Surface Observing System (ASOS).* A weather system with equipment for measuring wind direction and velocity, temperature, precipitation, humidity, atmosphere, pressure, and sometimes cloud height and runway visibility.

*Blast Fence.* A barrier used to divert or dissipate jet blast or propeller wash.

*Blast Pad. Runway Blast Pad.* A surface adjacent to the ends of runways provided to reduce the erosive effect of jet blast and propeller wash.

*Building Restriction Line (BRL).* A line which identifies suitable building area locations on airports.

*Clear Zone.* See Runway Protection Zone.

*Clearway (CWY).* A defined rectangular area beyond the end of a runway cleared or suitable for use 'm lieu of runway to satisfy takeoff distance requirements.

*Compass Calibration Pad.* An airport facility used for calibrating an aircraft compass.

*Declared Distances.* The distances the airport owner declares available for the airplane's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements. The distances are:

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*Takeoff run available (TORA)* - the runway length declared available and suitable for the ground run of an airplane taking off;

*Takeoff distance available (TODA)* - the TORA plus the length of any remaining runway or clearway (CWY) beyond the far end of the TORA;

*Accelerate-stop distance available (ASDA)* - the runway plus stopway (SWY) length declared available and suitable for the acceleration and deceleration of an airplane aborting a takeoff; and

*Landing distance available (LDA)* - the runway length declared available and suitable for a landing airplane.

**NOTE: The full length of TODA may not be usable for all takeoffs because of obstacles in the departure area. The usable TODA length is aircraft performance dependent and, as such, must be determined by the aircraft operator before each takeoff and requires knowledge of the location of each controlling obstacle in the departure area.**

*Displaced Threshold.* See *Threshold*.

*FAR Part 91, 121, 135.* The parts of Federal Aviation Regulations (FARs) covering non-commercial operations (Part 91), major scheduled air carriers (Part 121), and commuters, non-scheduled carriers and air taxis (Part 135).

*FAR Part 150.* The parts of Federal Aviation Regulations addressing noise around airports.

*Federal Aviation Administration (FAA).* The Department of Transportation's agency for aviation. In addition to regulating airports, aircraft, manufacturing and parts certification, aircraft operation and pilot licensing, the FAA operates Air Traffic Control, purchases and maintains navigation equipment, certifies airports and aids airport development.

*Fixed Base Operator (FBO).* An airport-based business which parks, services, fuels and may repair aircraft; often rents aircraft and provides flight training.

*Frangible NAVAID.* A navigational aid (NAVAID) 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. The term NAVAID includes electrical and visual air navigational aids, lights, signs, and associated supporting equipment.

*General Aviation (GA).* Aircraft activity by other than the airlines or the military. A large jet or cargo plane operated under Federal Aviation Regulations Part 91 is considered a general aviation aircraft.

*Hazard to Air Navigation.* An object which, as a result of an aeronautical study, the FAA determines will have a substantial adverse effect upon the safe and efficient use

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of navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity.

*Instrument Flight Rules (IFR).* Rules for flights permitted to penetrate clouds and low visibility conditions by reference to cockpit flight instruments and radio navigation.

*Instrument Landing System (ILS).* The instrument landing system provides pilots with electronic guidance for aircraft alignment, descent gradient, and position until visual contact confirms the runway alignment and location.

*Landing Distance Available (LDA).* See *Declared Distances*.

*Large Airplane.* An airplane of more than 12,500 pounds (5,700 kg) maximum certificated takeoff weight.

*Low Impact Resistant Supports (LIRS).* Supports designed to resist operational and environmental static loads and fail when subjected to a shock load such as that from a colliding aircraft.

*Object.* Includes, but is not limited to above ground structures, NAVAIDs, people, equipment, vehicles, natural growth, terrain, and parked aircraft.

*Object Free Area (OFA).* An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

*Obstacle Free Zone (OFZ).* The OFZ is the airspace below 150 feet (45 m) above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway, and for missed approaches. The OFZ is subdivided as follows:

*Runway OFZ.* The airspace above a surface centered on the runway centerline.

*Inner-approach OFZ.* The airspace above a surface centered on the extended runway centerline. It applies to runways with an approach lighting system.

*Inner-transitional OFZ.* The airspace above the surfaces located on the outer edges of the runway OFZ and the inner-approach OFZ. It applies to runways with approach visibility minimums lower than 3/4-statute mile (1 200 m).

*MALSR.* See *Approach Lighting Systems*.

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*Obstruction to Air Navigation.* An object of greater height than any of the heights or surfaces presented in Subpart C of Code of Federal Regulation (14 CFR), Part 77. (Obstructions to air navigation are presumed to be hazards to air navigation until an FAA study has determined otherwise.)

*Precision Approach Category I (CAT I) Runway.* A runway with an instrument approach procedure which provides for approaches to a decision height (DH) of not less than 200 feet (60 m) and visibility of not less than ½ mile (800 m) or Runway Visual Range (RVR) 2400 (RVR 1800 with operative touchdown zone and runway centerline lights).

*Precision Approach Category II (CAT II) Runway.* A runway with an instrument approach procedure which provides for approaches to a minima less than CAT I to as low as a decision height (DH) of not less than 100 feet (30 m) and RVR of not less than RVR 1200.

*Precision Approach Category III (CAT III) Runway.* A runway with an instrument approach procedure which provides for approaches to minima less than CAT II.

*Proposed Action.* The measure or series of measures proposed to be implemented and/or constructed by the project proponent.

*Runway (RW).* A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.

*Runway Blast Pad.* A surface adjacent to the ends of runways provided to reduce the erosive effect of jet blast and propeller wash.

*Runway Protection Zone (RPZ).* An area off the runway end to enhance the protection of people and property on the ground.

*Runway Safety Area (RSA).* A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

*Runway Threshold.* See *Threshold*.

*Runway Visual Range (RVR) Facilities.* Runway visual range facilities provide a measurement of horizontal visibility, i.e., how far ahead the pilot of an aircraft should be able to see high intensity runway edge lights or contrasting objects. The nature and number of RVR facilities depend upon the runway approach category, and are specified in FAA Advisory Circular 150/5330-13 *Airport Design*. RVR installations consist of a project and a receiver.

*Shoulder.* An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface; support for aircraft running off the pavement; enhanced drainage; and blast protection.

*Small Airplane.* An airplane of 12,500 pounds (5,700 kg) or less maximum certificated takeoff weight.

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*Stopway (SWY).* A defined rectangular surface beyond the end of a runway prepared or suitable for use in lieu of runway to support an airplane, without causing structural damage to the airplane, during an aborted takeoff.

*Takeoff Run Available (TORA).* See *Declared Distances*.

*Taxilane (TL).* The portion of the aircraft parking area used for access between taxiways and aircraft parking positions.

*Taxiway (TW).* A defined path established for the taxiing of aircraft from one part of an airport to another.

*Taxiway Safety Area (TSA).* A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.

*Threshold (TH).* The beginning of that portion of the runway available for landing. When the threshold is located at a point other than at the beginning of the pavement, it is referred to as either a displaced or a relocated threshold depending on how the pavement behind the threshold may be used.

*Displaced Threshold.* The portion of pavement behind a displaced threshold may be available for takeoffs in either direction and landings from the opposite direction.

*Relocated Threshold.* The portion of pavement behind a relocated threshold is not available for takeoff or landing. It may be available for taxiing of aircraft.

*Turboprop.* An airplane using a turboprop engine. A jet, rather than a piston engine, connected to a propeller

*Visual Flight Rules (VFR).* Rules covering operation and navigation of aircraft primarily by visual reference to the horizon (for aircraft control) and see-and-avoid procedures (for traffic separation). VFR is used by approximately 70 percent of all flights.

*Visual Runway.* A runway without an existing or planned straight-in instrument approach procedure.

Sources: FAA Advisory Circular 150/5300-13 Airport Design; AOPA's ABC's of Aviation (Aircraft Owners and Pilots Association, Undated)

## Glossary II

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### HOW TO USE THE GLOSSARY

This Glossary contains a list of aviation related terms and definitions that may be helpful to you in reviewing the data presented at this site. The definitions provided for these terms have been obtained from the Code of Federal Regulations (CFR), Federal Aviation Regulations (FAR) and other sources. These sources, and the meanings of terms change from time to time based on changes in the regulations. We will update any changes if and when they occur. Additional terms will be added to this glossary as new databases are added to this site.

The Glossary is organized with words and phrases listed in alphabetical order. The word or phrase is listed first, followed by its acronym in parenthesis, when appropriate. These words are printed in bold. They are then followed by the definition.

Please Note: The content of these pages is unofficial and not authority for action. Views and opinions expressed do not necessarily reflect those of the U.S. Department of Transportation or the Federal Aviation Administration.

### ACCIDENT

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and until such time as all such persons have disembarked, and in which any person suffers death or serious injury or in which the aircraft receives substantial damage.

### AIR CARRIER

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

### AIR DEFENSE IDENTIFICATION ZONE (ADIZ)

The area of airspace over land or water, extending upward from the surface, within which the ready identification, the location, and the control of aircraft are required in the interest of national security.

1. Domestic Air Defense Identification Zone - An ADIZ within the United States along an international boundary of the United States.
2. Coastal Air Defense Identification Zone - An ADIZ over the coastal waters of the United States.
3. Distant Early Warning Identification Zone (DEWIZ) - An ADIZ over the coastal waters of the State of Alaska.

ADIZ locations and operating and flight plan requirements for civil aircraft operations are specified in FAR Part 99.

### 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.

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#### 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 "flight scheduled" qualifications of a commuter.

#### AIR TRAFFIC CONTROL (ATC)

A service operated by the appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.

#### 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, if any.

#### AIRPORT TRAFFIC CONTROL TOWER (ATCT)

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. 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 nonradar).

#### AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

The continuous broadcast of recorded noncontrol 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."

#### CEILING

The heights above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obscuration," and not classified as "thin" or "partial".

#### CENTER

An Air Route Traffic Control Center (ARTCC). See Air Route Traffic Control Center.

#### 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.

#### CLASS G AIRSPACE (UNCONTROLLED AIRSPACE)

The airspace not designated as Class A, B, C, D or E.



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**COMBINED CENTER/RAPCON (CERAP)**

An air traffic facility which combines the functions of an ARTCC and a radar approach control facility.

**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. (Refer to AC 90-42)

**COMMUTER**

An air carrier operator operating under 14 CFR 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. The aircraft that a commuter operates has 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:

**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.

**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 (some 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."

**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

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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.

**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.

**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.

**DECISION HEIGHT (DH)**

With respect to the operation of aircraft, means the height at which a decision must be made during an ILS, MLS, or PAR instrument approach to either continue the approach or to execute a missed approach.

**DELAY**

Delays are incurred when any action is taken by a 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 take-offs actually performed in domestic and international scheduled and non-scheduled passenger/cargo and all-cargo revenue services.

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**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.

**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.

**FEDERAL AVIATION REGULATION (FAR)**

- 14 CFR FAR Part 91 - General Aviation (portions apply to all operators)
- 14 CFR FAR Part 103 - Ultralight Vehicles
- 14 CFR FAR Part 105 - Parachute Jumping
- 14 CFR FAR Part 108 - Airplane Operator Security
- 14 CFR FAR Part 119 - Certification: Air Carriers and Commercial Operators
- 14 CFR FAR Part 121 - Domestic, Flag and Supplemental Air Carriers and Commercial Operators of Large Aircraft
- 14 CFR FAR Part 123 - Travel Clubs
- 14 CFR FAR Part 125 - US Civil Airplanes, seating 20 or more passengers or a maximum payload capacity 6,000 pounds or more.
- 14 CFR FAR Part 127 - Air Carriers using helicopters for scheduled interstate flights (within the 48 contiguous states)
- 14 CFR FAR Part 129 - Foreign Air Carrier and Foreign Operators of US registered aircraft engaged in common carriage
- 14 CFR FAR Part 133 - Rotorcraft External Load Operations
- 14 CFR FAR Part 135 - Air Taxi Operators and Commercial Operators
- 14 CFR FAR Part 137 - Agricultural Aircraft Operations
- 14 CFR FAR Part 141 - Pilot School

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CFR - Code of Federal Regulation

**FERRY FLIGHT**

A flight for the purpose of:

1. Returning an aircraft to base.
2. Delivering an aircraft from one location to another.
3. Moving an aircraft to and from a maintenance base.

Ferry flights, under certain conditions, may be conducted under terms of a special flight permit.

#### FLIGHT LEVEL (FL)

A level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury. 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.

#### FREEDOM OF INFORMATION ACT (FOIA)

The Freedom of Information Act (FOIA) allows all U.S. citizens and residents to request any records in possession of the executive branch of the federal government. The term "records" includes documents, papers, reports, letters, films, photographs, sound recordings, computer tapes and disks. An object that cannot be reproduced is not considered a record in this case. The federal FOIA covers the President's cabinet agencies, independent agencies, regulatory commissions and government-owned corporations. Congress is exempt, as are federal court and state and local governments. Some states and municipalities have laws modeled after the federal FOIA. The federal act includes nine exemptions that agencies may claim as a basis for withholding information. An administrative appeal can be filed that argues for disclosure based on benefits to the public vs. privacy. If a good argument is made, appellate reviewers may waive an exemption.

#### GENERAL AVIATION

That portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate of public convenience and necessity from the Civil Aeronautics Board and large aircraft commercial operators.

#### GYROPLANE

A rotorcraft whose rotors are not engine-driven, except for initial starting, but are made to rotate by action of the air when the rotorcraft is moving; and whose means of propulsion, consisting usually of conventional propellers, is independent of the rotor system.

#### HELICOPTER

A rotorcraft that, for its horizontal motion, depends principally on its engine-driven rotors.

#### HOURS FLOWN

The airborne hours in domestic and international scheduled and non-scheduled revenue service, computed from the moment an aircraft leaves the ground until it touches the ground again.

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**IFR AIRCRAFT/IFR FLIGHT**

An aircraft conducting flight in accordance with instrument flight rules.

**INCIDENT**

An occurrence other than an accident associated with the operation of an aircraft, which affects or could affect the safety of operations.

**INSTRUMENT FLIGHT RULE (IFR)**

A set of rules governing the conduct of flight under instrument meteorological conditions.

**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:

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

**MILES FLOWN**

The miles (computed in airport-to-airport distances) for each inter-airport hop actually completed in domestic and international revenue services, scheduled and non-scheduled. In cases where the inter-airport distances are inapplicable, aircraft miles flown are determined by multiplying the normal cruising speed for the aircraft type by the airborne hours.

**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.

**NDB**

An L/MF or UHF radio beacon transmitting nondirectional 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.

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#### NEAR MIDAIR COLLISION (NMAC)

An incident associated with the operation of an aircraft in which the possibility of a collision occurs as a result of proximity of less than 500 feet to another aircraft, or a report is received from a pilot or flightcrew member stating that a collision hazard existed between two or more aircraft.

#### Degree of Hazard (NMAC)

**Critical:** A situation in which collision avoidance was due to chance rather than an act on the part of the pilot. Less than 100 feet of aircraft separation would be considered critical.

**Potential:** An incident which would probably have resulted in a collision if no action had been taken by either pilot. Closest proximity of less than 500 feet would usually be required in this case.

**No hazard:** A situation in which direction and altitude would have made a midair collision improbable regardless of evasive action taken.

## **Airport Master Plan**

#### NON-SCHEDULED SERVICE

Revenue flights, such as charter flights, that are not operated in regular scheduled service and all nonrevenue flights incident to such flights.

#### OPERATIONAL DEVIATION (OD)

An occurrence where applicable separation minima, as referenced in the operational error definition below were maintained, but: (1) less than the applicable separation minima existed between an aircraft and protected airspace without prior approval, (2) an aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval, (3) an aircraft penetrated airspace that was delegated to another position of operation of another facility at an altitude or route contrary to the altitude or route requested and approved in direct coordination or as specified in a Letter of Agreement, pre-coordination or internal procedure, (4) an aircraft, vehicle, equipment, or personnel encroached upon a landing area that was delegated to another position of operation without prior coordination and approval.

#### OPERATIONAL ERROR (OE)

An occurrence attributable to an element of the air traffic control system which results in less than the applicable separation minima between two or more aircraft, or between an aircraft and terrain or obstacles as required by Handbook 7110.65 and supplemental instructions. Obstacles include vehicles/equipment/personnel on runways, or aircraft lands or departs on a runway closed to aircraft operations after receiving air traffic authorization.

#### PILOT DEVIATION (PD)

The actions of a pilot which result in the violation of a Federal Aviation Regulation (FAR) or a North American Aerospace Defense Command (NORAD) Air Defense Identification Zone (ADIZ) tolerance.

#### PILOT IN COMMAND

The pilot responsible for the operation and safety of an aircraft during flight time.

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**POSITIVE CONTROL**

The separation of all air traffic within designated airspace by air traffic control.

**RADAR APPROACH CONTROL FACILITY (RAPCON)**

A terminal ATC facility that uses radar and nonradar 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. The facility may provide services of a ground controlled approach (GCA); i.e., ASR and PAR approaches. A radar approach control facility may be operated by FAA, USAF, US Army, USN, USMC, or jointly by FAA and a military service. Specific facility nomenclatures are used for administrative purposes only and are related to the physical location of the facility and the operating service generally as follows:

- Army Radar Approach Control (ARAC) (Army)
- Radar Air Traffic Control Facility (RATCF) (Navy/FAA)
- Radar Approach Control (RAPCON) (Air Force/FAA)
- Terminal Radar Approach Control (TRACON) (FAA)
- Tower/Airport Traffic Control Tower (ATCT) (FAA). (Only those towers delegated approach control authority)

**REVENUE**

Pertaining to activities for which remuneration is received by the carrier.

**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.

**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.

**SCHEDULED SERVICE**

Transport service operated pursuant to published flight schedules, including extra sections and related nonrevenue flights.

**SEPARATION MINIMA**

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

**SPECIAL USE AIRSPACE (SUA)**

Airspace of defined dimensions identified by an area on the surface of the earth 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. Types of special use airspace are:

**RIAC**

- 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. Alert Areas are depicted on aeronautical charts for the information of nonparticipating pilots. All activities within an Alert Area are conducted in accordance with Federal Aviation Regulations, and pilots of participating aircraft as well as pilots transiting the area are equally responsible for collision avoidance.
- 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 and property on the ground.
- Military Operations Area (MOA) - An MOA is airspace established outside of Class A airspace area to separate or segregate certain nonhazardous military activities from IFR traffic and to identify for VFR traffic where these activities are conducted. (Refer to AIM)
- Prohibited Area - Airspace designated under part 73 within which no person may operate an aircraft without the permission of the using agency. (Refer to Enroute Charts, AIM)
- Restricted Area - Airspace designated under FAR Part 73, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use and IFR/VFR operations in the area may be authorized by the controlling ATC facility when it is not being utilized by the using agency. Restricted areas are depicted on enroute charts. Where joint use is authorized, the name of the ATC controlling facility is also shown. (Refer to FAR Part 73 and AIM)
- Warning Area - A warning area is airspace of defined dimensions extending from 3 nautical miles outward from the coast of the United States, that contains activity that may be hazardous to nonparticipating aircraft. The purpose of such warning area is to warn nonparticipating pilots of the potential danger. A warning area may be located over domestic or international waters or both.

#### TERMINAL RADAR SERVICE AREA (TRSA)

Airspace surrounding designated airports wherein ATC provides radar vectoring, sequencing, and separation on a full-time basis for all IFR and participating VFR aircraft. Service provided at a TRSA is called Stage III Service. TRSA's are depicted on VFR aeronautical charts. Pilot participation is urged but is not mandatory.

#### 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.

#### ULTRALIGHT VEHICLE

An aeronautical vehicle 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.



**BLOCK  
ISLAND  
AIRPORT**

**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.

**VISUAL METEOROLOGICAL CONDITIONS (VMC)**

Meteorological conditions expressed in terms of visibility, distance from clouds, and ceiling equal to or better than specified minima.

**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.

Source: FAA web page: [www.faa.gov](http://www.faa.gov)

**RIAC**

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**Airport  
Master  
Plan**