

Glossary of Terms

Airfield Capacity – The maximum number of aircraft operations that a specific airfield configuration can accommodate within a specific time interval of continuous demand.

Air Carrier Operation – A takeoff or landing of commercial aircraft with seating capacity of more than 60 seats.

Airports Cooperative Research Program (ACRP) – An industry-driven, applied research program managed by the Transportation Research Board (TRB) that develops near-term, practical solutions to problems faced by airport operators.

Airport Facilities Terminal Integration Laboratory (AFTIL) – An FAA facility that can simulate potential airport traffic control tower (ATCT) sites in a realistic ATCT tower cab (i.e. control room), using airfield siting photographs and aircraft simulations. By combining all aspects of ATCT operations in one simulation facility, a much more complete evaluation of potential ATCT sites can be accomplished.

Aircraft Fleet Mix – The combination of differing aircraft types operated at a particular airport.

Aircraft Operation – An aircraft arrival (landing) or departure (takeoff) each represent one aircraft operation.

Airport Reference Code (ARC) – An airport designation that signifies the airport’s highest Runway Design Code (RDC), minus the third (visibility) component of the RDC. The ARC is used for planning and design only and does not limit the aircraft that may be able to operate safely on the airport.

Airside Facilities – Facilities that are accessible to aircraft, such as runways and taxiways.

“Alternative 6” – A collection of improvements to airport facilities completed in 2014 and 2015, and described in the *Airport Alternatives Technical Analysis* report, dated January 2013.

Annual Service Volume (ASV) – Used by the FAA as an indicator of relative operating capacity, ASV is an estimate of an airport’s annual capacity that accounts for differences in runway use, aircraft mix, weather conditions, etc. that would be encountered over a year’s time. ASV assumes an acceptable level of aircraft delay as described in FAA Advisory Circular (AC) 150/5060-5, *Airport Capacity and Delay*.

Air Taxi Operation – A takeoff or landing by aircraft with 60 or fewer seats conducted on non-scheduled or for-hire flights.

Air Traffic Activity System (ATADS) – An FAA database containing the official National Airspace System air traffic operations data available for public release.

Airport Traffic Control Tower (ATCT) – A central air traffic control facility using air to ground communications and/or radar, visual signaling, and other devices to provide for the safe and expeditious movement of air traffic.

Based Aircraft – Aircraft stored at an airport on a permanent basis.

Business Jet – A jet aircraft designed for transporting small groups of people.

Bureau of Land Management (BLM) – An agency within the U.S. Department of the Interior that administers more than 247.3 million acres of public lands in the United States, which constitutes one-eighth of the landmass of the country.

Category I (CAT I) Approach – Precision instrument approach and landing with a typical decision height not lower than 200 feet and a visibility minimum of not less than ½ mile.

Category C Aircraft Operations – Refers to Aircraft Approach Category (AAC) C operations, which is a grouping of aircraft based on a reference landing speed of 121 to 141 knots, if specified, or 1.3 times the stall speed at maximum certificated landing weight.

Category D Aircraft Operations – Refers to AAC D operations, which is a grouping of aircraft based on a reference landing speed of 141 to 166 knots, if specified, or 1.3 times the stall speed at maximum certificated landing weight.

Categorical Exclusions (CATEX) – Categories of actions that normally do not individually or cumulatively have significant adverse effects on the human environment and which have been found by the responsible federal agency to have no such effect.

Connected Actions – Expected future actions that are closely related to the action considered by a Federal environmental review. Actions are connected if they automatically trigger other actions which may require environmental review; cannot or will not proceed unless other actions are taken previously or simultaneously; and/or are interdependent parts of a larger action and depend on the larger action for their justification.

Commuter Operation – A takeoff or landing by aircraft with 60 or fewer seats that transport regional passengers on scheduled commercial flights.

Design Aircraft – An aircraft with characteristics that determine the application of airport design standards for a specific runway, taxiway, taxilane, apron, or other facility. This aircraft can be a specific aircraft model or a composite of several aircraft currently using, expected to use, or intended to use the airport or part of the airport. Also called “critical aircraft” or “critical design aircraft”.

Displaced Threshold – A landing threshold that is located at a point on the runway beyond the physical end of the runway pavement.

Enhanced Traffic Management System Counts (ETMSC) – An FAA database providing information on traffic counts by airport or by city pair for various data groupings such as aircraft type or by hour of the day. ETMSC data are created when pilots file flight plans and/or when flights are detected by the National Airspace System (NAS), usually via RADAR.

Environmental Assessment (EA) – A concise document that takes a hard look at expected environmental effects of a proposed Federal action and determines whether or not the action has the potential to cause significant environmental effects.

Environmental Impact Statement (EIS) – A document that discusses the significant environmental impacts that would occur due to a proposed project, and informs decision-makers and the public of the reasonable alternatives to avoid or minimize adverse impacts. Public participation and consultation with other Federal, state, and local agencies is a cornerstone of the EIS process.

Finding of No Significant Impact (FONSI) – Issued at the end of the EA process, a FONSI presents the reasons why a Federal agency has concluded that there are no significant environmental impacts projected to occur upon implementation of the proposed action.

Fixed Base Operator (FBO) – A business located on the Airport that provides services such as hangar space, fuel, flight training, repair, and maintenance to airport users.

General Aviation (GA) – Generally, those United States-registered civil aircraft, which operate for private and noncommercial purposes and whose operations are not governed by Parts 119, 121, 125, or 135 of the *Federal Aviation Regulations (FAR)*. GA aircraft range from small single-engine propeller aircraft to large turbojet aircraft.

Instrument Landing System (ILS) – An electronic system installed at some airports, which helps guide pilots to runways for landing during periods of limited visibility or adverse weather.

Instrument Flight Rules (IFR) Operations – Aircraft operations conducted by pilots with reference to instruments in the flight deck, with navigation accomplished by reference to electronic signals.

Itinerant Operation – All operations other than local operations (see local operation definition below).

Landside Facilities – Facilities that support airside facilities, but are not part of the aircraft movement area, such as terminal buildings, hangars, aprons, access roads, and parking facilities.

Large Aircraft – An aircraft with a maximum certificated takeoff weight (MTOW) greater than 12,500 pounds.

Leakage – The loss of potential customers to other airports in the region, or to alternate modes of transportation.

Local Operation – An operation conducted by aircraft operating in the traffic pattern within sight of the air traffic control tower; aircraft departing or arriving from flight in local practice areas; or aircraft executing practice instrument operations at the airport.

Modification of Standards (MOS) – Any approved nonconformance to FAA standards, other than dimensional standards for Runway Safety Areas (RSAs), applicable to an airport design, construction, or equipment procurement project that is necessary to accommodate an unusual local condition for a specific project on a case-by-case basis while maintaining an acceptable level of safety.

National Environmental Policy Act (NEPA) – A federal law passed by Congress in 1969 that requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. The range of federal actions covered by NEPA is broad and includes making decisions on permit applications, adopting federal land management actions, and constructing highways, airports, and other publicly-owned facilities.

Navigational Aids (NAVAIDs) – Electronic and visual navigation aids, lights, signs, and associated supporting equipment.

Noise Sensitive Area – An area where noise interferes with normal activities associated with its use. In the context of noise from airplanes and helicopters, substantial impacts may occur when noise sensitive areas are within the 65 dB (decibel) day-night average sound level (DNL) noise contour. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas, areas with wilderness characteristics, wildlife and waterfowl refuges, and cultural and historic sites.

Object Free Area (OFA) – A rectangular area centered on a runway, taxiway, or taxilane centerline, provided to enhance the safety of aircraft operations by remaining clear of objects.

Passenger Enplanement – A passenger on a scheduled commercial service or charter aircraft that departs an airport. Enplanements do not include the airline crew.

Passenger Load Factor – The ratio of passengers boarding an aircraft to the total number of seats on the aircraft. In other words, load factor is a measure of how full a flight is.

Regional Jet – A class of short to medium-range airliners typically serving small hub and non-hub airports.

Remain Overnight (RON) – Remain overnight aircraft are parked at an airport overnight, typically because they are scheduled for departure during the first few hours of the next day. If there are more RON aircraft than the number of active gates, aircraft may be double-parked if the situation allows, or parked remotely and towed to the gate for boarding prior to departure.

Runway Design Code (RDC) – A code signifying the design standards to which a runway is to be built.

Runway Safety Area (RSA) – A rectangular area surrounding a runway that is suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway.

Runway Visual Range (RVR) – The range over which the pilot of an aircraft on the centerline of a runway can see the runway surface markings or lights delineating the runway, reported in hundreds of feet.

Record of Decision (ROD) – Issued at the end of the EIS process, a ROD explains the agency's decision, describes the alternatives the agency considered, and discusses the agency's plans for mitigation and monitoring, if necessary.

Safety Risk Management (SRM) – The FAA Safety Management System (SMS) requires that SRM assessments be performed on proposed changes to the National Airspace System (NAS) that have potential safety impacts. An SRM process is conducted after an initial Air Traffic Control Tower (ATCT) siting analysis. Each siting criterion is reviewed for potential hazards, and the hazards identified for each site are assessed and mitigated to an acceptable level of risk to satisfy SMS requirements.

Special Purpose Laws and Requirements – Federal laws, regulations, Executive Orders and DOT and FAA administrative directives that protect certain aspects of the environment (e.g. air quality, water quality, wetlands, endangered species, and historic sites).

Terminal Area Forecast (TAF) – The official FAA forecast of aviation activity for airports throughout the U.S. The TAF is prepared to support FAA budgeting and planning, and to provide information for use by state and local authorities, the aviation industry, and the public. Forecasts developed for airport master plans and/or under federal grant assistance must be compared to the TAF and approved by the FAA.

Terminal Instrument Procedures (TERPS) – Procedures for instrument flight operations to and from civil and military airports. FAA Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)* contains criteria used to formulate, review, approve, and publish the procedures.

Turboprop – An aircraft powered by a turbine engine that drives an aircraft propeller.

United States Geological Survey (USGS) – A scientific agency of the United States government that studies the landscape of the United States, its natural resources, and the natural hazards that threaten it.

Visual Flight Rules (VFR) Operations – Operations conducted by pilots with only visual reference to the ground, obstructions, and other aircraft.

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