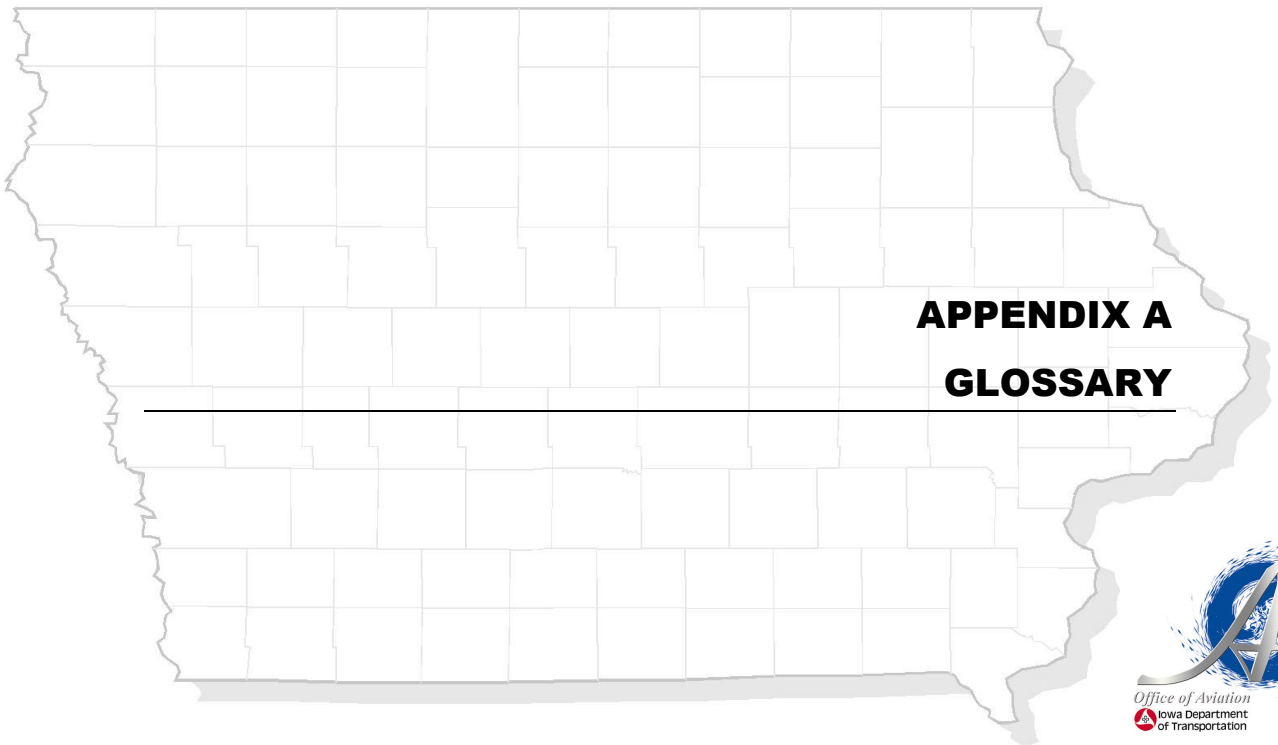




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APPENDIX A GLOSSARY





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Glossary

Advisory Circular (AC). *(FAA RGL Library)*

Advisory Circulars (ACs) provide guidance such as methods, procedures, and practices for complying with regulations and grant requirements. ACs may also contain explanations of regulations, other guidance material, best practices, or information useful to the aviation community. They do not create or change a regulatory requirement.

Acoustical. *(Merriam-Webster Dictionary Online)*

Relating to the deadening or absorbing of sound.

Aeronautical Activities. *(FAA AC 150/5190-6)*

Any activity that involves, makes possible, or is required for the operation of aircraft, or that 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: general and corporate aviation, air taxi and charter operations, scheduled and nonscheduled air carrier operations, 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 that, because of their direct relationship to the operation of aircraft, can appropriately be regarded as aeronautical activities. Activities, such as model aircraft and model rocket operations, are not aeronautical activities.

Aeronautical Study. *(FAA AC 70/7460-2K general definition)*

A study performed pursuant to FAR Part 77 "Objects Affecting Navigable Airspace" concerning the effect of proposed construction or alternation on the use of air navigation facilities or navigable airspace by aircraft. The conclusion of each study is normally a determination as to whether the specific proposal studied would be a hazard to air navigation and/or a determination for marking and/or lighting.



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Air Carrier Airport. *(FAA FAR Sec. 152.3)*

An existing public airport regularly served by an air carrier, or a new public airport that the Administrator determines will be regularly served, by an air carrier, other than a charter air carrier, certificated by the Civil Aeronautics Board under section 401 of the Federal Aviation Act of 1958; and a commuter service airport.

Aircraft. *(FAA FAR Sec. 1.1)*

A device that is used or intended to be used for flight in the air.

Air Installation Compatible Use Zones (AICUZ)*(FAA AC 150/5020-1).*

A Department of Defense (DOD) program designed to encourage compatible uses of public and private lands in the vicinity of military airfields through the local communities' comprehensive planning process.

Air Traffic. *(FAA FAR Sec. 1.1)*

Aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas.

Air Traffic Control (ATC). *(FAA FAR Sec. 1.1)*

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

Airport.

Any areas of land or water designed and set aside for the landing and take-offs of aircraft and utilized in the interest of the public for such purposes. Any landing area used regularly by aircraft for receiving or discharging passengers or cargo, and all appurtenant areas used or suitable for airport buildings or other airport facilities, and all appurtenant right-of-way, whether heretofore or hereafter established. "Airport" includes land within a city with a population greater than one hundred seventy-five thousand which is acquired to replace or mitigate land used in an airport runway project at an existing airport when federal law, grant, or action requires such replacement or mitigation.

Airport Elevation. *(FAA AC 150/5190-4A)*

The highest point on an airport's usable landing area measured in feet from sea level.



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Airport Environs.

The land use and people in the areas surrounding an airport which can be directly affected by the operation of the airport.

Airport Hazard. *(FAA Land Use Compatibility and Airports)*

Any structure or object of natural growth located on or near the airport, or any use of land near the airport that obstructs the airspace required for the flight of aircraft in landing or taking off, or is otherwise hazardous to such landing or taking off.

Airport Impact Zones.

Defined areas on and off airport property that are zoned to ensure airport compatible land uses. Low-activity airports without significant aircraft noise exposure contours can benefit by identifying and implementing land use controls in Airport Impact Zones. The Impact Zones generally include the runway protection zone, the FAR Part 77 approach surface and the airport traffic pattern.

Airport Improvement Program (AIP). *(FAA Order 5050.4B)*

Chapter 471 of Title 49 USC establishes the general requirements and conditions for federally financing the Airport Improvement Program (AIP). AIP funding is used to develop a nationwide public-use airport system to meet the country's current and projected civil aviation needs. The airports comprising that system make up the National Plan of Integrated Airport Systems (NPIAS). The AIP also provides funding for noise compatibility programs. FAA Order 5100.38, Airport Improvement Program Handbook, provides details on administering the AIP.

Airport Layout Plan (ALP). *(FAA FAR Sec. 152.3)*

The plan of an airport showing the layout of existing and proposed airport facilities.

Airport Master Plan. *(FAA AC 150/5050-4)*

An airport master plan is a presentation of the phased development of a specific airport. It presents the research and logic from which the plan evolved and displays the plan in a graphic and written report. Master plans are applied to the modernization and expansion of existing airports and to site selection and planning for new airports, regardless of their size or functional role. It is desirable that airport master plans be developed within the framework of metropolitan or regional plans or state airport system plans.



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Airport Noise Abatement Policy. *(FAA AC 2050-1)*

Policy adopted jointly by the Secretary of Transportation and the FAA, on November 18, 1976, delineating the responsibilities of FAA, air carriers, airport operators and local communities in achieving reductions in airport noise.

Airport Operations. *(FAA Web site)*

The total number of movements in landings (arrivals) plus take-offs (departures) from an airport.

Airport Overlay Zone.

A zone intended to place additional land use conditions on land impacted by the airport while retaining the existing underlying zone.

Airport Overlay Zones.

The FAR Part 77 Surfaces and RPZs have been combined to create five airport overlay zones. The five specific zones create a comprehensive area focused on maintaining compatible land use around airports.

- **Zone A**
Zone A is intended to provide a clear area that is free of above ground obstructions and structures. This zone is closest to the individual runway ends.
- **Zone B**
Zone B is a critical overlay surface that reflects the approach and departure areas for each runway at an airport. The size of Zone B is predicated upon the type of approach (visual, non-precision, or precision) that a specific runway has and the type/size of aircraft utilizing the runway.
- **Zone C**
Zone C includes those areas that are parallel to the runway pavement and extend 1,050' from the edge of the primary surface.
- **Zone D**
Zone D is typically elliptical in shape, depending upon the runway types and configurations at an individual airport.
- **Zone E**
Zone E is the outermost zone of the overlay areas and has the least number of land use restriction considerations. The zone begins at the edge of the horizontal surface and is 4,000 feet in width paralleling the horizontal surface.



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Airport Reference Code (ARC). *(FAA Web site)*

The ARC is an FAA coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport.

Airport Reference Point (ARP). *(FAA AC 150/5300-13)*

The latitude and longitude of the approximate center of the airport.

Airport Sponsor.

The owner or tax-supported organization such as an airport authority, that is authorized to own and operate, to obtain property interests, to obtain funds, and are legally, financially, and otherwise able to meet all applicable requirements of current laws and regulations related to the operation of an airport.

Airside. *(FAA Web site)*

That portion of the airport facility where aircraft movements take place, airline operations areas, and areas that directly serve the aircraft, such as taxiway, runway, maintenance and fueling areas.

Airspace. *(FAA Web site)*

The space lying above the earth or above a certain area of land or water that is necessary to conduct aviation operations.

Ambient Noise. *(FAA Web site)*

The total amount of noise in a given place and time, which is usually a composite of sounds from varying sources at varying distances.

Approach and Runway Protection Zone Map.

The approach and Runway Protection Zone Map is compiled from the criteria in FAR Part 77, "Objects Affecting Navigable Airspace." It shows the area affected by the Airport Overlay Zoning Ordinance, and includes the layout of runways, airport boundaries, elevations, and area topography. Applicable height limitation areas are shown in detail.

Approach Slopes. *(FAR Part 77)*

The ratios of horizontal to vertical distance indicating the degree of inclination of the Approach Surface. The various ratios include:



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- **20:1**
For all utility and visual runways extended from the primary surface a distance of 5,000 feet.
- **34:1**
For all non-precision instrument runways extended from the primary surface for a distance of 10,000 feet.
- **50:1/40:1**
For all precision instrument runways extending from the primary surface for a distance of 10,000 feet at an approach slope of 50:1 and an additional 40,000 feet beyond this at a 40:1 Approach Slope.

Approach Surface. *(FAA Land Use Compatibility and Airports)*

A surface defined by FAR Part 77 *Objects Affecting Navigable Airspace*, that is longitudinally centered on the runway centerline and extends outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based on the type of approach available or planned for that runway end.

ASNA Act. *(FAA Web site)*

The Aviation Safety and Noise Abatement Act of 1979, as amended (49 USC 2101 et seq.).

Average Day-Night Sound Level (DNL). *(FAA AC 5020-1)*

The 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of 10 decibels to sound levels for the periods between midnight and 7 A.M. and between 10 P.M. and midnight, local time, as averaged over a span of one year. It is the FAA standard metric for determining the cumulative exposure of individuals to noise.

Avigation Easement. *(FAA Web site)*

A grant of a property interest in land over which a right of unobstructed flight in the airspace is established.

Based Aircraft. *(FAA Web site)*

An aircraft permanently stationed at an airport by agreement between the aircraft owner and the airport management.



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Building Codes. *(The Practice of Local Government Planning)*

Codes, either local or state, that control the functional and structural aspects of buildings and/or structures. Local ordinances typically require proposed buildings to comply with zoning requirements before building permits can be issued under the building codes.

Building Restriction Line (BRL).

A line which identifies suitable building area locations on airports, typically associated with the transitional surfaces and a 35 foot height restriction.

Code of Federal Regulations (CFR). *(FAA AIM Glossary)*

The FAA publishes the Code of Federal Regulations (CFRs) to make readily available to the aviation community the regulatory requirements placed upon them. CFR can be located on the following web site:
www.gpoaccess.gov/cfr/index.html

Commercial Service Airport. *(FAA Web site)*

A public airport that has at least 2,500 passengers boarding each year and is receiving scheduled passenger aircraft service.

Compatibility.

The degree to which land uses or types of development can coexist or integrate.

Comprehensive Plan. *(FAA Web site)*

Similar to a master plan, the comprehensive plan is a governmental entity's official statement of its plans and policies for long-term development. The plan includes maps, graphics and written proposals, which indicate the general location for streets, parks, schools, public buildings, airports and other physical development of the jurisdiction.

Conditional Zoning. *(FAA Web site)*

The imposition or exaction of conditions or promises upon the grant of zoning by the zoning authority.

Decibel (dB). *(FAA Web site)*

Sound is measured by its pressure or energy in terms of decibels. The decibel scale is logarithmic; when the scale increases by 10, the perceived sound is two times as loud.



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Easement. *(FAA AC 5020-1)*

The legal right of one party to use a portion of the total rights in real estate owned by another party. This may include the right of passage over, on, or below property; certain air rights above the property, including view rights; and the rights to any specified form of development or activity, as well as any other legal rights in the property that may be specified in the easement document.

Enplanement. *(FAA Web site)*

A passenger boarding of a commercial flight.

Environmental Assessment (EA). *(FAA Land Use Compatibility and Airports)*

A concise document that assesses the environmental impacts of a proposed federal action. The EA discusses the need for and environmental impacts of the proposed action and alternative actions. An EA should provide sufficient evidence and analysis for a federal determination whether to prepare an Environmental Impact Statement or a Finding of No Significant Impact.

Environmental Impact Statement (EIS). *(FAA Land Use Compatibility and Airports)*

A document that provides full and fair discussion of the significant environmental impacts that would occur as a result of a proposed project and informs decision makers and the public of the reasonable alternatives that would avoid or minimize adverse impacts.

Exclusive Right. *(FAA AC 150/5190-6)*

A power, privilege, or other right excluding or debarring another from enjoying or exercising a like power, privilege, or right. An exclusive right may be conferred either by express agreement, by 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.

Federal Aviation Administration (FAA). *(FAA Web site)*

A federal agency charged with regulating air commerce to promote its safety and development; encourage and develop civil aviation, air traffic control, and air navigation; and promoting the development of a national system of airports.



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Federal Aviation Regulations (FAR). *(FAA FAR)*

Regulations established and administered by the FAA that govern civil aviation and aviation-related activities.

- **FAR Part 36** *(FAA FAR Sec. 36.1)*
Regulation establishing noise standards for the civil aviation fleet.
- **FAR Part 91** *(FAA FAR Sec. 91.1)*
Regulation pertaining to air traffic and general operating rules, including operating noise limits.
- **FAR Part 150** *(FAA FAR Sec. 150.1)*
Regulation pertaining to airport noise compatibility planning.
- **FAR Part 161** *(FAA FAR Sec. 161.1)*
Regulation pertaining to notice and approval of airport noise and access restrictions.
- **FAR Part 77** *(FAA FAR Sec. 77.1)*
Objects Affecting Navigable Airspace - Part 77 (a) establishes standards for determining obstructions in navigable airspace; (b) defines the requirements for notice to the FAA Administrator of certain proposed construction or alteration; (c) provides for aeronautical studies of obstructions to air navigation to determine their effect on the safe and efficient use of airspace; (d) provides for public hearings on the hazardous effect of proposed construction or alteration on air navigation; and (e) provides for establishing antenna farm areas.

Federal Grant Assurance. *(FAA AC 150/5190-6)*

A federal grant assurance is a provision with a Federal grant agreement to which the recipient of federal airport development assistance has agreed to comply in consideration of the assistance provided.

General Aviation (GA). *(FAA Web site)*

Refers to all civil aircraft and operations that are not classified as air carrier, commuter or regional. The types of aircraft used in general aviation activities cover a wide spectrum from corporate multi-engine jet aircraft piloted by professional crews to amateur-built single-engine piston acrobatic planes, balloons and dirigibles.

General Aviation Airport.

Any airport that is not an air carrier airport, or a military facility.



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Hold Harmless Agreement.

An agreement which holds airport sponsors or jurisdictions harmless for alleged damages resulting from airport operations. Such agreements are recorded in deeds or permits as a condition of approval of a regulatory land use decision.

Housing Codes. *(FAA Web site)*

The codes that usually apply to both existing and future living units. The codes include minimum standards of occupancy, and usually govern spatial, ventilation, wiring, plumbing, structural, and heating requirements.

Imaginary Surfaces. *(FAA FAR Part 77.25)*

Those areas established in relation to the airport and to each runway consistent with FAR Part 77 in which any object extending above these imaginary surfaces, by definition, is an obstruction.

- **Transitional surface**

The transitional surface extends outward and upward at right angles to the runway centerline and extend at a slope of seven feet horizontally for each one foot vertically (7:1) from the sides of the primary and approach surfaces. The transitional surfaces extend to the point at which they intercept the horizontal surface at a height of 150 feet above the established airport elevation.

- **Horizontal surface**

The horizontal surface is a horizontal plane located 150 feet above the established airport elevation and encompasses an area from the transitional surface to the conical surface. The perimeter is constructed by generating arcs from the center of each end of the primary surface and connecting the adjacent arcs by lines tangent to those arcs.

- **Conical surface**

The conical surface extends upward and outward from the periphery of the horizontal surface at a slope of 20 feet horizontally for every one foot vertically (20:1) for a horizontal distance of 4,000 feet.



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- **Approach surface**

The approach surface is longitudinally centered on the extended runway centerline and extends outward and upward from the end of the runway primary surface. The approach slope of a runway is a ratio of 20:1, 34:1, or 50:1, depending on the approach type. The length of the approach surface varies from 5,000 to 50,000 feet and also depends upon the approach type.

Incompatible Land Use. *(FAA FAR Sec. 150.7)*

The use of land which is normally incompatible with the aircraft and airport operations (such as, but not limited to, homes, schools, nursing homes, hospitals, and libraries).

Infrastructure. *(FAA Web site)*

A community's built elements that establish the community's foundation for maintaining existing populations, activities, future growth and development. Infrastructure elements include airports, roads, highways, bridges, water and sewer systems, waste disposal facilities, utilities, telecommunications systems, schools, and governmental and community facilities.

Instrument Approach Procedure. *(FAA Pilot/Controller Glossary)*

A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority.

Instrument Flight Rules (IFR). *(FAA Pilot/Controller Glossary)*

Rules governing the procedure for conducting instrument flight. In addition, it is a term used by pilots and controllers to indicate a type of flight plan.

Instrument Landing System (ILS). *(FAA Pilot/Controller Glossary)*

A precision instrument approach system which normally consists of the following electronic components and visual aids: localizer, glideslope, outer marker, middle marker, and approach lights.

Integrated Noise Model (INM).

FAA's computer model used by the civilian aviation community for evaluating aircraft noise impacts near airports. The INM uses a standard database of aircraft characteristics and applies them to an airport's average operational day to produce noise contours.



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Iowa Code.

Composite of all laws passed by the Iowa General Assembly and the Iowa Constitution.

Iowa Department of Transportation Office of Aviation.

Advocates and delivers aviation support services that promote a safe, comprehensive, and competitive air transportation system and that enhance economic development and improve quality of life for Iowans.

Itinerant Operation. *(FAA AC 150/5325-4B)*

Takeoff or landing operations of airplanes going from one airport to another airport that involves a trip of at least 20 miles. Local operations are excluded.

Land Use Compatibility. *(FAA Web site)*

The coexistence of land uses surrounding the airport with airport-related activities.

Land Use Controls. *(FAA Web site)*

Measures established by state or local government that are designed to carry out land use planning. The controls include: zoning, subdivision regulations, planned acquisition, easements, covenants, or conditions in building codes and capital improvement programs, such as the establishment of sewer, water, utilities, or their service facilities.

Land Use Management Measures. *(FAA Web site)*

Land use management techniques that consist of both remedial and preventive measures. Remedial, or corrective, measures typically include sound insulation or land acquisition. Preventive measures typically involve land use controls that amend or update the local zoning ordinance, comprehensive plan, subdivision regulations, and building code.

Landing Area. *(FAA Pilot/Controller Glossary)*

Any locality, either of land or water, including airports/heliports and intermediate landing fields, which is used, or intended to be used, for the landing and takeoff of aircraft whether or not facilities are provided for the shelter, servicing, or for receiving or discharging passengers or cargo.



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Landside. *(FAA Web site)*

That part of an airport used for activities other than the movement of aircraft, such as vehicular access roads and parking.

Lighting and Marking of Hazards to Air Navigation.

Installation of appropriate lighting fixtures, painted markings, or other devices to such objects or structures that constitute hazards to air navigation

Limited Avigation Easement. *(FAA AC 150/5100-17)*

Action and resulting legal document which grants the purchaser the right of flight at any altitude above acquired surfaces. It also often prevents the erection or growth of all objects above the acquired surfaces. The right of entry to remove, mark, or light any structures or growth above acquired surfaces is also granted.

Local Operation. *(FAA Web site)*

Any operation performed by an aircraft that (a) operates in the local traffic pattern or within sight of the tower or airport, or (b) is known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of the control tower or airport, or (c) executes a simulated instrument approach or low pass at the airport.

Mediation. *(FAA Web site)*

The use of a mediator or co-mediators to facilitate open discussion between disputants and assist them to negotiate a mutually agreeable resolution. Mediation is a method of alternative dispute resolution that provides an initial forum to informally settle disputes prior to regulatory intervention on the part of the FAA.

Mitigation. *(FAA Web site)*

The avoidance, minimization, reduction, elimination, or compensation for adverse environmental effects of a proposed action.

Mitigation Measure. *(FAA Web site)*

An action taken to alleviate adverse impacts.



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National Environmental Policy Act of 1969 (NEPA). *(FAA Order 5050.4B)*

The National Environmental Policy Act (NEPA) is the national charter for protecting the environment. It establishes policy, sets goals, and provides means for carrying out the policy. NEPA requires each federal agency to disclose to the interested public a clear, accurate description of potential environmental impacts that proposed federal actions and reasonable alternatives to those actions would cause. Through NEPA, Congress directed federal agencies to integrate environmental factors in their planning and decision making progress. This provides the public with a fair, open opportunity to review and comment on those alternatives and impacts and other importation environmental matters related to a proposed federal action. In approving the federal actions necessary to support an airport development proposal, the approving FAA office must consider environmental effects as fully and as fairly as it does technical, economic, and other non-environmental considerations.

National Plan of Integrated Airport Systems (NPIAS).

The National Plan of Integrated Airport System (NPIAS) is the federal plan for developing public-use airports that identifies existing and proposed airports that are significant to the national air transportation and estimates the infrastructure development needed to meet the needs of all segments of civil aviation. An updated 5-year national plan is submitted to Congress every two years.

Nautical Mile. *(FAA Web site)*

A measure of distance equal to one minute of arc on the earth's surface, which is approximately 6,076 feet.

Navigation Aids (NAVAID). *(FAA Web site)*

Any facility used by an aircraft for guiding or controlling flight in the air or the landing or take-off of an aircraft.

Navigable Airspace.

The airspace above minimum altitude for safe flight, and includes the airspace needed to ensure safety in take-off and landing of aircraft.

Noise Abatement Procedures. *(FAA Web site)*

Changes in runway usage, flight approach and departure routes and procedures, and vehicle movement, such as ground maneuvers or other air traffic procedures that shift aviation impacts away from noise sensitive areas.



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Noise Compatibility Program (NCP). *(FAA AC 150/5020.1)*

The purpose of such a program is to seek optimal accommodation of both airport operations and community activities within acceptable safety, economic and environmental parameters. That may be accomplished by reducing existing noncompatible land uses in the vicinity of the airport and preventing the introduction of new noncompatible land uses in the future. To that end, the airport proprietor and other responsible officials should consider a wide range of feasible alternatives of noise control actions and land use patterns.

Noise Exposure Contours. *(FAA Web site)*

Lines drawn around a noise source indicating constant energy levels of noise exposure. DNL is the measure used to describe community exposure to noise.

Noise Exposure Map (NEM). *(FAA Land Use Compatibility and Airports)*

The NEM is a scaled map of the airport, its noise contours and surrounding land uses. The NEM depicts the levels of noise exposure around the airport, both for the existing conditions and forecasts for the 5-year planning period. The area of noise exposure is designated using the DNL (Day-Night Average Sound Level) noise metric.

Noise Impact.

A condition that exists when the noise levels that occur in an area exceed a level identified as appropriate for the activities in that area.

Noise Sensitive Area. *(FAA AC 91-36D)*

Defined as an area where noise interferes with normal activities associated with the area's use. Examples of noise-sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas with wilderness characteristics), wildlife refuges, and cultural and historical sites where a quiet setting is a generally recognized feature or attribute.

Nonconforming Use. *(FAA Web site)*

Any pre-existing structure, tree, or use of land that is inconsistent with the provisions of the local land use or airport master plans.



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Non-Precision Instrument Runway.

A runway having an existing or planned instrument approach that is essentially aligned with the runway centerline, has horizontal information for the guidance of the aircraft on course, and relays altimeter and intermediate fixes for descent to the touchdown point on the runway.

Obligated Airport. *(FAA PPM 5190.10)*

A public use airport that is developed or improved with federal assistance under the various federal grant programs, surplus property transfers, and other federal government deeds of conveyance.

Obstacle Free Zone (OFZ). *(FAA 150/5300-13)*

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 the frangible visual NAVAID's that need to be located in the OFZ because of their function, in order to provide clearance protection for the aircraft landing or taking off from the runway, and for missed approaches.

Obstruction. *(FAA AC 150/5190-4A)*

Any structure, growth, or other object, including a mobile object, which exceeds a limiting height, specific to its geographic location relative to the runway/airport.

Off Airport Property. *(FAA Web site)*

Property that is beyond the boundary of land owned by the airport sponsor.

Official Map. *(FAA Web site)*

A legally adopted map that conclusively shows the locations and width of proposed streets, public facilities, public areas, and drainage rights-of-way.

On Airport Property. *(FAA Web site)*

Property that is within the boundary of land owned by the airport sponsor.

Overlay Zone. *(FAA Web site)*

A mapped zone that imposes a set of requirements in addition to those of the underlying zoning district.



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Part 77. *(FAA FAR Sec. 77.31)*

14 CFR Part 77, Objects Affecting Navigable Airspace, establishes standards for determining obstructions in navigable airspace; defines the requirements for notice to the FAA Administrator of certain proposed construction or alteration; provides for aeronautical studies of obstructions to air navigation to determine their effect on the safe and efficient use of airspace; provides for public hearings on the hazardous effect of proposed construction or alteration on air navigation; and provides for establishing antenna farm areas.

Part 150 Study. *(FAA Web site)*

Part 150 is the abbreviated name for the airport noise compatibility planning process outlined in Part 150 of the Federal Aviation Regulation (FAR) that allows airport owners to voluntarily submit noise exposure maps and noise compatibility programs to the FAA for review and approval. See "Noise Compatibility Plan."

Performance Standards. *(FAA Web site and Planning and Urban Design Standards)*

Minimum acceptable levels of performance, imposed by zoning that must be met by each land use. These standards set limits on externalities such as noise, odor, smoke, dust, noxious gases, vibration, heat and glare. They may be used to control physical, traffic, and fiscal impacts of development.

Precision Instrument Runway. *(FAA AC 150/5190-4A)*

A runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS) or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated on an approved airport layout plan or any other planning document.

Primary Surface. *(FAA AC 150/5190-4A)*

A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; for military runways or when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in FAR Part 77. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.



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Primary Runway. *(FAA AC 150/5325-4B General Definition)*

The runway used for the majority of airport operations. Large, high-activity airports may operate two or more parallel primary runways.

Proponent.

Any person who proposes to erect or construct any object or structure that exceeds certain minimum altitudes that may be a potential hazard to air navigation and who may be responsible for lighting and marking such object or structure.

Public Use Airport. *(FAA AC 150/5190-6)*

Means either a publicly owned airport or a privately owned airport open for public use.

Reliever Airport. *(FAA FAR Sec. 152.3)*

A general aviation airport designated by the Administrator as having the primary function of relieving congestion at an air carrier airport by diverting from that airport general aviation traffic.

Runway Protection Zone (RPZ).

A trapezoid-shaped area centered about the extended runway centerline that is used to enhance the protection of people and property on the ground. It begins 200 feet beyond the end of the runway or area usable for takeoff or landing. The RPZ dimensions are functions of the design aircraft, type of operation, and visibility minimums.

Runway Safety Area. *(FAA AC 150/5300-13)*

A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an overshoot, or excursion from the runway.

Sound Attenuation. *(FAA FAR Part 150)*

Acoustical phenomenon whereby a reduction of sound energy is experienced between the noise source and the receiver. This energy loss can be attributed to atmospheric conditions, terrain, vegetation, constructed features (e.g., sound insulation) and natural features.



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Sound Exposure Level (SEL). *(FAA FAR Sec. 150.7)*

The level, in decibels, of the time integral of squared A-weighted sounds pressure during a specified period or event, with reference to the square of the standard reference sound pressure of 20 micropascals and a duration of one second.

Special Exceptions. *(FAA Web site)*

Land uses that are not specifically permitted as a matter of right, but can be permitted in accordance with performance standards and other local criteria. Also known as "conditional uses."

Statute Mile. *(FAA Web site)*

A measure of distance equal to 5,280 feet.

Structure.

Any object constructed or installed by humans, including, but without limitation, buildings, towers, smokestacks, and overhead transmission lines, including the poles or other structures supporting the same.

Taxiway Safety Area (TSA). *(FAA AC 150/5300-13)*

A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.

Turbojet Aircraft. *(FAA AC 20-147 General Definition)*

Aircraft operated by jet engines incorporating a turbine-driven air compressor to take in and compress the air for the combustion of fuel, the gases of combustion (or the heated air) are used both to rotate the turbine and to create a thrust-producing jet.

Turboprop Aircraft. *(FAA Web site)*

Aircraft in which the main propulsive force is supplied by a gas turbine driven conventional propeller. Additional propulsive force may be supplied from the discharged turbine exhaust gas.

Utility Runway.

A utility runway constructed for and intended to be used by propeller driven aircraft of 12,500 pounds gross weight or less.



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Variance. *(FAA Web site)*

An authorization for the construction or maintenance of a building or structure, or for the establishment or maintenance of a use of land that is prohibited by a zoning ordinance. A lawful exception from specific zoning ordinance standards and regulations predicated on the practical difficulties and/or unnecessary hardships on the petitioner being required to comply with those regulations and standards from which an exemption or exception is sought.

Visual Approach. *(FAA Web site)*

An approach to an airport conducted with visual reference to the terrain.

Visual Runway. *(FAA AC 150/5300-13)*

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

Visual Flight Rules (VFR). *(FAA FAR Sec. 170.3)*

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

Weighted Sound Level (also referred to as DBA). *(FAA AC 20-133)*

A single event sound level which has been filtered or weighted to discriminate against the low and high frequency extremes to approximate the auditory sensitivity of the human ear.

Wetland.

Land on which water covers the soil or is present either at or near the surface of the soil or within the root zone, all year or for varying periods of time during the year, including during the growing season. *(FAA AC 150/5200-33A)* Wetlands provide a variety of functions and can be regulated by local, state, and federal laws. Normally, wetlands are attractive to many types of wildlife, including many, which rank high on the list of hazardous wildlife species



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Wetland Mitigation Banking. *(FAA AC 150/5200-33A)*

Wetland mitigation banking is the creation or restoration of wetlands in order to provide mitigation credits that can be used to offset permitted wetland losses. Mitigation banking benefits wetland resources by providing advance replacement for permitted wetland losses; consolidating small projects into larger, better-designed and managed units; and encouraging integration of wetland mitigation projects with watershed planning.

Yearly Day-Night Average Sound Level (YDNL). *(FAA FAR Sec. 150.7)*

The 365-day average, in decibels, day-night average sound level. The symbol for YDNL is also Ldn.

Zoning. *(FAA AC 150/5020-1)*

An exercise of the police powers of the state, as delegated to local governments, designating the uses permitted on each parcel of land within the zoning jurisdiction.

Zoning Ordinance. *(FAA AC 150/5190-4A general definition)*

Primarily a legal document that allows a local government effective and legal regulation of uses of property while protecting and promoting the public interest.



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