

Appendix A

TERMS & DEFINITIONS

<u>Term</u>	<u>Meaning</u>
100LL Fuel	Low lead aviation fuel, similar to gasoline, with an octane rating of 100.
AC	Advisory circular
Accelerate-Stop Distance Available	The runway plus stopway length declared available and suitable for the acceleration and deceleration of an airplane aborting a takeoff.
Aeronautical Beacon	Visual NAVAID displaying flashes of white and/or colored light to indicate the location of an airport, heliport, a landmark, or an obstruction.
AGL Altitude	Altitude expressed in feet measure above ground level.
AIP	Airport improvement program
Air Navigation Facility	Any facility used in, available for use in, or designed for use in, aid of air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio-directional finding, or for radio or other electrical communications, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and takeoff of aircraft. (See Navigational Aid)
Air Route Traffic Control Center	A facility established to provide air traffic control service to aircraft operating on IFR flight plans within controlled airspace and principally during the enroute phase of flight. Certain services can also be provided to VFR aircraft.
Air Traffic	Aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas.
Air Traffic Control	A service operated by appropriate authority to promote the safe, orderly and expeditious flow of air traffic.

<u>Term</u>	<u>Meaning</u>
Aircraft Approach Category	<p>A grouping of aircraft based on a speed of 1.3 times the stall speed in the landing configuration at maximum gross landing weight. It is one component of the airport reference code (see ARC). The categories are as follows:</p> <ul style="list-style-type: none">◦ Category A – Speed less than 91 knots◦ Category B – Speed 91 to 120 knots◦ Category C – Speed 121 to 140 knots◦ Category D – Speed 141 to 165 knots◦ Category E – Speed 166 knots or more
Aircraft operation	<p>The number of arrivals and departures from the airport at which the airport traffic control tower is located. There are two types of operations: local and itinerant.</p> <ol style="list-style-type: none">1. Local operations are performed by aircraft which:<ol style="list-style-type: none">(a) operate in the local traffic pattern or within sight of the airport;(b) are known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of the airport;(c) execute simulated instrument approaches or low passes at the airport.2. Itinerant operations are all aircraft operations other than local operations.
Airport Elevation	<p>The highest point of an airport's usable runways measured in feet from mean sea level.</p>
Airport Layout Plan (ALP)	<p>A plan for an airport showing boundaries and proposed additions to all areas owned or controlled by the sponsor for airport purposes, the location and nature of existing and proposed airport facilities and structures, and the location on the airport of existing and proposed non-aviation areas and improvements thereon.</p>

<u>Term</u>	<u>Meaning</u>
Airport Layout Plan Drawing	Includes the airport layout, location map, vicinity map, basic data table, and wind information.
Airport Lighting	Various lighting aids that may be installed on an airport.
Airport reference code (ARC)	A system that represents an airport's characteristics relative to the operational and physical characteristics of the aircraft used, or is intended to be used, with regular frequency at the airport. This system utilizes a two-part code to categorize each airport. The first part, a letter, represents ranges of aircraft approach speeds from "A" (i.e., less than 91 knots) through "E" (i.e., speeds greater than or equal to 166 knots). The second part of the code, a roman numeral, represents ranges of aircraft wingspans (i.e., airplane design group) from I (i.e., less than 49 feet) through VI (i.e., greater than or equal to 214 feet but less than 262 feet).
Airport Reference Point (ARP)	The approximate geometric center of all usable runway surfaces.
Airport Rotating Beacon	A visual NAVAID operated at many airports. At civil airports, alternating white and green flashes indicate the location of the airport.
Airside facilities	Facilities that include the portion of the airport where aircraft operations are carried out, and include the runways and taxiways.
Airway	A Class E airspace area established in the form of a corridor, the centerline of which is defined by radio navigation aids.
ALP	Airport layout plan
ALS	Approach lighting system
AMP	Airport master plan
AMPU	Airport master plan update
Approach Surface	A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end

Term **Meaning**

of each runway based upon the type of approach available or planned for that runway end.

- (1) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:
 - (i) 1,250 feet for that end of a utility runway with only visual approaches (this applies to Runway 24 at B19);
 - (ii) 1,500 feet for that end of a runway other than a utility runway with only visual approaches;
 - (iii) 2,000 feet for that end of a utility runway with a non-precision instrument approach (this applies to Runway 6 at B19);
 - (iv) 3,500 feet for that end of a non-precision instrument runway other than utility, having visibility minimums greater than three-fourths of a statute mile;
 - (v) 4,000 feet for that end of a non-precision instrument runway, other than utility, having a non-precision instrument approach with visibility minimums as low as three-fourths statute mile; and
 - (vi) 16,000 feet for precision instrument runways.
- (2) The approach surface extends for a horizontal distance of:
 - (i) 5,000 feet at a slope of 20/1 for all utility and visual runways;
 - (ii) 10,000 feet at a slope of 34/1 for all non-precision instrument runways other than utility; and,
 - (iii) 10,000 feet at a slope of 50/1 with an additional 40,000 feet at a slope of 40/1 for all precision instrument runways.

<u>Term</u>	<u>Meaning</u>
	(3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.
	See FAR Part 77
Approach Control Facility	A terminal ATC facility that provides approach control services for arriving and departing VFR/IFR aircraft, and, on occasion, enroute aircraft. At some airports not served by an approach control facility, the ARTCC provides limited approach control service.
Approach Lighting System (ALS)	An airport lighting facility which provides visual guidance to landing aircraft by radiating light beams in a directional pattern by which the pilot aligns the aircraft with the extended centerline of the runway on final approach for landing. Sequenced Flashing Lights may be installed in conjunction with the ALS.
Approach Speed	The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of the approach as well as for aircraft weight and configuration.
Approach surface	An area is centered on the extended runway centerline, beginning 200 feet from the runway ends. Approach surfaces are trapezoidal in shape with a length that varies with the type of approach to the runway.
Apron	A defined area on an airport or heliport intended to accommodate aircraft for the purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance. Also referred to as a ramp.
ARC	Airport reference code
ARP	Airport reference point
ARTCC	Air route traffic control center
ASOS	Automatic surface observation system

<u>Term</u>	<u>Meaning</u>
ATC	Air traffic control
ATCT	Air traffic control tower
ATIS	Automatic terminal information system
Avigation Easement	An easement is the right to use another person's land for a stated purpose. It can involve a general or specific portion of the property. An avigation easement is a specific type and may include the right to clear or top trees, aircraft over flight and the associated noise and possible smell, lighting from aircraft and or the airport, etc.
AWOS	Automatic weather observing system
B19	FAA identifier for the Biddeford Municipal Airport
Base Leg	A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline.
Bearing	The horizontal direction to or from any point, usually measured clockwise from true north, magnetic north, or some other reference point, through 360 degrees.
BRL	Building Restriction Line
Building restriction line (BRL)	An imaginary line placed on the ALP that depicts the location of buildings in relation to the runway(s). The BRL is based on a height established by airport planners that keeps buildings below protected airspace around the airport. Note: At B19, the BRL is established at the point where its height is 20 feet above the surface, 390 feet from the runway centerline.
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."

<u>Term</u>	<u>Meaning</u>
Center	See ARTCC
CFR	Crash, Fire, and Rescue, or Code of Federal Regulations
Circle-to-Land Maneuver	A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or desirable.
Circling Approach	See Circle-to-Land Maneuver
Class “A” Airspace	Airspace from 18,000 feet MSL up to and including Flight Level 600, including the airspace overlying the waters within 12 NM of the coast of the 48 contiguous states and Alaska; and designated international airspace beyond 12 NM of the coast of the 48 contiguous states and Alaska within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic procedures are applied.
Class “B” Airspace	Airspace from the surface to 10,000 feet MSL surrounding the nation’s busiest airports in terms of IFR operations or passenger enplanements. The configuration of each Class B area is individually tailored and consists of a surface area and two or more layers. It 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 so cleared receive separation services within the airspace.
Class “C” Airspace	Airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational ATCT, are serviced by radar approach control, and have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C airspace area is individually tailored, the airspace typically consists of a 5-NM-radius core surface area that extends from the surface up to 4,000 feet above the airport elevation, and a 10-NM-radius shelf area that extends from 1,200 to 4,000 feet AGL.

<u>Term</u>	<u>Meaning</u>
Class “D” Airspace	Airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational ATCT. The configuration of each Class D airspace area is individually tailored, and when IAPs are published, the airspace will normally be designed to contain the procedures.
Class “E” Airspace	Generally, if airspace is not Class A, B, C, or D, and it is controlled airspace, it is Class E airspace. Class E airspace is further defined as surface-based or aloft with a floor at 700 or 1,200 feet AGL, and extends upward to the base of the overlying airspace.
Class “G” Airspace	Airspace that is uncontrolled and has not been designated as Class A, B, C, D, or E.
Closed Runway	A runway that is unusable for aircraft operations.
Closed Traffic	Successive operations involving takeoffs and landings or low approaches where the aircraft does not exit the traffic pattern.
Commercial Service Airport	Public airports receiving scheduled passenger service and having 2,500 or more enplaned passengers per year.
Compass Rose	A circle, graduated in degrees, printed on some charts or marked on the ground at an airport. It is used as a reference to either true or magnetic direction.
Conical Surface	An imaginary surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. See FAR Part 77
Control Tower	A terminal facility which, through the use of air/ground communications, visual signaling, and other devices, provides air traffic control services to airborne aircraft operating in the vicinity of an airport and to aircraft operating on the movement area.

<u>Term</u>	<u>Meaning</u>
Controlled airspace	Controlled airspace is a generic term that covers the different classifications of airspace and defined dimensions within which ATC service is provided in accordance with the airspace classification. Consists of Class A, B, C, D, and E.
Crosswind	When used concerning the traffic pattern, the word means “crosswind leg.” (See Traffic Pattern). When used concerning wind conditions, the word means a wind not parallel to the runway or the path of an aircraft.
Crosswind Leg	A flight path at right angles to the landing runway off the upwind leg.
CTAF	Common traffic advisory frequency
Design aircraft	The largest and fastest aircraft that records at least 500 operations per year at a particular airport. Also referred to as the airport’s “critical aircraft.” The existing design aircraft is the Pilatus PC-12 and the forecasted design aircraft is the Beech King Air 200.
Distance Measuring Equipment	Equipment (airborne and ground) used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigation aid.
DME	Distance measuring equipment
Downwind Leg	A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the upwind and downwind legs.
Easement	A right held by one person to make use of the land of another for a limited purpose.
EFP	Existing Facilities Plan
FAA	Federal Aviation Administration
FAF	Final approach fix

<u>Term</u>	<u>Meaning</u>
FAR	Federal Aviation Regulation
FAR Part 77	FAR Part 77 establishes standards for determining obstructions in navigable airspace. It defines the navigable airspace in the airport vicinity in terms of imaginary surfaces established relative to the airport and to each runway.
FBO	Fixed base operator
Federal Aviation Administration (FAA)	The agency of the Department of Transportation charged with operating the civilian air traffic control system in the United States.
Federal Aviation Regulation (FAR)	That portion of the U.S. Code that pertains to aviation in the United States (Title 14).
Final Approach	A flight path in the direction of landing along the extended runway centerline.
Final Approach Course	A bearing/radial/track of an instrument approach leading to a runway or an extended runway centerline without regard to distance.
Fix	A geographical position determined by visual reference to the surface, by reference to one or more radio NAVAIDs, or by another navigational device.
Fixed Base Operator (FBO)	A service business that provides a wide array of products and services to pilots, aircraft owners, and users of general-aviation aircraft. Many small general aviation airports have only one FBO, however, larger reliever airports, such as the airport, will have several, providing similar services, at competing rates.
Flight Level	A level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury. Each is stated in three digits that represents hundreds of feet. For example, flight level 250 represents a barometric altimeter indication of 25,000 feet.
GA	General aviation

<u>Term</u>	<u>Meaning</u>
General Aviation	That portion of civil aviation that encompasses all facets of aviation except for air carriers holding a certificate of public convenience and necessity from the Civil Aeronautics Board and large aircraft commercial operators.
General Aviation Airport	While not specifically defined are considered to be airports not classified as commercial service. General aviation airports include reliever, privately owned public-use, and other general aviation airports, which are airports that are largely intended to serve the needs of general aviation users (users who conduct non-military operations not involving the carriage of passengers or cargo for hire or compensation).
Glide Path	See glide slope
Glide Slope	Provides vertical guidance for aircraft during approach and landing. May be based on electronic signals, such as ILS or MLS; visual ground aids, such as VASI or PAPI, or precision approach radar.
Global Positioning System	A space-based radio positioning, navigation, and time-transfer system. The system provides highly accurate position and velocity information, and precise time, on a continuous global basis, to an unlimited number of property equipped users. The system is unaffected by weather, and provides a worldwide common grid reference system.
GPS	Global positioning system
Horizontal surface	A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is: <ol style="list-style-type: none"> (1) 5,000 feet for all runways designated as utility or visual (this applies to B19); (2) 10,000 feet for all other runways. The radius of the arc specified for each end of a runway will have the same

<u>Term</u>	<u>Meaning</u>
	arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two adjacent 10,000-foot arcs, the 5,000-foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.
	See FAR Part 77
IAP	Instrument approach procedure
IF&W	Maine Department of Inland Fisheries and Wildlife
IFR	Instrument flight rules
IFR Conditions	Weather conditions below the minimum for flight under visual flight rules.
ILS	Instrument landing system
Imaginary Surfaces	Form a protective shield around an airport that, in theory, prevents objects from creating a hazard to air navigation.
IMC	Instrument meteorological conditions
Instrument Approach Procedure (IAP)	A series of predetermined maneuvers that permit an IFR aircraft, or a VFR aircraft practicing approaches, to leave the confines of the airway structure and descend for landing at an airport. IAP's are identified according to the NAVAID or multiple NAVAIDS that they rely on plus the runway they serve.
Instrument Approaches	An approach made to an airport by an aircraft with an IFR flight plan: <ol style="list-style-type: none"> 1. When visibility is less than 3 miles or ceiling is at or below the minimum initial approach altitude. 2. where no weather reporting service is available at non-tower satellite airports, the following criteria, in

<u>Term</u>	<u>Meaning</u>
	<p>descending order, is used to determine valid instrument approaches:</p> <ul style="list-style-type: none"> (a) a pilot report, (b) if the flight has not canceled its IFR flight plan prior to reaching the initial approach fix, (c) the official weather as reported for any airport located within 30 miles of the airport to which the approach is made.
Instrument Flight Rules	Rules governing the procedures for conducting instrument flight. Also a term a term used by pilots and air traffic controllers to indicate the type of flight plan.
Instrument Landing System	<p>A precision instrument approach system which normally consists of the following electronic components and visual aids:</p> <ul style="list-style-type: none"> a. Localizer b. Glide slope c. Outer marker d. Middle marker e. Approach lights
Instrument Meteorological Conditions	Meteorological conditions expressed in terms of visibility, distance from clouds, and ceiling less than the minima specified for visual meteorological conditions.
Instrument Runway	A runway equipped with electronic and visual navigation aids for which a precision or non-precision approach procedure having straight-in landing minimums has been approved.
International Airport	Relating to international flight, it means an airport of entry which has been designated as an international airport for customs service.
Intersecting Runways	Two or more runways which cross or meet within their lengths.
Itinerant aircraft	See transient aircraft
Itinerant Operation	See “Aircraft Operation”

<u>Term</u>	<u>Meaning</u>
Itinerant operation	An operation involving a flight that did not originate at the destination airport.
Jet A Fuel	A kerosene based fuel used in turbojet and turbofan aircraft.
Knot	A unit of measurement based on a nautical mile
Landing Minimums	The minimum visibility prescribed for landing a civil aircraft while using an instrument approach procedure.
Landing Roll	The distance from the point of touchdown to the point where the aircraft can be brought to a stop or exit the runway.
Landside facilities	Facilities that include the portion of the airport utilized for aircraft servicing and passenger processing: terminals, hangars, service facilities, administrative facilities, public and airport-access roads, and automobile and aircraft parking.
Large Airplane	An airplane of more than 12,500 pounds maximum certified takeoff weight.
LOC	Localizer
Local operation	Those aircraft that remain in the local traffic pattern, simulated instrument approaches at the airport (including the following subcategories), and operations to or from the airport and a practice area within a 20-mile radius of the tower.
Local Traffic	Aircraft operating in the traffic pattern or within sight of the tower, or aircraft known to be departing or arriving from flight in local practice areas, or aircraft executing practice instrument approaches at the airport.
Localizer	The component of an ILS which provides course guidance to the runway.
Low Approach	An approach over an airport or runway following an instrument approach or a VFR approach including the go-around maneuver where the pilot intentionally does not make contact with the runway.

<u>Term</u>	<u>Meaning</u>
MDA	Minimum Descent Altitude
MGTOW	Maximum gross takeoff weight
MHz	Megahertz
Minimum Descent Altitude (MDA)	The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided.
Minimum Vectoring Altitude	The lowest MSL altitude at which an IFR aircraft will be vectored by a radar controller, except as otherwise authorized for radar approaches, departures, and missed approaches.
Minimums	Weather condition requirements established for a particular operation or type of operation; e.g., IFR takeoff or landing, VFR flight, etc.
Movement Area	The runways, taxiways, and other areas of an airport/heliport which are utilized for taxiing/hover taxi, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At airports with a tower, specific approval for entry onto the movement area must be obtained from ATC.
MSL	Mean sea level
MSL Altitude	Altitude expressed in feet measured from mean sea level
MVA	Minimum vectoring altitude
NAS	National Airspace System
National Airspace System	The common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, and manpower and material. Included are system components shared jointly with the military.

<u>Term</u>	<u>Meaning</u>
NAVAID	Navigation aid
Navigation aid	Include any electronic or visual devices, airborne or on the surface, that provide point-to-point guidance information or position data to aircraft in flight.
NDB	Non-directional beacon
NM	Nautical mile
Non-directional beacon (NDB)	An electronic beacon transmitting non-directional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine the bearing to or from the radio beacon and “home” on or track to or from the station.
Non-movement Areas	Taxiways and apron (ramp) areas not under the control of air traffic.
Non-precision Approach Procedure	A standard instrument approach procedure in which no electronic glide slope is provided.
NOTAM	Notice to airmen
Notice to Airmen	A notice containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition, or change in any component (facility, service, or procedure of, or hazard in the National Airspace System) the timely knowledge of which is essential to personal concerning with flight operations.
NPIAS	National Plan of Integrated Airports System
Object free area (OFA)	The runway OFA is a level-plane surface centered on the runway centerline. The runway OFA clearing standard requires clearing the OFA of aboveground objects that protrude above the RSA edge elevation. Except where precluded by other clearing standards, it is acceptable to place objects that need to be located in the OFA for air navigation or aircraft ground-maneuvering purposes, and to taxi and hold aircraft in the OFA. Objects nonessential for air navigation or aircraft ground-maneuvering

Term **Meaning**

purposes are not to be placed in the OFA, including parked airplanes and agricultural equipment.

Obstacle An existing object, object of natural growth, or terrain at a fixed geographical location or which may be expected at a fixed location within a prescribed area with reference to which vertical clearance is or must be provided during flight operation.

Obstacle Free Zone (OFZ) The OFZ is a three dimensional volume of airspace which protects for the transition of aircraft to and from the runway. The OFZ clearing standards precludes taxiing and parked aircraft and object penetrations, except for frangible NAVAID locations that are fixed by function. The runway OFZ and, when applicable, the inner approach OFZ, and the inner-transitional OFZ, comprise the OFZ.

- a. Runway OFZ – The runway OFZ is a defined volume of airspace centered above the runway. The runway OFZ is the airspace above a surface whose elevation at any point is the same as the elevation of the nearest point of the runway centerline. It extends 200 feet beyond each end of the runway. The width varies depending on the category of aircraft the runway serves and is discussed in Chapter II.
- b. Inner-Approach OFZ - The inner approach surface OFZ is a defined volume of airspace centered on the approach area and applies only to runways with an approach lighting system. It begins 200 feet from the runway threshold at the same elevation as the runway threshold and extends 200 feet beyond the last light unit in the ALS. The width of the inner-approach OFZ is the same as the runway OFZ and rises at a slope of 50 (horizontal) to 1 (vertical) from the beginning.
- c. Inner-Transitional OFZ – The inner-transitional surface OFZ is a defined volume of airspace along the sides of the runway and inner-approach OFZ and applies only to instrument approach runways. The surface slopes 3 (horizontally) to 1 (vertical) out from the edges of the runway OFZ and inner-approach OFZ to a height of 150 feet above the airport elevation.

<u>Term</u>	<u>Meaning</u>
Obstruction Light	A light or one of a group of lights, usually red or white, frequently mounted on a surface structure or natural terrain to warn pilots of the presence of an obstruction.
OFA	Object free area
OFZ	Obstacle free zone
PAC	Planning advisory committee
PAPI	Precision approach path indicator
Peak Hour	The maximum number of operations or passenger a airport can expect during the busiest hour of the year.
PGPS	Precision GPS Approach, with altitude information
PH	Peak hour
Pilot-in-Command	The pilot responsible for the operation and safety of an aircraft during flight time.
PM	Peak month
PMAD	Peak month/average day
Precision Approach Procedure	A standard instrument approach procedure in which an electronic glide slope/glide path is provided.
Primary Surface	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; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of a primary surface is: <ol style="list-style-type: none"> (1) 250 feet for utility runways having only visual approaches

Term **Meaning**

(this applies to Runway 24 at B19).

(2) 500 feet for utility runways having non-precision instrument approaches (this applies to Runway 6 at B19).

(3) For other than utility runways the width is:

(i) 500 feet for visual runways having only visual approaches.

(ii) 500 feet for non-precision instrument runways having visibility minimums greater than three-fourths statute mile.

(iii) 1,000 feet for a non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways.

The width of the primary surface of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.

See FAR Part 77

Radar Approach Control Facility A terminal ATC facility that uses radar and non-radar capabilities to provide approach control services to aircraft arriving, departing, or transiting airspace controlled by the facility.

Ramp See Apron

REIL Runway end identifier lights

RPZ Runway protection zone

RSA Runway safety area

Runway A defined rectangular area on a land airport prepared for the landing and takeoff run of aircraft along its length. Runways are normally numbered in relation to their magnetic direction rounded to the nearest 10 degrees; e.g., Runway 24.

<u>Term</u>	<u>Meaning</u>
Runway End Identifier Lights (REIL)	Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.
Runway Gradient	The average slope, measured in percent, between two ends or points on a runway.
Runway Lights/Runway Edge Lights	Lights having a prescribed angle of emission used to define the lateral limits of a runway. Runway lights are uniformly spaced at intervals of approximately 200 feet, and the intensity may be controlled or preset.
Runway Overrun	In military aviation exclusively, a stabilized or paved area beyond the end of a runway, of the same width as the runway plus shoulders, centered on the extended runway centerline.
Runway Protection Zone (RPZ)	<p>The RPZ’s function is to enhance the protection of people and property on the ground. This is achieved through airport owner control over RPZs. Such control includes clearing RPZ areas (and maintaining them clear) of incompatible objects and activities. Control is preferably exercised through the acquisition of sufficient property interests in the RPZ.</p> <p>The RPZ is trapezoidal in shape and centered about the extended runway centerline. The controlled activity area and a portion of the Runway OFA are the two components of the RPZ. The RPZ dimension for a particular runway end is a function of the design aircraft and approach visibility minimum associated with that runway end. The RPZ begins 200 feet beyond the end of end of the area usable for takeoff or landing.</p> <p>While it is desirable to clear all objects from the RPZ, some uses are permitted, provided they do not attract wildlife, are outside the Runway OFA, and do not interfere with navigation aids. Automobile parking facilities, while discouraged, may be permitted provided the parking facilities and any associated appurtenances, in addition to meeting all of the preceding conditions, are located outside of the object free area extension. Fuel storage facilities should not be located in the RPZ.</p>

<u>Term</u>	<u>Meaning</u>
	Land use prohibited in the RPZ is residences and places of public assembly. (Churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons typify places of public assembly.)
Runway Safety Area (RSA)	<p>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. The dimensions of the RSA vary and are determined using the criteria contained within AC 150/5300-13, Chapter 3. The design standards dictate that the RSA shall be:</p> <ol style="list-style-type: none"> a. Cleared, graded, and have no potentially hazardous ruts, humps, depressions, or other surface variations; b. Drained by grading or storm sewers to prevent water accumulation; c. Capable under dry conditions, of supporting snow removal equipment, aircraft rescue and fire fighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft, and; d. Free of objects, except for objects that need to be located in the runway safety area because of their function. These objects shall be constructed on low impact resistant supports (frangible mounted structures) to the lowest practical height with the frangible point no higher than 3 inches above grade.
Service Area	An area around the airport where a high percentage of aircraft owners, pilots, and passengers reside, and who are more likely going to use SCH over other airports in the region.
SM	Statute mile
Small Airplane	An airplane of 12,500 pounds, or less, maximum certified takeoff weight.
Special Use Airspace	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

<u>Term</u>	<u>Meaning</u>
	aircraft operations that are not part of those activities. Types of special use airspace are: <ol style="list-style-type: none">Alert AreaControlled Firing AreaMilitary Operations Area (MOA)Prohibited AreaRestricted AreaWarning Area
SRE	Snow removal equipment
Tailwind	Any wind more than 90 degrees to the longitudinal axis of the runway.
Taxi	The movement of an airplane under its own power on the surface of an airport.
Taxilane	Portions of aircraft-parking areas used for access between taxiways and aircraft-parking positions, are located throughout the airport on most FBO ramps, the main terminal ramp, and between the hangar facilities on the north and south ramp areas.
Threshold	The beginning of that portion of the runway usable for landing.
Threshold Lights	Fixed green lights arranged symmetrically left and right of the runway centerline, identifying the runway threshold.
Touchdown	The point at which an aircraft first makes contact with the landing surface.
Touchdown Zone	The first 3,000 feet of the runway beginning at the threshold.

<u>Term</u>	<u>Meaning</u>
Tower	A terminal facility that uses air/ground communications, visual signaling, and other devices to provide ATC services to aircraft operating in the vicinity of an airport or on the movement area.
Traffic Pattern	The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach.
Transient aircraft	An aircraft not normally based at the airport. Also referred to as itinerant.
Transitional surface	These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline. See FAR Part 77
Turbofan	A fan that is directly connected to and driven by a turbine and is used to supply air for cooling, ventilation, or combustion. See turboprop and turbojet.
Turbojet	An aircraft powered by a jet engine in which a turbine drives a compressor that supplies air to a burner and hot gases from the burner drive the turbine before being discharged rearward.
Turboprop	A jet engine designed to produce thrust principally by means of a propeller driven by a turbine with additional thrust usually obtained by the rearward discharge of hot exhaust gases.
U.S.	United States

<u>Term</u>	<u>Meaning</u>
UHF	Ultrahigh frequency. The frequency band between 300 and 3,000 MHz. The bank of radio frequencies used for military air/ground voice communications.
Uncontrolled airspace	Airspace, not classified as controlled, where IFR does not apply; however, rules governing flight operations do exist.
UNICOM	A nongovernmental communications facility which may provide airport information at certain airports.
Upwind Leg	A flight path parallel to the landing runway in the direction of landing.
USFWS	United States Fish and Wildlife Service
Utility Runway (or airport)	Utility runway means a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.
VASI	Visual approach slope indicator
VFR	Visual flight rules
VHF	Very high frequency. The frequency band between 30 and 300 MHz.
VHF Omni-Directional Range	A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. Uses as the basis for navigation in the National Airspace System.
Visual Approach	An approach conducted on an instrument flight rules (IFR) flight plan which authorizes the pilot to proceed visually and clear of clouds to the airport.

<u>Term</u>	<u>Meaning</u>
Visual Approach Slope Indicator (VASI)	An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing by radiating a directional pattern of high intensity red and white focused beams which indicate to the pilot that he is “on path” if he sees red/white, “above path” if white/white, and “below path” if red/red.
Visual Flight Rules	Rules that govern the procedures for conducting flight under visual conditions. The term “VFR” is also used in the U.S. to indicate weather conditions that are equal to or greater than minimum VFR requirements.
Visual Meteorological Conditions	Meteorological conditions express in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.
VMC	Visual meteorological conditions
VOR	VHF Omni-Directional Range
Wake Turbulence	Phenomena resulting from the passage of an aircraft through the atmosphere. The term includes vortices, thrust stream turbulence, jet blast, jet wash, propeller wash, and rotor wash both on the ground and in the air.
Wetland	A vegetated area that is permanently or periodically covered by water, either fresh or salt. Examples are marshes, swamps, bayous, and bogs.
Zoning District	A portion of the territory of the City of Biddeford within which certain uniform zoning regulations and requirements, or various combinations thereof, apply under the city zoning ordinance.

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