APPENDICES

GLOSSARY

GLOSSARY

Above Ground Level (AGL)	A height above ground as opposed to MSL (height above Mean Sea Level).
Airport Improvement Program (AIP)	The Airport Improvement Program of the Airport and Airways Improvement Act of 1982 as amended. Under this program, the FAA provides funding assistance for the design and development of airports and airport facilities.
Air Carrier	A scheduled operator carrying passengers, mail, or cargo for revenue in accordance with FAR Part 121 or 127.
Aircraft Mix	The number of aircraft movements categorized by capacity group or operational group, and specified as a percentage of the total aircraft movements.
Aircraft Operation	An aircraft takeoff or landing.
Airline Departure	The number of airline owned aircraft which leave an airport with passenger, cargo and/or U.S. mail.
Airport	An area of land or water used or intended to be used for landing and takeoff of aircraft, includes buildings and facilities, if any.
Airport Elevation	The highest point of an airport's useable runways, measured in feet above mean sea level.
Airport Hazard	Any structural or natural object located on or near a public airport, or any use of land near such airport, that obstructs the airspace required for flight of aircraft on approach, landing, takeoff, departure or taxiing at the airport.
Airport Land Use Regulations	Are designed to preserve existing and/or establish new compatible land uses around airports, to allow land use not associated with high population concentration, to minimize exposure of residential uses to critical aircraft noise areas, to avoid danger from aircraft crashes, to discourage traffic congestion and encourage compatibility with non-motorized traffic from development around airports; to discourage expansion of demand for governmental services beyond

	reasonable capacity to provide services; and regulate the area around the airport to minimize danger to public health, safety, or property from the operation of the airport; to prevent obstruction to air navigation, and aid in realizing the policies of a County Comprehensive Plan and Airport Master Plan.
Airport Layout Plan	A graphic presentation, to scale, of existing (ALP) and proposed airport facilities, their location on the airport, and the pertinent clearance and dimensional information required to show conformance with applicable standards. To be eligible for AIP funding assistance, an airport must have an FAA-approved Airport Layout Plan.
Airport Master Record, Form 5010	The official FAA document which lists basic airport data for reference and inspection purposes.
Airport Reference Code (ARC)	The ARC is a 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)	The latitude and longitude of the approximate center of the airport.
Air Route Traffic Control Center (ARTCC)	A facility established to provide positive air traffic control service to aircraft operating on IFR flight plans within controlled airspace. Controls only traffic enroute between airports.
Airspace	Space above the ground in which aircraft travel; divided into corridors, routes and restricted zones.
Air Taxi	Non-scheduled aircraft operations carrying passengers and/or cargo or mail for compensation. The capacity of air taxi aircraft is limited by Part 135 of the Federal Aviation Regulations.
Air Traffic	Aircraft operating in the air or on an airport surface, excluding loading ramps and parking areas.
Air Traffic Control Tower (ATCT)	The air traffic control tower is the focal point for the safety of aircraft operating in the designated airspace area and within the surface maneuvering area of the airport.

ATA	Air Transport Association
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 in landing.
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 of each runway based upon the type of approach available or planned for that runway end.
Automated Lightning Detection System (ALDS)	A weather reporting system which Detection System detects, records and reports occurrences of lightning.
Automated Surface Observation System (ASOS)	Enhanced version of the Automated Weather Observation System (AWOS). This equipment automatically gathers weather data from various locations on the airport and transmits the information directly to pilots by means of computer generated voice messages over a discrete frequency.
Automated Weather Observation with Human Interface	An automated weather observing site which transmits data which has been amplified by human observations.
Automated Weather Observing System (AWOS)	This equipment automatically gathers weather data from various locations on the airport and transmits the information directly to pilots by means of computer generated voice messages over a discrete frequency.
Aviation Weather	Current and forecast weather data which is gathered and disseminated with special attention to supplying data of importance to pilots.
Based Aircraft	An aircraft permanently stationed at an airport.
Bituminous Surface Treatment (BST)	A thin layer of asphalt applied directly to a graded gravel surface as a stabilizing surface treatment.
Building Restriction Line	A line which identifies suitable building area locations on airports.

Ceiling	The height above the earth's surface of the lowest layer of clouds or other phenomena which obscure vision.
Commuter Air Carrier	An air carrier, certificated in accordance with FAR Part 135, which operates aircraft with a maximum of 60 seats and provides at least five scheduled round trips per week between two or more pints, or which carries the mail.
Commercial Service	Commercial Service airports are public use airports which receive scheduled passenger service and which annually enplane 2,500 or more passenger, but do not qualify for primary service classification.
Conical Surfaces	A 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.
Controlled Airspace	Airspace in which some or all aircraft may be subject to air traffic control to promote safe and expeditious flow of air traffic.
Contract Weather Observer	A weather observation site which is operated by contracted personnel of the National Weather Service.
Critical/Design Aircraft	In airport design, the aircraft which controls one or more design items such as runway length, pavement strength, lateral separation, etc., for a particular airport. The same aircraft need not be critical for all design items.
Design Type	The design type classification for an airport refers to the type of runway that the airport has based upon runway dimensions and pavement strength.
Declared Distances	The distances the airport owner declares available and suitable for satisfying the airplanes takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements.
Distance Measuring Equipment (DME)	A DME is electronic equipment used to measure in nautical miles the slant range distance of an aircraft from the DME navigational aid.
Enplaned Passenger	A passenger boarding an aircraft.

Federal Aviation Administration (FAA)	The federal agency responsible for the safety and efficiency of the national airspace and air transportation system.
FAR Part 77	A definition of the protected airspace required for the safe navigation of aircraft.
FAR Part 91	General Operating and Flight Rules.
FAR Part 121	Certification and Operations: Domestic, Flag, and Supplemental Air Carriers and Commercial Operators of Large Aircraft.
FAR Part 135	Air Taxi Operators and Commercial Operators.
Fix	A geographical position determined by visual reference to the surface, by reference to one or more radio navaids, by celestial plotting, or by another navigational devise.
Fixed Base Operator (FBO)	An individual or company located at an airport, and providing commercial general aviation services.
Flexible Pavement	A pavement structure consisting of a bituminous surface course, a base course, and in most cases, a subbase course.
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 represent hundreds of feet.
Flight Service Station (FSS)	A facility operated by the FAA to provide flight assistance service. The stations have prime responsibility for preflight pilot briefing and route communications with VFR flights, assisting lost VFR aircraft, originating notice to airman (NOTAM), broadcasting aviation weather information, etc.
Frangible Fixture	A fixture designed to break at a predetermined point when struck by a predetermined force to minimize damage if accidentally struck by an aircraft.
Fuel Flowage Fees	A fee charged by the airport owner based upon the gallons of fuel either delivered to the airport or pump at the airport. This is an airport specific revenue source.

General Aviation (GA)	All aviation activity in the U.S. which is neither military nor conducted by major, national, or regional airlines.
Glider	A heavier-than-air aircraft, that is supported in flight by the dynamic reaction of the air against its lifting surfaces and whose free flight does not depend principally on an engine (FAR Part 1).
Glide Slope (GS)	An Instrument Landing System (ILS) navigational facility in the terminal area electronic navigation system providing vertical guidance for aircraft during approach and landing.
Global Position System (GPS)	The global positioning system is a space based navigation system which has the capability to provide highly accurate three dimensional position, velocity, and time to an infinite number of equipped users anywhere on or near the Earth. The typical GPS integrated system will provide: position, velocity, time, altitude, steering information, groundspeed and ground track error, heading, and variation. The GPS measures distance, which it uses to fix position, by timing a radio signal that starts at the satellite and ends at the GPS receiver. The signal carries with it, data which discloses satellite position and time of transmission, and synchronizes the aircraft GPS system with satellite clocks. There are two levels of accuracy available: Coarse acquisition (C/A) data will provide position accurate to within 100 meters and can be received by anyone with a GPS receiver (ie.. general aviation and commercial users); precision (P) data can be received only by authorized users in possession of the proper codes, and the data is accurate to within sixteen meters (ie. typically military users).
Hazard to Air Navigation	An object which, as a result of an aeronautical study, the FAA determines will have a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity.
High Intensity Runway Lighting (HIRL)	For use on runways having precision IFR approach procedures and for runways utilizing runway visual range (RVR).

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.
HUB	A city or a Standard Metropolitan Statistical Area requiring aviation services and classified by each community's percentage of the total enplaned passengers in scheduled service of certain domestic certificated route air carriers.
Imaginary Surfaces	Surfaces established in relation to the end of each runway or designated takeoff and landing areas, as defined in paragraphs 77.25, 77.28, and 77.29 of FAR Part 77 "objects Affecting the Navigable Airspace." Such surfaces include the approach, horizontal, conical, transitional, primary and other surfaces.
Instrument Landing System (ILS)	The ILS is designed to provide an approach path for exact alignment and descent of an aircraft on final approach to a runway. The ground equipment consists of two highly directional transmitting systems, and along the approach, three (or fewer) marker beacons. The directional transmitters are known as the localizer and the glide slope transmitters. Both localizer and glide slope signals are received and displayed according tot he aircraft control panel or flight director configuration.
Instrument Flight Rules (IFR)	Rules governing the procedures for conducting instrument flight. Pilots are required to follow these rules when operating in controlled airspace with a visibility of less than 3 miles and/or a ceiling lower than 1,000 feet.
IFR Airport	An airport with an authorized instrument approach procedure.
IFR Conditions	Weather conditions below the minimum for flight under visual flight rules (VFR).
Itinerant Operations	All operations at an airport which are not local operations.

Inner Marker (IM)	An ILS navigation facility in the terminal area navigation system located between the middle marker and the end of the ILS runway. The IM indicates to the pilot both aurally and visually, that he is directly over the facility at an altitude of 100 feet on his final ILS approach, providing he is on the glide path.
Jet Blast	High energy wind forces accompanied by critical air movement velocities created by the exhaust of turbojet engines.
Jet Noise	The noise generated externally to a jet engine in the turbulent jet exhaust.
Jet Route	A route structure designed to serve aircraft operations at 18,000 MSL to flight level 450. The routes in this structure are known as "jet" routes with numbering to identify the designated routes.
Knots	Nautical miles per hour, equals 1.15 statute miles per hour.
Landing Fees	Fees charges by the airport owner to enhance airport specific revenue. They are charged each time a regularly scheduled flight lands at the airport, or when a non-scheduled transport aircraft lands.
Land Lease Fees	A revenue generating fee charged by the airport owner for airport owned land which is used by others.
Large Airplane	An airplane of more than 12,500 pounds maximum certified takeoff weight.
Load Factor	Means the ratio of the specified load to the total weight of the aircraft. The specified load is expressed in terms of any of the following: aerodynamic forces, inertia forces, or ground or water reactions.
Low Intensity Runway Lights (LIRL)	For use on runways at visual flight rule (VFR) airports having no planned approach procedures.

Local Operations	Operations by aircraft flying in the traffic pattern or within sight of the control tower, aircraft known to be arriving or departing from flight in local practice areas, or aircraft executing practice instrument approaches at the airport.
Localizer	A navigation facility in the terminal area electronic navigation system, providing horizontal guidance to the runway centerline for aircraft during approach and landing.
Location Identifier	A three-letter or other code, suggesting where practicable, the location name that it represents.
Loran	An electronic navigational system by which hyperbolic lines of position are determined by measuring the difference in the time of reception of synchronized pulse signals from two fixed transmitters.
Low Altitude Airway Structure	The airways serving aircraft operations up to but not including 18,000 feet MSL.
Major Airline	Air carriers with annual operating revenues greater than $1 billion.
Maneuvering Area	That part of an airport to be used for the takeoff and landing of aircraft and for the movement of aircraft associated with takeoff and landing, excluding aprons.
Master Plan	A planning document prepared for an airport which outlines directions and developments in detail for 5 years and less specifically for 20 years. The primary component of which is the Airport Layout Plan.
Mean/Maximum Temperature	The average of all the maximum temperatures usually for a given period of time.
Mean Sea Level (MSL)	Height above sea level.
Medium Intensity Runway Lights (MIRL)	For use on VFR runways or runways having a nonprecision instrument flight rule (IFR) procedure for either circling or straight-in approach.

Microwave Landing System (MLS)	An advanced form of precision approach equipment with improved accuracy and fewer siting problems than current ILS. An MLS also can permit curved path approaches to the runway instead of requiring a straight path as an ILS and PAR.
Military Operations Area (MOA)	A MOA consists of airspace of defined Operations Area vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic.
Middle Marker (MM)	An ILS navigation facility in the terminal area navigation system located approximately 3,500 feet from the runway edge on the extended centerline. The MM indicates to the pilot both aurally and visually, that he is passing over the facility.
Minimum Altitude	That designated altitude below which an IFR pilot is not allowed to fly unless arriving or departing an airport or for specific allowable flight operations.
Minimum Crossing Altitude (MCA)	The lowest altitude at certain radio fixes at which an aircraft must cross when proceeding int he direction of a higher minimum en route IFR altitude.
Minimum Descent Altitude (MDA)	Means 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 Enroute Altitude (MEA)	The altitude in effect between radio fixes which assures acceptable navigational signal coverage and meets obstruction clearance requirements between those fixes.
Minimum Obstruction Clearance Altitude (MOCA)	That specified altitude in effect between radio fixes on VOR airways, off-airway routes, or route segments which meets obstruction clearance requirements for the entire route segment and which assumes acceptable navigational signal coverage only within 22 nautical miles of a VOR.

Minimum Sector Altitude	The minimum IFR altitude in a quadrant within 25 nautical miles of a navigational aid upon which an instrument approach procedure is predicated.
Missed Approached	An instrument approach not completed by landing due to: 1. visual contact not established at authorized minimums; or 2. landing not accomplished due to other reasons or 3. instructions from air traffic control.
Missed Approach Procedure (MAP)	Flight prescribed when an aircraft fails to land after completing an instrument approach.
National Airline	Air carriers with annual operating revenues of between $100 million and $1 billion.
National Airspace System (NAS)	The common network of U.S. airspace; navigation aids; communications facilities and equipment; air traffic control equipment and facilities; aeronautical charts and information; rules, regulations, and procedures; technical information; and FAA manpower and material.
National Plan of Integrated Airport Systems (NPIAS)	A plan prepared annually by the FAA which identifies, for the public, the composition of a national system of airports together with the airport development necessary to anticipate and meet the present and future needs of civil aeronautics, to meet requirements in support of the national defense, and to meet the special needs of the Postal Service. The plan includes both new facilities and qualitative improvements to existing airports to increase their capacity, safety, technological capability, etc.
National Weather Service	The primary federal agency responsible for the collection and dissemination of weather information nationwide and worldwide.
NAVAID	A ground based visual or electronic device used to provide course or altitude information to pilots.
Noise	Defined subjectively as unwanted sound. The measurement of noise involves understanding three characteristics of sound: intensity, frequency and duration.

Noise Abatement Procedures	Changes in runway usage, flight approach and departure routes and procedures, and vehicle movement, such as ground maneuvers or other air traffic procedures, which shift aviation impacts away from noise sensitive areas (e.g. runway use programs and preferred arrivals and departures).
Noise Contours	Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the measures used to describe community exposure to noise.
Noise Exposure Level	The integrated value, over a given period of time of a number of different events of equal or different noise levels and durations.
Nonconforming Use	Any pre-existing structure, tree, or use of land, which is inconsistent with the provisions of the local/regional land use plan or airport master plan.
Nondirectional Beacon (NDB)	A nondirectional beacon transmits nondirectional signals which provides directional guidance to and from the transmitting antenna.
Non-NPIAS	Airports not included in the National Plan of Integrated Airports Systems.
Non-Precision Instrument (NPI)	A runway having an existing instrument approach Runway procedure Runway utilizing air navigation facilities with only horizontal guidance for which a straight-in nonprecision instrument approach procedure has been approved.
Notice to Airman (NOTAM)	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 personnel concerned with flight operations.
Object	Includes, but is not limited to above ground structures, NAVAIDs, people, equipment, vehicles, natural growth, terrain, and parked aircraft.

Object Free Area (OFA)	A two dimensional ground area surrounding runways, taxiways, and taxilanes which is clear of objects except for objects whose location is fixed by function.
Obstacle Free Zone (OFZ)	The airspace defined by the runway OFZ and, as appropriate, the inner-approach OFZ and the inner-transitional OFZ, which is clear of object penetrations other than frangible NAVAIDs.
Obstruction	An object which penetrates an imaginary surface described in the FAA's Federal Aviation Regulations (FAR), Part 77.
Outer Marker (OM)	An ILS navigation facility in the terminal area navigation system located four to seven miles from the runway edge on the extended centerline. Similar to the IM and MM, the OM indicates to the pilot both aurally and visually, that he may begin his final approach.
Outer Marker Compass Locator	A facility in the terminal area electronic navigation system located at the outer marker beacon, which transmits a continuous carrier radio wave in an omnidirectional pattern, enabling the pilot of an aircraft equipped with a direction finder to determine his bearing relative tot he outer marker.
Parking Apron	An apron intended to accommodate parked aircraft.
Pattern	The configuration or form of a flight path flown by an aircraft, or prescribed to be flown, as in making an approach to a landing.
Passenger Facility Charge (PFC)	Commercial service airports have been given the authority to apply for Passenger Facility Charges which may be collected on passengers departing from their airport. The PFC has a maximum charge of $3.00 per passenger. PFC revenue may be used as the local share for Airport Improvement Program (AIP) projects. Airports may also commingle PFC revenue with other capital funds and excess PFC revenue may be used for other approved projects or retirement of PFC-backed bonds.

Porous Friction Course (PFC)	PFC overlays are used to aid in reducing hydroplanning. A PFC's useful life is usually considered to be fifteen years.
Precision Approach	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 which a precision approach system is planned and is so indicated by an FAA approved ALP, a military service approved military airport layout plan or any other FAA planning document.
Precision Approach Path Indicator (PAPI)	The visual approach slope indicator system furnishes the pilot visual slope information to provide safe descent guidance. It provides vertical visual guidance to aircraft during approach and landing by radiating a directional pattern of high intensity red and white focused light beams which indicate to the pilot that they are "on path" if they see red/white, "above path" if white/white, and "below path" if red/red.
Precision Instrument Runway (PIR)	A runway having an existing or planned IFR approach that is essentially aligned with the runway centerline and has electronic glide slope information for guidance of the descent of the aircraft to the touchdown point on the runway.
Primary Service Airports	Primary service airports are public use airports which receive scheduled passenger service and which annually enplane one one-hundredth percent or more of the combined total domestic passenger enplanements for all Untied States air carriers.
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.

Procedure Turn	An instrument flight maneuver. The purpose of which is to permit an aircraft to reverse course and complete its turn aligned on the navigational course.
Public Airport	An airport for public use, publicly owner and under control of a public agency.
Public-Use Airport	An airport open to the public without prior permission and without restrictions within the physical capacities of available facilities.
Radar Weather Observation	One tool used to identify and locate particular weather patterns on a regular basis.
Radar Service	A term which encompasses one or more of the following services based on the use of radar which can be provided by a controller to a pilot of a radar-identified aircraft: 1. Radar separation, or 2. Radar navigation guidance, or 3. Radar Monitoring.
Regional Airline	Air carriers with annual operating revenues below $100 million.
Reliever Airport	Reliever airports are general aviation airports which relieve congestion at a Primary Service airport and which provide the general aviation user with an alternative for access to the overall community.
Relocated Threshold	The portion of pavement behind a relocated threshold is not available for takeoff or landing.
Remote Automated Weather Site (RAWS)	Fully automated weather reporting sites placed on a grid system throughout the Western U.S., and are used primarily for data to assist in fire protection duties.
Rigid Pavement	A pavement structure consisting of Portland Cement Concrete and may or may not include a subbase course.
Rotating Beacon	A visual navaid operated at many airports. At civil airports, alternating white and green flashes indicate the location of the airport.
Runway	A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.

Runway End Identifier Lights (REIL)	Runway end identifier lights are flashing strobe lights which aid the pilot in identifying the runway end at night or in bad weather conditions.
Runway Gradient	The average gradient consisting of the difference in elevation of the two ends of the runway divided by the runway length may be used provided that no intervening point on the runway profile lies more than five feet above or below a straight line joining the two ends of the runway. In excess of five feet the runway profile will be segmented and aircraft data will be applied for each segment separately.
Runway Lighting System	A system of lights running the length of a system that may be either high intensity (HIRL), a medium intensity (MIRL), or low intensity (LIRL).
Runway Orientation	The magnetic bearing of the centerline of the runway.
Runway Protection Zone (RPZ)	An area off the runway end (formerly the clear zone) used to enhance the protection of people and property on the ground.
Runway Safety Area (RSA)	A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot or excursion from the runway.
Runway Visual Range (RVR)	An instrumentally derived value that represents the horizontal distance a pilot can see down the runway from the approach end. It is based on the sighting of either high intensity runway lights or on the visual contrast of other targets which ever yields the greater visual range.
Segmented Circle	A basic marking device used to aid pilots in locating airports, and which provides a central location for such indicators and signal devices as may be required.
Short Takeoff and Landing (STOL)	An aircraft which, at some weight within its approved range of STOL operating weight is capable of operating from a STOL runway in compliance with the applicable STOL characteristics, airworthiness, operations, noise and pollution standards.

Small Aircraft	An airplane of 12,500 pounds or less maximum certified takeoff weight.
State Aviation System Plan	A statewide planning document used to outline and identify airport and aviation development and directions for a 10-year planning horizon.
Taxiway	A defined path established for the taxiing of aircraft from one part of an airport to another.
Terminal Area	The area used or intended to be used for such facilities as terminal and cargo buildings, gates, hangars, shops, and other service buildings, automobile parking, airport motels, restaurants, garages and automobile service; and a specific geographical area within which control of air traffic is exercised.
Terminal Fees	A revenue generating fee charged by the airport owner for the space used in the airport terminal building.
Terminal Instrument Procedures (TERPS)	An FAA manual that establishes instrument flight procedures.
Tie Down Fees	A revenue generating fee charged by the airport owner for the use of aircraft tie downs.
Threshold	The beginning of that portion of the runway available for landing.
Touch and Go Operations	Practice flight performed by a landing touch down and continuous take off without stopping.
Traffic Pattern	The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport.
Traffic Pattern Indicators	Markers associated with the segmented circle system for the purpose of controlling the direction of the traffic pattern when there is any variation from the normal left-hand pattern.

Transitional Surface	These surfaces extend outward and upward at right angles to 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.
Transponder	A receiver-transmitter combination designed to receive a signal and automatically transmit a reply signal, usually on a different frequency.
Transport Runway	A runway designed, constructed and maintained to serve aircraft in Aircraft Approach Categories C and D.
Unicom	A private aeronautical advisory communications facility for purposes other than air traffic control. Only one such station is authorized in any landing area. Services available are advisory in nature primarily concerning the airport services and airport utilization. Locations and frequencies of UNICOMS are listed on aeronautical charts and publications.
Upper Air Weather Observation	These observations form some of the primary data for weather forecasting and are therefore of extreme importance for aviation weather data.
User Fees	A revenue generating fee charged by the airport owner for use of various airport facilities.
Utility Runway	A runway that is constructed and intended to be used by a propeller driven aircraft 12,500 pounds maximum gross weight or less.
Very High Frequency Omni Directional Range (VOR)	The standard electronic navigational aid used throughout the airwave system to provide azimuth guidance. A radio transmitter facility in the navigational system radiates a VHF radio wave modulate by two signals, the relative phases of which are compared resolved and displaced by a compatible airborne receiver to give the pilot a direct indication of bearing relative to the facility.

Very High Frequency Omni Directional Range/Distance Measuring Equipment	A VOR/DME is a combination of a VOR and a DME, which provides distance guidance information in addition to azimuth guidance.
Visibility	The distance which a pilot can safely see with the unaided eye, either horizontal or vertical.
Visual Approach Slope Indicator (VASI)	A system of lights on an airport that provides descent guidance to the pilot of an aircraft approaching a runway.
Visual Flight Rules (VFR)	Rules that govern flight procedures under visual conditions. Also indicates a type of flight plan.
Visual Routes (VR)	A designated military airway used for visual flight rule operations.
Visual Runway	A runway intended for visual approaches only with no straight-in instrument approach procedure either existing or planned for that runway.