

**Appendix H: Glossary of Terms**

<b>Content</b>	<b>Page</b>
Glossary of Terms	8-1

## MAC GLOSSARY OF TERMS

In addition to the below glossary, the Federal Aviation Administration has a list of acronyms and abbreviations for various operations, lines of business, and programs available at <https://www.faa.gov/jobs/abbreviations/>.

**A-Weighted Decibels (dBA):** A measure of noise levels adjusted relative to the frequencies most audible to the human ear.

**Above Ground Level (AGL):** A height above the ground as opposed to above Mean Sea Level (MSL).

**Advisory Circular:** External publications issued by the FAA consisting of non-regulatory material providing for recommendations relative to policy, guidance, and information relative to a specific aviation subject.

**Aircraft Approach Category (AAC):** An alphabetic classification of aircraft based upon 1.3 times the stall speed in a landing configuration at their maximum certified landing weight. The categories are as follows:

- Category A: Approach speed less than 91 knots
- Category B: Approach speed 91 knots or more but less than 121 knots
- Category C: Approach speed 121 knots or more but less than 141 knots
- Category D: Approach speed 141 knots or more but less than 166 knots
- Category E: Approach speed 166 knots or more

**Airplane Design Group (ADG):** A classification of aircraft based on wingspan and tail height. The groups are as follows:

- Group I: Wingspan up to but not including 49 feet or tail height up to but not including 20 feet
- Group II: Wingspan 49 feet up to but not including 79 feet or tail height from 20 feet up to but not including 30 feet
- Group III: Wingspan 79 feet up to but not including 118 feet or tail height from 30 feet up to but not including 45 feet
- Group IV: Wingspan 118 feet up to but not including 171 feet or tail height from 45 feet up to but not including 60 feet
- Group V: Wingspan 171 feet up to but not including 214 feet or tail height from 60 feet up to but not including 66 feet
- Group VI: Wingspan 214 feet up to but not including 262 feet or tail height from 66 feet up to but not including 80 feet

**Aircraft Operation:** An aircraft landing or takeoff, or touch-and-go procedure on a runway at an airport. A touch and go is counted as two aircraft operations: one takeoff, and one landing.

**Air Route Traffic Control Center (ARTCC or “Center”):** A facility established to provide air traffic control service to aircraft operating on Instrument Flight Rule (IFR) flight plans within controlled airspace and principally during the enroute phase of flight (i.e., those aircraft that are not landing or taking off). The Minneapolis ARTCC has jurisdiction of enroute traffic over portions

of Minnesota, South Dakota, North Dakota, Wisconsin, Michigan, Nebraska, Kansas, Iowa and Missouri.

**Air Traffic Control (ATC):** A service provided for the purpose of promoting the safe, orderly, and expeditious flow of air traffic, including airport surface, approach, departure and en-route air traffic control services.

**Air Traffic Control Tower (ATCT):** A structure from which air traffic control personnel control the movement of aircraft in the immediate vicinity of an airport, ensuring the safe and efficient flow of aircraft. Controllers are responsible for separating aircraft in the air and on the ground, in addition to providing weather information and route clearance to pilots.

**Airport Elevation:** The highest point of an airfield’s usable landing area measured in feet above Mean Sea Level (MSL).

**Airport Layout Plan (ALP):** A scaled drawing of the existing and planned land and facilities necessary for the operation and development of an airport.

**Airport Surveillance Radar 9 (ASR-9):** An airport surveillance radar system used by the Federal Aviation Administration to monitor air traffic within the United States.

**Airside:** Taxiways, runways, aircraft parking areas. This is required to meet FAA airport design standards.

**Annual Service Volume (ASV):** The maximum number of annual operations that can be reasonably expected to occur at an airport based on a given level of delay.

**Approach Lighting System (ALS):** The combination of lights that allow pilots to identify the airport and runway environment at night or in poor visibility.

**Approach Visibility Minimums:** A set of conditions specified for operations of aircraft during Instrument Flight Rule (IFR) weather conditions.

**Apron:** A specified portion of an airfield used for aircraft parking and the refueling, maintenance, servicing, and loading/unloading of aircraft.

**Area Navigation (RNAV):** A method of navigation that permits aircraft operations on any desired course within the coverage of station-referenced navigation signals.

**Automated Weather Observation System (AWOS):** Equipment that takes and broadcasts automated weather readings at an airport.

**Average Day Peak Month (ADPM):** Defined as peak month passengers or operations divided by the number of days in the month.

**Aviation Environmental Design Tool (AEDT):** A computer software application that models aircraft performance in space and time to estimate fuel consumption, emissions, noise, and air quality consequences.

**Categorical Exclusion (CatEx):** A federal action may be “categorically excluded” from a detailed environmental analysis if the federal action does not, “individually or cumulatively have significant effect on the human environment.”

**Circling Approach:** A maneuver initiated by a pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or is not desirable.

**Civil Aviation:** Non-military aviation including both scheduled air transport and general aviation.

**Clear Zone:** As defined by MnDOT Aeronautics, Clear Zones off runway ends are intended to enhance operational safety of aircraft and to protect life and property in runway approach areas. The MnDOT Clear Zones have a similar function too, but are not always the same dimensions as the FAA Runway Protection Zone (RPZ).

**Common Use Gating:** Aircraft gates that are shared across multiple airlines. Currently, MSP Terminal 2 and Gates E1, E3 and B15 in Terminal 1 are common use.

**Crosswind Runway:** An additional runway at an airport that compensates for primary runways that provide less wind coverage than desired.

**Customer service Building (CSB):** the location of car rental counters, on Level 1 of the Sliver vehicle parking ramp.

**Day-Night Average Sound Level (DNL):** The predicted average sound effect on an area near the airport for a typical 24-hour period. A weighting factor equivalent to a penalty of 10 decibels is applied to aircraft operations occurring between 10:00 PM and 7:00 AM.

**Decibel (dB):** A unit used to measure the intensity of a sound or the power level of an electrical signal by comparing it with a given level on a logarithmic scale.

**Design Aircraft:** An aircraft with characteristics that determine the application of airport design standards for a specific runway, taxiway, apron, or other facility. This aircraft can be a specific aircraft model or a composite of several aircraft using, expected, or intended to use the airport or part of the airport (also called critical aircraft or critical design aircraft).

**Dual Wheel Gear (DW):** The configuration of an aircraft landing gear where two wheels are used at each wheel position to support the aircraft load.

**Energy Management Center (EMC):** A facility operated by the MAC for heating and cooling the MSP Airport terminals and buildings.

**Federal Aviation Administration (FAA):** The federal agency responsible for the safety and efficiency of the United States' airspace and air transportation system.

**Federal Aviation Regulations (FAR):** The general and permanent rules established by the executive departments and agencies of the federal government for aviation, which are published in the Federal Register. These are the aviation subset of the Code of Federal Regulations.

**Fixed Base Operator (FBO):** A commercial business enterprise located on an airport that provides services to pilots including aircraft rental, training, fueling, maintenance, parking, and the sale of pilot supplies. Also known as a Full Service Commercial Operator.

**Fleet Mix:** A collective term generally used to describe the proportions of aircraft types operating at an airport.

**Flight Inspection Service (FIS):** A facility, also referred to as the international arrivals area. Currently there are two FIS facilities at MSP, one in Terminal 1 and one in Terminal 2.

**Flight Service Station (FSS):** Air traffic facilities that provide pilot briefings, flight plan processing, inflight radio communications, search and rescue (SAR) services, and assistance to lost aircraft and aircraft in emergency situations.

**General Aviation (GA):** The segment of aviation that encompasses all aspects of civil aviation except for certified air carriers and other commercial operators such as air cargo.

**Glideslope:** The proper vertical path of descent for an aircraft preparing to land to ensure the aircraft stays free of obstacles and touches down on the runway threshold. A standard glide slope is 3°. A Glideslope Antenna (GS) transmits this information to the aircraft cockpit.

**Global Positioning System (GPS):** A satellite based navigation system that provides signals in the cockpit of aircraft defining aircraft position in terms of latitude, longitude, and altitude.

**Ground Transportation Center (GTC):** the area of the airport that provides ground transportation services such as taxis, limousines, Quick Ride Ramp shuttles, hotel and regional shuttles.

**High Intensity Runway Edge Lights (HIRLs):** Lights that are located along the edge of a runway to assist pilots in identifying the edge of the surface available for takeoffs and landings.

**Instrument Flight Rules (IFR):** Procedures for the conduct of flight in weather conditions below Visual Meteorological Conditions (VMC). The term IFR is often used to define weather conditions and the type of flight plan under which an aircraft is operating.

**Instrument Landing System (ILS):** A precision runway approach aid based on two radio beams which together provide pilots with both vertical (Glideslope) and horizontal (Localizer) guidance during an approach to land.

**Instrument Meteorological Conditions (IMC):** Meteorological conditions expressed in terms of specific visibility and ceiling conditions that are less than the minimums specified for Visual Meteorological Conditions (VMC). The term IFR is often used interchangeably with IMC.

**Joint Airport Zoning Board (JAZB):** A Joint Airport Zoning Board is comprised of the authority that owns or controls an airport along with surrounding municipalities within which an airport hazard area may be located. Once formed, the Joint Airport Zoning Board has the power to adopt, administer, and enforce airport zoning regulations applicable to the airport hazard areas in its jurisdiction.

**Knots:** Nautical miles per hour, equal to 1.15 statute miles per hour.

**Landside:** Vehicle parking, roadways, curbside drop off areas.

**Lateral Navigation (LNAV):** Horizontal navigation without positive vertical guidance. This type of navigation is associated with non-precision approach procedures.

**Level of Service (LOS):** an analysis to understand a measure of the comfort and convenience experienced by airport users when the facility is operating at the various possible levels of design and service volumes.

**Localizer (LOC):** The lateral component of the Instrument Landing System (ILS). A localizer antenna (LOC) transmits this information to the aircraft cockpit.

**Long-Term Plan (LTP):** A long-term planning process and document that shares long-term development concepts and ideas for use of an airport's land and facilities.

**MACNOMS:** The Metropolitan Airports Commission Noise and Operations Monitoring System collects and processes aircraft noise data and runway use data for MAC-owned airports. The system also collects flight track data for aircraft activity in an area approximately 40 miles around MSP, up to 20,000 feet.

**Mean Sea Level (MSL):** A measure used in aviation for pilots to identify the flight or airfield elevation above sea level as opposed to above ground level (AGL).

**Metropolitan Airports Commission (MAC):** The Metropolitan Airports Commission was created in 1943 by the Minnesota Legislature to promote air transportation in the seven-county metropolitan area. MAC owns and oversees the operation of seven airports in the twin cities area: Minneapolis-St. Paul International Airport (MSP), Airlake Airport, Anoka County-Blaine Airport, Crystal Airport, Flying Cloud Airport, Lake Elmo Airport and St. Paul Downtown Airport.

**Microjet:** A category of small jet aircraft approved for single-pilot operation, typically seating 4-8 people, with a maximum takeoff weight of under 10,000 pounds. Also referred to as very light jets or personal jets.

**Minnesota Air National Guard (MNANG):** supports the U.S. Airforce branch of the military and operates C-130 Hercules aircraft out of the MSP Airport and provides worldwide deployment of people, cargo and services.

**Modification to Design Standards (MOS):** Any approved nonconformance to FAA standards applicable to an airport design, construction, or equipment procurement project that is necessary to accommodate an unusual local condition for a specific project on a case-by-case basis while maintaining an acceptable level of safety.

**Movement Area:** The runways, taxiways, and other areas of an airport that are used for taxiing or hover taxiing, takeoff, and landing of aircraft including helicopters, exclusive of aprons and aircraft parking areas.

**MSP:** Minneapolis-St. Paul International Airport.

**MSP Airport 2040 LTP:** Minneapolis-St. Paul International Airport 2040 Long-Term Plan.

**National Airspace System (NAS):** A network of both controlled and uncontrolled airspace, both domestic and oceanic. It includes: air navigation facilities, equipment and services; airports and landing areas; aeronautical charts, information and services; rule and regulations; procedures and technical information; and manpower and material.

**National Plan of Integrated Airport Systems (NPIAS):** The national airport system plan developed by the Secretary of Transportation on a biannual basis for the development of public-use airports to meet national air transportation needs.

**Navigational Aid (NAVAID):** A visual or electronic facility or device designated for use for air navigation.

**Noise Contour:** A depiction of calculated aircraft noise exposure for a geographical area surrounding an airport. The standard level of noise depicted in noise contour maps is 65 dB Day-Night Level (DNL), but maps may include noise contours for other levels such as 60 dB DNL and 70 dB DNL. Noise contours are calculated using the Aviation Environmental Design Tool (AEDT) and considers data inputs such as runway use, flight track use, aircraft fleet mix, aircraft performance and thrust settings, topography, and atmospheric conditions.

**Non-Directional Beacon (NDB):** A general purpose, low-frequency radio beacon that can be used by a pilot to determine a bearing from the transmitter.

**Non-Precision Approach:** A straight-in instrument approach procedure that provides course guidance, without vertical path guidance, with visibility minimums no lower than  $\frac{3}{4}$  mile.

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

**Obstacle Free Zone (OFZ):** The OFZ is the three-dimensional airspace along the runway and extended runway centerline that is required to be clear of obstacles for protection for aircraft landing or taking off from the runway and for missed approaches.

**Part 77:** Regulations for the protection of airspace around a public-use civilian or military airport are specified in 14 CFR Part 77 *Safe, Efficient Use, and Preservation of the Navigable Airspace*. These defined surfaces are used by the FAA to identify obstructions to airspace around an airport facility. Part 77 surfaces are comprised of primary, approach, transitional, horizontal and conical three-dimensional imaginary surfaces.

**Pavement Condition Index (PCI):** PCI evaluation includes a visual inspection of pavements and assignment of a numerical indicator that reflects the structural and operational condition of the pavement including the type, severity, and quantity of pavement distress.

**Planning Activity Level (PAL):** Levels intended to represent thresholds to gauge when specific facilities may be required. Because forecasting future activity is not a perfect science, the use of Planning Activity Levels allows development and construction phasing to be designed to respond to activity trends and not simply to a year. If forecasted growth does not occur as quickly as anticipated, development can be delayed. Conversely, if growth accelerates beyond what was expected, future facilities may need to be developed sooner to accommodate the traffic.

For the purposes of this Long-Term Plan, PAL2 is about 2030 and PAL3 is about 2040, but will fluctuate based on actual demand.

**Precision Approach:** An instrument approach procedure that provides course and vertical path guidance with visibility below  $\frac{3}{4}$  mile.

**Precision Approach Path Indicator (PAPI):** A lighting system that provides visual approach slope information to the touchdown zone of the runway.

**Preferential Gating:** Aircraft gates that are operated by a specific airline. Currently, most of MSP Terminal 1 is preferential gating.

**Primary Runway:** A runway constructed to meet airport capacity needs. The design objective for a primary runway is to provide a runway length that will not result in operational weight restrictions.

**Primary Surface:** An imaginary obstruction limiting surface defined in 14 CFR Part 77 that is specified as a rectangular surface longitudinally centered about a runway (see Figure 1 on Page 5).

**Propeller-driven Aircraft:** Aircraft powered by propeller engines on the exterior of the aircraft. Such aircraft often use 100LL type fuel. Turboprop aircraft are a notable exception.

**Quick Turn Around (QTA) Facility:** the area of the airport where car rental companies clean, fuel and ready recently returned vehicles for future rentals.

**Regular Use:** Regular use is defined by the FAA as at least 500 or more annual itinerant and local operations on the runway by the critical design aircraft, excluding touch-and-go operations.

**Reliever Airport:** General Aviation airports in major metropolitan areas that provide pilots with attractive alternatives to using congested hub airports. To be eligible for reliever designation, an airport must be open to the public, have 100 or more based aircraft, or have 25,000 or more annual itinerant operations.

**Remain Overnight (RON) Aircraft Parking:** Airside apron areas designated for the parking of aircraft using the terminal that cannot be accommodated at terminal gates.

**Remote Transmitter/Receiver (RTR):** An air-to-ground communications system having transmitters and/or receivers and other ancillary equipment. These on-airport facilities allow radio communications between a pilot and ATCT and are usually located at airports without an ATCT.

**Responsible Government Unit (RGU):** Any state agency and any general or special purpose unit of government in the state that is responsible for preparation and review of environmental documents.

**Runway:** A defined rectangular area at an airport designated for the landing and takeoff of an aircraft. Runway numbers are determined by their magnetic heading with respect to north (0°). If an airport has two parallel runways, such as Minneapolis-St. Paul International Airport (MSP), the runways are marked Left (L) and Right (R). Three parallel runways would be marked Left (L), Center (C) and Right (R). The existing runways at MSP are 12L/30R, 12R/30L, 17/35, and 4/22.

**Runway Centerline Lights:** in-pavement lights along runway centerlines for all runways at MSP Airport, except Runway 4/22.

**Runway Design Code (RDC):** The selected AAC, ADG, and desired approach visibility minimums (in feet of runway visual range) are combined to form the Runway Design Code (RDC)



for a particular runway. The RDC is used to determine the standards that apply to a specific runway and parallel taxiway to allow unrestricted operations by the design aircraft under defined meteorological conditions.

**Runway Guard Lights (RGL):** both above-ground and in-pavement lighting intended to reduce the likelihood of a runway incursion by indicating to pilots the presence of a runway.

**Runway End Identifier Lights (REIL):** Two synchronized flashing lights, one on each side of a runway threshold that provide positive identification of the runway approach end.

**Runway Object Free Area (ROFA):** An area on the ground centered on a runway centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except for objects that need to be located in the ROFA for air navigation or aircraft ground maneuvering purposes.

**Runway Obstacle Free Zone (ROFZ):** The ROFZ is the three-dimensional airspace along the runway and extended runway centerline that is required to be clear of obstacles for protection for aircraft landing or taking off from the runway and for missed approaches.

**Runway Protection Zone (RPZ):** An area at ground level prior to the threshold or beyond the runway end to enhance the safety and 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 aircraft in the event of an undershoot, overshoot, or excursion from the runway.

**Runway Status Lights (RWSLs):** lights that indicate when it is safe to enter or cross a runway.

**Runway Visual Range (RVR):** An estimate of the maximum distance at which the runway, or the specified lights or markers delineating it, can be seen from a position above a specific point on the extended runway centerline.

**Single Wheel Gear (SW):** The configuration of an aircraft landing gear where a single wheel is used at each wheel position to distribute the aircraft load.

**Small Aircraft:** An aircraft with a maximum certificated takeoff weight of 12,500 pounds or less.

**State Aviation System Plan (SASP):** The primary objective of the Minnesota State Aviation System Plan is to provide the state with excellent planning tools to assist in making informed decisions guiding the development of Minnesota's system of airports and expending funds in a cost-effective manner.

**T-Hangar:** A linear structure with nested interior bays that are of a "T" shape and provide shelter for aircraft.

**Taxilane:** A surface used by aircraft for low speed and precise taxiing. Taxilanes are usually, but not always, located outside the movement area, providing access from taxiways to aircraft parking positions and other terminal areas.

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

**Taxiway Design Group (TDG):** A classification of airplanes based on outer-to-outer main landing gear width and cockpit to main gear distance.

**Terminal:** Buildings that include passenger services and amenities such as airline ticketing, baggage claim, security checkpoints, concessions, restrooms and aircraft gate hold areas. At MSP, there are two terminals, Terminal 1 and Terminal 2.

**Terminal Radar Approach Control (TRACON):** provides radar approach and departure control as well as other air traffic control services to aircraft flying in the terminal airspace. Jurisdiction over airspace in the Minneapolis-Saint Paul region is given to the Minneapolis TRACON.

**Threshold:** The beginning of the portion of the runway available for landing. In some cases, the threshold may not be at the physical end of the runway.

**Transportation Network Company (TNC):** a business model that offers prearranged rides or car rentals for a fee, using an online app to connect passengers with drivers/car owners. Common examples are Uber and Lyft.

**Transportation Security Administration (TSA):** the federal government agency that is responsible for air travel safety. One of the activities performed by TSA includes providing security screening at airports.

**Turbine-Powered Aircraft:** Aircraft powered by turbine engines including turbojets and turboprops but excluding turbo-shaft, rotary-wing aircraft. Such aircraft normally use Jet-A type fuel.

**Useful Load:** The aircraft maximum takeoff weight minus the aircraft empty weight. An aircraft's useful load can be used to transport either fuel or payload (passengers, baggage, and/or cargo).

**Very High Frequency Omnidirectional Radio Range (VOR):** A ground-based aircraft navigation system that is being phased out as part of the FAA's continual upgrade of the nation's navigation infrastructure.

**Visual Flight Rules (VFR):** Procedures for the conduct of flights in weather conditions above Visual Meteorological Conditions (VMC). The term VFR is often used to define weather conditions and the type of flight plan under which an aircraft is operating.

**Visual Meteorological Conditions (VMC):** Meteorological conditions expressed in terms of specific visibility and ceiling conditions that are equal to or greater than the threshold values for instrument meteorological conditions.

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

**VOR Minimum Operational Network (MON):** An FAA program to reduce the number of VORs to only retain those that: a) support international oceanic routes and coverage above 5,000 feet; and b) ensure aircraft can perform Instrument Landing System, Localizer or VOR approaches to suitable airports; and c) those required for military use.