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## Acronyms

---

|                |  |
|----------------|--|
| <b>AAC</b>     | Aircraft Approach Category                           |
| <b>AAF</b>     | Army Air Field                                       |
| <b>AASF</b>    | Army Aviation Support Facility                       |
| <b>AAQS</b>    | Ambient Air Quality Standards                        |
| <b>AC</b>      | Advisory Circular                                    |
| <b>ACAIS</b>   | Air Carrier Activity Information System              |
| <b>ACRP</b>    | Airport Cooperative Research Program                 |
| <b>ADG</b>     | Airplane Design Group                                |
| <b>ADO</b>     | Airports District Office                             |
| <b>AEDT</b>    | Aviation Environmental Design Tool                   |
| <b>AG</b>      | Agricultural District                                |
| <b>AGL</b>     | Above Ground Level                                   |
| <b>AGIS</b>    | Advanced Ground Informational Systems                |
| <b>AIP</b>     | Airport Improvement Program                          |
| <b>AIRS</b>    | Aerometric Information Retrieval System              |
| <b>ALP</b>     | Airport Layout Plan                                  |
| <b>ALS</b>     | Approach Lighting System                             |
| <b>ALSF</b>    | Approach Lighting System with Sequenced Flashers     |
| <b>AMSL</b>    | Above Mean Sea Level                                 |
| <b>AOA</b>     | Airport Operations Area                              |
| <b>AOC</b>     | Airport Operating Certificate                        |
| <b>AOE</b>     | Airport of Entry                                     |
| <b>AOPA</b>    | Aircraft Owners and Pilots Association               |
| <b>APM</b>     | Airport Planning Manual                              |
| <b>APP-400</b> | National Airport Planning and Environmental Division |
| <b>APV</b>     | Approach Procedure with Vertical Guidance            |
| <b>AQP</b>     | Aquifer Protection Area                              |
| <b>ARC</b>     | Airport Reference Code                               |
| <b>ARFF</b>    | Aircraft Rescue and Firefighting Facility            |
| <b>ARP</b>     | FAA Office of Airports                               |
| <b>ARTCC</b>   | Air Route Traffic Control Center                     |
| <b>ASDA</b>    | Accelerate Stop Distance Available                   |
| <b>ASDI</b>    | Aircraft Situation Display to Industry               |
| <b>ASLF-1</b>  | Approach Light System with Sequenced Flashing lights |
| <b>ASO</b>     | Aviation Service Operator                            |
| <b>ASOS</b>    | Automated Surface Observing System                   |
| <b>ASV</b>     | Annual Service Volume                                |

|                          |  |
|--------------------------|--|
| <b>ATC</b>               | Air Traffic Control  |
| <b>ATCT</b>              | Airport Traffic Control Tower                                    |
| <b>ATIS</b>              | Automated Terminal Information System                            |
| <b>AVGAS</b>             | Aviation Gasoline  |
| <b>AWACS</b>             | Airborne Warning and Control System                              |
| <b>AWG</b>               | Airport Work Group   |
| <b>BAR</b>               | Boeing Access Road   |
| <b>BCA</b>               | Benefit Cost Analysis  |
| <b>BCT</b>               | Brigade Combat Team  |
| <b>BFI</b>               | King County International Airport/Boeing Field                   |
| <b>BLF</b>               | Boarding Load Factor   |
| <b>BMP</b>               | Best Management Practice   |
| <b>BNSF</b>              | Burlington Northern Santa Fe                                     |
| <b>BTS</b>               | Bureau of Transportation Statistics                              |
| <b>CAGR</b>              | Compound Annual Growth Rate                                      |
| <b>CAP</b>               | Civil Air Patrol   |
| <b>CatEx</b>             | Categorical Exclusion  |
| <b>CBD</b>               | Central Business District  |
| <b>CDP</b>               | Conceptual Development Plan                                      |
| <b>CEQ</b>               | Council of Environmental Quality                                 |
| <b>CFR</b>               | Code of Federal Regulations                                      |
| <b>CG</b>                | General Commercial District                                      |
| <b>CH</b>                | Commercial High Intensity District                               |
| <b>CH<sub>4</sub></b>    | Methane  |
| <b>CIP</b>               | Capital Improvement Program                                      |
| <b>CL</b>                | Centerline Lights  |
| <b>CMG</b>               | Cockpit to Main Gear   |
| <b>CO/CO<sub>2</sub></b> | Carbon Monoxide/Dioxide  |
| <b>COL</b>               | Non-Recyclable Construction, Demolition, and Land Clearing Waste |
| <b>CS</b>                | Commercial Shopping Center District                              |
| <b>CSSN</b>              | Capacity/Safety/Security/Noise                                   |
| <b>CTAF</b>              | Common Traffic Advisory Frequency                                |
| <b>CZMA</b>              | Coastal Zone Management Act                                      |
| <b>dB</b>                | Decibel  |
| <b>DER</b>               | Decision End of Runway   |
| <b>DME</b>               | Distance Measuring Equipment                                     |
| <b>DNL</b>               | Day-Night Noise Level  |
| <b>DNS</b>               | Determination of Non-Significance                                |
| <b>DOD</b>               | Department of Defense  |
| <b>DOT</b>               | Department of Transportation                                     |

|                |  |
|----------------|--|
| <b>EA</b>      | Environmental Assessment                   |
| <b>EDDA</b>    | Environmental Due Diligence Audit          |
| <b>EFH</b>     | Essential Fish Habitat                     |
| <b>EIS</b>     | Environmental Impact Statement             |
| <b>EMB</b>     | Embraer Regional Jet                       |
| <b>(US)EPA</b> | Environmental Protection Agency            |
| <b>ESA</b>     | Endangered Species Act                     |
| <b>FAA</b>     | Federal Aviation Administration            |
| <b>FAR</b>     | Federal Aviation Regulations               |
| <b>FAS</b>     | Final Approach Segment                     |
| <b>FATO</b>    | Final Approach and Takeoff Area            |
| <b>FBO</b>     | Fixed Base Operator                        |
| <b>FCT</b>     | FAA Contract Tower                         |
| <b>FEMA</b>    | Federal Emergency Management Agency        |
| <b>FIS</b>     | Federal Inspection Services                |
| <b>FMD</b>     | Facilities Management Division             |
| <b>FPPA</b>    | Farmland Protection Policy Act             |
| <b>FSS</b>     | Flight Service Station                     |
| <b>GA</b>      | General Aviation                           |
| <b>GAMA</b>    | General Aviation Manufacturers Association |
| <b>GAO</b>     | U.S. General Accounting Office             |
| <b>GDP</b>     | Gross Domestic Product                     |
| <b>GEG</b>     | Spokane International Airport              |
| <b>GMA</b>     | Growth Management Act                      |
| <b>GPS</b>     | Global Positioning System                  |
| <b>GQS</b>     | Glidepath Qualification Surface            |
| <b>GS</b>      | Glide Slope                                |
| <b>HCM</b>     | Highway Capacity Manual                    |
| <b>HFCs</b>    | Hydrofluorocarbons                         |
| <b>HIRL</b>    | High Intensity Runway Lights               |
| <b>I-5</b>     | Interstate Highway 5                       |
| <b>IAP</b>     | Instrument Approach Procedure              |
| <b>ICAO</b>    | International Civil Aviation Organization  |
| <b>ICE</b>     | Immigration and Customs Enforcement        |
| <b>IFR</b>     | Instrument Flight Rules                    |
| <b>IH</b>      | Industrial Heavy District                  |
| <b>IL</b>      | Industrial Light District                  |
| <b>ILS</b>     | Instrument Landing System                  |
| <b>IM</b>      | Industrial Moderate District               |
| <b>IMC</b>     | Instrument Meteorological Conditions       |

|                       |  |
|-----------------------|--|
| <b>INM</b>            | Integrated Noise Model   |
| <b>INS</b>            | Immigrations and Naturalization Service  |
| <b>ISGP</b>           | Industrial Stormwater General Permit   |
| <b>JPATS</b>          | Justice Prisoner & Alien Transportation System                                   |
| <b>KCIA</b>           | King County International Airport  |
| <b>LATS</b>           | Long-Term Air Transportation Study   |
| <b>LDA</b>            | Landing Distance Available   |
| <b>LIRL</b>           | Low Intensity Runway Lights  |
| <b>LITL</b>           | Low Intensity Taxiway Lights   |
| <b>LOC</b>            | Localizer  |
| <b>LOI</b>            | Letter of Intent   |
| <b>LOS</b>            | Level of Service or Line of Sight  |
| <b>LPV</b>            | Localizer Performance with Vertical Guidance                                     |
| <b>LWCF</b>           | Land and Water Conservation Fund Act   |
| <b>MALS</b>           | Medium Intensity Approach Lighting System  |
| <b>MALSF</b>          | Medium Intensity Approach Lighting System with Sequenced Flashers                |
| <b>MALSR</b>          | Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights |
| <b>MAS</b>            | Missed Approach Segment  |
| <b>MGW</b>            | Main Gear Width  |
| <b>MHHW</b>           | Mean Higher High Water   |
| <b>MIC</b>            | Manufacturing Industrial Center  |
| <b>MIRL</b>           | Medium Intensity Runway Lights   |
| <b>MITL</b>           | Medium Intensity Taxiway Lights  |
| <b>MNMT</b>           | Mean Normal Maximum daily Temperature  |
| <b>MOA</b>            | Military Operations Area   |
| <b>MOF</b>            | Museum of Flight   |
| <b>MOS</b>            | Modification of Standard(s)  |
| <b>MP</b>             | Master Plan  |
| <b>MSA</b>            | Metropolitan Statistical Area  |
| <b>MTOW</b>           | Maximum Takeoff Weight   |
| <b>N<sub>2</sub>O</b> | Nitrous Oxide  |
| <b>NAAQS</b>          | National Ambient Air Quality Standards   |
| <b>NACD</b>           | Native American Consultation Database  |
| <b>NAS</b>            | National Airspace System   |
| <b>NASA</b>           | National Aeronautics and Space Administration                                    |
| <b>NAVAIDS</b>        | Navigational Aids  |
| <b>NBAA</b>           | National Business Aviation Association   |
| <b>NCDC</b>           | National Climatic Data Center  |
| <b>NCP</b>            | Noise Compatibility Program  |
| <b>NDB</b>            | Non-Directional Beacon   |

|                       |  |
|-----------------------|--|
| <b>NDPES</b>          | National Pollutant Discharge Elimination System  |
| <b>NEPA</b>           | National Environmental Policy Act                |
| <b>NHPA</b>           | National Historic Preservation Act               |
| <b>NM</b>             | Nautical Mile                                    |
| <b>NMFS</b>           | National Marine Fisheries Service                |
| <b>NO<sub>2</sub></b> | Nitrogen Dioxide                                 |
| <b>NOAA</b>           | National Oceanic and Atmospheric Administration  |
| <b>NPDES</b>          | National Pollutant Discharge Elimination System  |
| <b>NPE</b>            | Non-Primary Airports Entitlement                 |
| <b>NPIAS</b>          | National Plan of Integrated Airport Systems      |
| <b>NPS</b>            | National Park Service                            |
| <b>NRCS</b>           | National Resources Conservation Service          |
| <b>NRHP</b>           | National Register of Historic Places             |
| <b>NWI</b>            | National Wetlands Inventory                      |
| <b>O<sub>3</sub></b>  | Ozone  |
| <b>O&amp;D</b>        | Origin and Destination                           |
| <b>OCS</b>            | Obstacle Clearance Surface                       |
| <b>ODALS</b>          | Omnidirectional Approach Lighting System         |
| <b>OE/AAA</b>         | Obstruction Evaluation/Airport Airspace Analysis |
| <b>OFA</b>            | Object Free Area                                 |
| <b>OL</b>             | Office Low Intensity Districts                   |
| <b>OPBA</b>           | Operation per Based Aircraft                     |
| <b>PAE</b>            | Snohomish County Airport/Paine Field             |
| <b>PAPI</b>           | Precision Approach Path Indicator                |
| <b>Pb</b>             | Lead   |
| <b>PCA</b>            | Permit Compliance System                         |
| <b>PFC</b>            | Passenger Facility Charge                        |
| <b>PFCs</b>           | Perfluorocarbons                                 |
| <b>PHS</b>            | Priority Habitats and Species                    |
| <b>PLU</b>            | Pierce County Airport/Thun Field                 |
| <b>PM<sub>x</sub></b> | Particulate Matter                               |
| <b>POFZ</b>           | Precision Obstacle Free Zone                     |
| <b>PPRP</b>           | Prior Permission Required Pavement               |
| <b>PSRC</b>           | Puget Sound Regional Council                     |
| <b>PVC</b>            | Poor Visibility and Ceiling                      |
| <b>PWT</b>            | Bremerton National Airport                       |
| <b>RCL</b>            | Runway Centerline Lighting                       |
| <b>RDC</b>            | Runway Design Code                               |
| <b>REIL</b>           | Runway End Identifier Lights                     |
| <b>RM</b>             | Residential Multifamily District                 |

|                          |  |
|--------------------------|--|
| <b>RMH</b>               | Residential Manufactured Home District   |
| <b>RNAV</b>              | Area Navigation  |
| <b>RNP</b>               | Required Navigation Procedure  |
| <b>RNT</b>               | Renton Municipal Airport   |
| <b>RO</b>                | ARP Regional Office  |
| <b>ROFA</b>              | Runway Object Free Area  |
| <b>ROW</b>               | Right of Way   |
| <b>RPZ</b>               | Runway Protection Zone   |
| <b>RS</b>                | Residential Single-Family District   |
| <b>RSA</b>               | Runway Safety Area   |
| <b>RTR</b>               | Remote Transmitter/Receiver  |
| <b>RTM</b>               | Revenue Ton Mile   |
| <b>RVR</b>               | Runway Visual Range  |
| <b>S36</b>               | Crest Airpark (Kent)   |
| <b>S43</b>               | Harvey Field   |
| <b>S50</b>               | Auburn Municipal Airport   |
| <b>SEA</b>               | Seattle-Tacoma International Airport   |
| <b>SEL</b>               | Sound Exposure Level   |
| <b>SEPA</b>              | State Environmental Policy Act   |
| <b>SF<sub>6</sub></b>    | Sulfur Hexafluoride  |
| <b>SHPO</b>              | State Historic Preservation Office   |
| <b>SID</b>               | Standard Instrument Departures   |
| <b>SIP</b>               | State Implementation Plan  |
| <b>SKOL</b>              | Southern Kansas Oklahoma Line Railroad   |
| <b>SM</b>                | Statute Miles  |
| <b>SO/SO<sub>2</sub></b> | Sulfur Oxide/Dioxide   |
| <b>SPCC</b>              | Spill Prevention, Control, and Countermeasures                                   |
| <b>SPPP</b>              | Stormwater Pollution Prevention Plan   |
| <b>SRE</b>               | Snow Removal Equipment   |
| <b>SSALR</b>             | Short Simplified Approach Lighting System with Runway Alignment Indicator Lights |
| <b>SSALS</b>             | Simplified Short Approach Lighting System  |
| <b>STAR</b>              | Standard Terminal Arrival Routes   |
| <b>TACAN</b>             | Tactical Air Navigation  |
| <b>TAF</b>               | Terminal Area Forecasts  |
| <b>TCH</b>               | Threshold Crossing Height  |
| <b>TDG</b>               | Taxiway Design Group   |
| <b>TDZ</b>               | Touchdown Zone   |
| <b>TDZL</b>              | Touchdown Zone Lights  |
| <b>TERPS</b>             | United States Standard for Terminal Instrument Approach Procedures               |
| <b>TFSSP</b>             | Twelve-Five Standard Security Program  |

|                 |   |
|-----------------|---|
| <b>THPO</b>     | Tribal Historic Preservation Office   |
| <b>TIA</b>      | Turn Initiation Area  |
| <b>TIW</b>      | Tacoma Narrows Airport  |
| <b>TLOF</b>     | Touchdown and Liftoff Area  |
| <b>TODA</b>     | Takeoff Distance Available  |
| <b>TOFA</b>     | Taxiway Object Free Area  |
| <b>TORA</b>     | Takeoff Run Available   |
| <b>TRACON</b>   | Terminal Radar Approach Control   |
| <b>TSA</b>      | Transportation Security Administration                                      |
| <b>TSA</b>      | Taxiway Safety Area   |
| <b>TSS</b>      | Threshold Siting Surface  |
| <b>UNICOM</b>   | Universal Communications  |
| <b>UP</b>       | Union Pacific   |
| <b>UPS</b>      | United Parcel Service   |
| <b>URARPAPA</b> | Uniform Relocation Assistance and Real Property Acquisition Policies Act    |
| <b>USACE</b>    | U.S. Army Corps of Engineers  |
| <b>USDA</b>     | United States Department of Agriculture                                     |
| <b>USEPA</b>    | U.S. Environmental Protection Agency  |
| <b>USFWS</b>    | United States Fish and Wildlife Service                                     |
| <b>VCOA</b>     | Visual Climb Over the Airport   |
| <b>VFR</b>      | Visual Flight Rules   |
| <b>VGS</b>      | Vertical Guidance System  |
| <b>VHF</b>      | Very High Frequency   |
| <b>VLJ</b>      | Very Light Jet  |
| <b>VMC</b>      | Visual Meteorological Conditions  |
| <b>VOC</b>      | Volatile Organic Compounds  |
| <b>VOR</b>      | Very High Frequency Omnidirectional Range                                   |
| <b>VOR/DME</b>  | Very High Frequency Omnidirectional Range with Distance Measuring Equipment |
| <b>VORTAC</b>   | Very High Frequency Omnidirectional Range/Tactical Air Navigation           |
| <b>WAAS</b>     | Wide Area Augmentation System   |
| <b>WANG</b>     | Washington National Guard   |
| <b>WDFW</b>     | Washington State Department of Fish and Wildlife                            |
| <b>WHPA</b>     | Wellhead Protection Area  |
| <b>WHR</b>      | Washington Heritage Register  |
| <b>WSDOE</b>    | Washington State Department of Ecology                                      |

## Glossary

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**Above Mean Sea Level.** The elevation of an object above the average sea level.

**Air Carrier.** A commercial airline with published schedules operating at least five round trips per week.

**Aircraft Operation.** An aircraft arrival (landing) or an aircraft departure (takeoff) represents one aircraft operation.

**Aircraft Rescue and Firefighting Facility.** A facility housing specifically trained personnel and equipment in response, firefighting, hazard mitigation, evacuation, and rescue of passengers and crew of an aircraft involved in a ground emergency.

**Airport Layout Plan.** The official, FAA approved drawing of an airport's existing and proposed facilities.

**Airport Reference Code.** An FAA design criteria based upon the approach speed (represented by a capital letter) and wingspan (represented by a roman numeral) of an aircraft that produces a minimum annual itinerant operations per year at an airport.

**Airport Traffic Control Tower.** A central operations tower in the terminal air traffic control system with an associated IFR room if radar equipped, using air to ground communications and/or radar, visual signaling, and other devices to provide the safe and expeditious movement of air traffic.

**Air Route Traffic Control Center.** A facility providing air traffic control to aircraft on an IFR flight plan within controlled airspace and principally during the enroute phase of flight.

**Air Traffic Control.** The control of aircraft traffic in the vicinity of airports from control towers, and in the airways between airports from control centers.

**Annual Service Volume.** A reasonable estimated of an airport's annual capacity (i.e., the level of annual aircraft operations that will result in an average annual aircraft delay of approximately one to four minutes).

**Anthropogenic.** Of human cause or origin.

**Approach Lighting System.** Radiating light beams guiding pilots to the extended runway centerline on final approach and landing.

**Area Navigation.** A method of navigation that permits aircraft operation on any desired course within the coverage of station-referenced navigation signals or within the limits of a self-contained system capability, or a combination of these.

**Boarding Load Factor.** The ratio of aircraft seats available for passenger boarding compared to the number of passengers actually boarding.

**Common Traffic Advisory Frequency.** The name given to a VHF radio frequency used at U.S., Canadian, and Australian airports that do not have an active or on-site control tower.

**Compound Annual Growth Rate.** A calculation frequently used in business forecasting that provides a constant rate of return over a specified time period, and is it is often useful to compare data from similar data sets such as year-on-year growth in sectors of the aviation industry.

**Criteria Pollutants.** The six most common air pollutants as identified by the United States Environmental Protection Agency through the National Ambient Air Quality Standards (NAAQS). They are ozone (O<sub>3</sub>), carbon monoxide (CO), sulfur oxide (SO), nitrogen dioxide (NO<sub>2</sub>), particulate matter (coarse particles PM<sub>10</sub> and fine particles PM<sub>2.5</sub>), and lead (Pb).

**Day-Night Noise Level.** The daily average noise metric in which noise occurring between 10:00 p.m. and 7:00 a.m. is penalized by 10 db. DNL is often expressed as annual average noise levels.

**Decibel.** A measurement used to quantify sound levels referencing a scale from the threshold of human hearing, 0 dB, upward toward the threshold of pain, about 120-140 dB.

**Distance Measuring Equipment.** Equipment used to measure, in nautical miles, the distance of an aircraft from the broadcasting facility.

**Facilities Management Division.** The governing body for King County that oversees and maintains the County's real estate assets. BFI is included among these assets.

**Federal Aviation Regulations.** The rules and regulations that govern the operation of aircraft, airways, airmen, and airports.

**Fixed Based Operator.** A facility on an airport providing various services for aircraft such as maintenance, fuel, storage, etc.

**Fleet Mix.** The mix or differing aircraft types operated at a particular airport or by an airline.

**Flight Plan.** Specific information related to the intended flight of an aircraft, filed with a Flight Service Station or Air Traffic Control facility.

**General Aviation.** Civil aviation excluding air carriers, commercial operations, and military aircraft.

**Glide Slope.** An angle of approach to a runway established by means of airborne instruments during instrument approaches, or visual ground aids for the visual portion of an instrument approach and landing.

**Global Positioning System.** A satellite-based radio positioning, navigation, and time-transfer system.

**High Intensity Runway Lights.** High intensity light fixtures delineating the limits of a runway served by a precision instrument approach procedure.

**Instrument Approach.** A series of predetermined maneuvers developed for the orderly transfer of aircraft under instrument flight conditions, from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.

**Instrument Flight Procedure.** Procedures developed by the FAA to guide aircraft to airports including distance, topography, elevation, coordinates, angle of approach, and missed approach procedures.

**Instrument Flight Rules.** Rules specified by the FAA for the flight under weather conditions in which visual reference cannot be made to the ground and the pilot must rely on instruments to fly and navigate.

**Instrument Landing System.** A precision instrument approach system that normally consists of a localizer antenna, glide slope antenna, outer marker, middle marker, and an approach lighting system.

**Instrument Meteorological Conditions.** Weather conditions that require that pilots rely primarily on instrumentation for navigation under IFR, rather than by visual reference and VFR.

**Itinerant Operation.** An aircraft landing or takeoff that originates at one airport and terminates at another (place-to-place).

**Knots.** A measure of speed used in navigation. One knot is equal to one nautical mile per hour (1.15 knots – 1 mile per hour).

**Landing Minimums.** Prescribed altitudes and visibility distances that the pilot uses to make a decision as to whether or not it is safe to land on a particular runway.

**Local Operation.** An aircraft landing or takeoff that remains in the local traffic pattern (i.e. training or touch-and-go operation).

**Level of Service.** A measure that determines the quality of service provided by transportation devices, or transportation infrastructure, and is generally linked to time and speed of the vehicles.

**Low Intensity Runway Lights.** Low intensity light fixtures delineating the limits of a runway having no instrument approach procedures.

**Load Factor.** The percentage of seats occupied on an aircraft by passengers.

**Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.** A medium intensity approach lighting system providing a visual lighting path for landing pilots, consisting of nine light bars with five steady burning white fixtures, five sequential flashing white fixtures, and a threshold bar of 18 steady burning green fixtures.

**Medium Intensity Runway Lights.** Medium intensity light fixtures delineating the limits of a runway supplied with a non-precision instrument approach procedure.

**Metropolitan Statistical Area.** A geographical region with a central core typically associated with significant population density and economic connectivity between local municipalities. The most common use of the term relates to a city and its suburbs as one unified MSA.

**Middle Marker.** A beacon that defines a point along the glide slope of an Instrument Landing System, normally located at or near the point of decision height.

**Missed Approach.** An instrument approach not completed by a landing. This may be due to visual contact not established at authorized minimums or instructions from air traffic control, or other reasons.

**National Ambient Air Quality Standards.** Standards established by the United States Environmental Protection Agency for six outdoor air pollutants considered harmful to the public health and the environment.

**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, manpower, and material.

**National Plan of Integrated Airport Systems.** Established by the Airport and Airway Improvement Act of 1982, it is the identification of national airport system needs including short- and long-term development costs.

**Nautical Mile.** A measure of distance used in air and sea navigation. One nautical mile is equal to the length of one minute of latitude along the Earth's equator, officially set as 6,076.115 feet.

**Navaid.** Any facility providing assistance or aid to pilots for navigating through the air.

**Noise Contour.** The "map" of noise exposure around an airport, computed by the Integrated Noise Model. The FAA defines significant noise exposure as any area within the 65 DNL contour, which is the area within an annual average noise exposure of 65 decibels or higher.

**Non-Directional Beacon.** A navaid providing signals that can be read by pilots of aircraft equipped with direction finding equipment, used to determine bearing and can "home" in or track to or from the desired point.

**Non-Precision Approach.** A standard instrument approach procedure in which no vertical guidance is provided.

**Omnidirectional Approach Lighting System.** An approach lighting system consisting of five sequential flashing omnidirectional lights extended along the runway centerline and two located on either side of the runway threshold.

**Outer Marker.** A navigational facility within the terminal area navigational system located four to seven miles from the runway threshold on the extended centerline indicating the beginning of the final approach.

**Passur.** An aeronautics data collection database and predictive analysis firm.

**Precision Approach Path Indicator.** A visual navigational aid providing guidance information to help pilots acquire and maintain the correct approach (in the vertical plane) to a runway.

**Puget Sound Regional Council.** The metropolitan planning organization (MPO) that manages the transportation planning, economic development, and growth management of the Puget Sound Region, which include in the PSRC are King, Kitsap, Pierce, and Snohomish Counties.

**Runway.** A strip of pavement, land, or water used by aircraft for takeoff or landing.

**Runway Object Free Area.** A defined two-dimensional surface centered on a runway providing enhanced safety for aircraft operations by having the area free of objects protruding above the runway safety area edge elevation, except for objects that need to be located within the area for air navigation or aircraft ground maneuvering purposes.

**Runway Safety Area.** A defined surface surrounding a runway prepared or suitable for reducing the risk or damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway.

**Runway Visual Range.** Facilities providing a measurement of horizontal visibility located adjacent to instrument runways.

**Section 4(f).** A subsection of the Department of Transportation Act of 1966 that provides consideration for park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development.

**Section 6(f).** Similar to Section 4(f) that instead prevents the conversion of lands purchased or developed with Land and Water Conservation Fund Act funds to non-recreation uses unless otherwise approved through the National Park Service.

**Single Event.** Noise generated by a single aircraft overflight.

**Tactical Air Navigation.** An enroute navaid combining azimuth and distance measuring equipment into one unit and operated in the ultra-high frequency band.

**Taxiway.** A designated area that connects runways with aprons, providing the ability to move aircraft on the ground so they will not interfere with takeoffs or landings.

**Terminal Airspace.** The airspace controlled by a terminal radar approach control facility.

**Terminal Area.** A general term used to describe airspace in which approach control service or airport traffic control service is provided.

**Terminal Radar Approach Control.** An FAA air traffic control service to aircraft arriving, departing, or transiting airspace controlled the facility.

**“Through the Fence” Agreement.** An agreement that allows full airport access to users with land outside of an airport’s official property line.

**Transient Aircraft.** An aircraft that is not based at the airport in which it is currently located.

**Very High Frequency Omnidirectional Range.** A ground based electronic navigation aid transmitting navigation signals for 360° oriented from magnetic north.

**Very High Frequency Omnidirectional Range/Tactical Air Navigation.** A ground based electronic navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance measuring equipment at a single site.

**Visual Approach.** An aircraft approach conducted under IFR, which authorizes the pilot to proceed visually and clear of clouds to the airport. The pilot must, at all times, have either the airport or the preceding aircraft in sight.

**Visual Flight Rules.** Rules that govern the procedures for conducting flight under visual meteorological conditions.

**Visual Meteorological Conditions.** Weather conditions under which pilots have the ability to visually see and avoid stationary objects and other aircraft and fly without the use of instrumentation, under VFR.