

# APPENDIX I

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## Glossary

**Air carrier:** An operator that:

1. performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week and places between which such flights are performed; or
2. transport mail by air pursuant to a current contract with the United States Postal Service.

Air carriers are certified in accordance with Federal Aviation Regulations (FAR) Parts 121 and 127.

**Air charter:** An air carrier certified in accordance with FAR Part 135 and authorized to provide, on demand, public transportation of persons and property by aircraft. Air charters generally operate small aircraft “for hire” for specific trips.

**Air taxi:** See air charter.

**Air traffic control:** A term used to denote a number of different types of facilities which are operated by or under the auspices of the Federal Aviation Administration and which provide informational, navigational, and collision avoidance services to aircraft in flight. Air traffic control towers and air route traffic control centers are elements of the air traffic control system.

**Air traffic control tower (ATCT) (“tower”):** A facility located within the physical boundaries of certain airports and consisting of a tower which provides visual and/or radar tracking, ground-to-air radio communications, traffic management, and limited informational, navigational, and separation services to aircraft operating in the immediate vicinity of an airport.

**Air route traffic control center (ARTCC):** A facility which provides radar tracking and informational, navigational, and separation services to aircraft operating beyond the immediate vicinity of an airport.

**Airport Operation:** A take off or a landing.

**Angle of descent:** The angle, with respect to a horizontal plane, of the flight path of an aircraft descending from a higher altitude to a lower altitude (usually expressed in degrees or in feet per nautical mile). Also referred to as **descent slope**.

**Approach angle:** The angle, with respect to a horizontal plane, of the flight path of an aircraft descending to land at an airport (usually expressed in degrees or in feet per nautical mile). Also referred to as **approach slope**.

**Approach lighting system (ALS):** An airport lighting system which, by means of a standardized array of lights on the ground provides visual cues which enable pilots or aircraft approaching the runway in conditions of darkness or poor visibility, to align the flight path of the aircraft with the extended centerline of the runway.

**Banks:** As employed in the Land Use Matrix and other sections of this ALUP, the term “banks” shall encompass any land use whereby some or all of the financial services customarily provided by banking institutions are offered to the general public. Examples include traditional banks, savings and loan associations, and credit unions. The provision of banking services at a site, which is predominantly devoted to a compatible use (e.g., in-store supermarket bank branches, automated teller machines), however, shall not be considered as banks in the context of this ALUP.

**Base leg:** A segment of the standard airport traffic pattern which extends at right angles from the extended runway centerline at some distance from the approach end of the runway. The base leg extends from the downwind leg of the traffic pattern to the final approach course (extended runway centerline) and is flown in the direction toward the runway centerline. The altitude of aircraft flying the base leg is usually between 1000 and 400 feet above ground level.

**Religious Facilities:** As employed in the Land Use Matrix and other sections of this ALUP, the term “churches” shall denote any land use devoted exclusively or primarily to religious worship. Classrooms and/or meeting rooms may be included as part of a church if sufficient conditions are placed upon the development to ensure that such facilities will be utilized only for religious instruction or church-related meetings and that their use for such purposes will remain subsidiary to the primary activity of religious worship. In the absence of such conditions, classroom facilities which would be suitable for regular religious or non-religious education of students will be considered a school.

**Circle-to-Land Procedure:** A series of standardized aerial procedures which enable aircraft which have completed an instrument approach intended to culminate in a landing on a specified runway to maneuver for landing on a different runway than specified in the basic instrument approach while maintaining visual contact with the airport.

**Climb gradient:** The angle, with respect to a horizontal plane, of the flight path of an aircraft ascending from a lower altitude to a higher altitude (usually expressed in feet per nautical mile).

**Closed traffic:** An airborne maneuver by which an aircraft takes off from and lands at an airport without leaving the immediate airport vicinity (usually performed as a flight training or practice maneuver) or the airport traffic pattern flown by such an aircraft.

**Community noise equivalent level (CNEL):** A measure, in decibels, of the cumulative noise exposure at a given site. The CNEL mathematically increases the significance of noise events occurring during evening and nighttime hours, in response to the widely-held assumptions that such events are more intrusive than similar events occurring during daytime hours.

**Compatible:** A designation employed within the Land Use Matrix (Table 2-2) to denote that a proposed land use is not prohibited or restricted by the Land Use Matrix within the specified zone.

**Consistent:** A determination made by the ALUC when a referral meets the conditions outlined in the ALUP.

**Crosswind departure:** A VFR departure procedure in which an aircraft exits the airport area by extension of the crosswind leg of the traffic pattern.

**Crosswind leg:** A segment of the standard airport traffic pattern which extends at right angles from the extended runway centerline at some distance from the departure end of the runway. The base leg extends from the upwind leg of the traffic pattern to the downwind leg and is flown in the direction away from runway centerline.

**Course Deviation Indicator (CDI):** An instrument commonly installed in aircraft and utilized for aerial navigation, which depicts the location, in the horizontal plane, of the aircraft relative the intended direction of flight.

**Decibel (dB):** A unit for expressing the relative intensity of sounds on a scale of zero for the average least perceptible sound to about 130 for the average pain level.

**Decision altitude (DA):** The minimum altitude above mean sea level to which an aircraft operating according to a precision instrument approach may descend without visual contact with the airport or the airport environs.

**Decision height (DH):** The minimum vertical distance above the height of the intended landing zone to which an aircraft operating according to a precision instrument approach may descend without visual contact with the airport or the airport environs.

**Density of Land Use:** The number of people a development can attract per acre.

**Density of Residential Development:** The number of dwelling units per acre in a development or proposed development.

**Departure Procedure (DP):** See **instrument departure procedure**.

**Descent slope:** The angle, with respect to a horizontal plane, of the flight path of an aircraft descending from a higher altitude to a lower altitude (usually expressed in degrees or in feet per nautical mile). Also referred to as **angle of descent**.

**Distance Measuring Equipment (DME):** An apparatus, consisting of a ground-based radio transmitter and a specialized airborne receiver, which provides information regarding the slant-range distance of an aircraft from the ground-based facility. Also, by extension, any airborne maneuver, course, or flight path which is determined through the application of DME information.

**Downwind departure:** A VFR departure procedure in which an aircraft exits the airport area by extension of the downwind leg of the traffic pattern.

**Downwind leg:** A segment of the standard airport traffic pattern which is parallel to the runway of intended landing, is usually between 1/2 and 1 1/2 miles lateral to the runway, and is flown in a direction opposite to the direction of intended landing. The downwind leg is, in most instances, is the initial leg of the traffic pattern for landing aircraft. The altitude of aircraft flying the base leg is usually between 1000 and 800 feet above ground level.

**Emergency Aircraft Landing Site:** Any area of usable space which is at least 300 feet in length and 75 feet in width and which is oriented in such manner that its long axis is approximately parallel to the most frequently used adjacent flight path or paths.

**Enplaned passengers:** The total number of revenue-producing passengers boarding aircraft, including originating, stopover, and transfer passengers, in scheduled and nonscheduled services.

**Fixed base operator (FBO):** A provider of support services to users of an airport. Such services include fueling, hangaring, flight training, repair, maintenance, and other services.

**General aviation:** That portion of civil aviation which encompasses all facets of aviation except air carriers and air charters.

**Glide slope:** An apparatus which provides, by means of radio signals or light signals, vertical guidance to aircraft approaching to land, or (by extension) the vertical flight path flown by aircraft receiving guidance from such a system.

**Global positioning system (GPS):** A navigational aid which determines the position, direction of flight, speed, and (to a limited extent) altitude of an aircraft by means of signals received from a constellation of earth-orbiting satellites.

**Global positioning system (GPS) approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on navigational data received from earth-orbiting satellites and which enable aircraft to descend toward an airport with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information. A typical GPS approach permits aircraft to descend to within 400-500 feet of the surface solely on the basis of satellite navigation aids.

**Global positioning system (GPS) overlay:** An FAA designation applied to certain instrument approach procedures originally designed to be executed by reference to ground-based navigational aids which authorizes pilots to perform the approach solely by reference to navigational information provided by earth-orbiting GPS satellites.

**Gross Area or Gross Acreage:** For the purposes of this ALUP, the terms *gross area* and *gross acreage* will be considered interchangeable, and will be considered to indicate a measurement of the entire size of the site, parcel, intended use, or zone specified by a referral to the ALUC.

**Hospitals:** As employed in the Land Use Matrix and other sections of the ALUP, the term "hospitals" shall encompass any facility other than a private physician's office or outpatient clinic, in which care is offered to individuals who exhibit physical, emotional, or mental disability or illness. Examples include acute care hospitals, freestanding emergency rooms, nursing homes, board-and-care facilities, birthing centers, mental institutions, and rehabilitation centers.

**Hotels & Motels:** For purposes of the Land Use Matrix and other sections of the ALUP, the term “hotels & motels” shall denote any structure or facility intended or suitable for short-term occupancy by persons as a temporary dwelling. Examples of this type of land use include hotels, motels, bed and breakfast inns, youth hostels, pensions, and temporary shelters.

**Inconsistent:** A determination made by the ALUC when a proposed local action does not meet the conditions outlined in the ALUP.

**Instrument approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on navigational data received from ground-based navigational aids or satellites and which enable aircraft to descend toward an airport with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information.

**Instrument departure procedure (DP):** A series of standardized, predetermined, and published aerial maneuvers which are based on navigational data received from ground-based navigational aids or satellites and which enable aircraft to depart from an airport when meteorologic conditions are such that a safe departure cannot be made solely through the use of visual information. Formerly known as a **standard instrument departure (SID)**.

**Instrument flight rules (IFR):** A set of FAA rules, regulations, and procedures which define flight operations under conditions which do not permit navigation by means of visual information alone. Also employed as an adjective to designate a flight plan which will enable an aircraft to operate under conditions which preclude navigation by means of visual information.

**Instrument landing system (ILS):** A precision instrument approach system which provides aircraft with both vertical (glideslope) and lateral guidance by means of radio signals transmitted from installations within the physical boundaries of the airport.

**Instrument landing system (ILS) approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on vertical and lateral navigational data received from radio transmitters located within the physical boundaries of the airport and which enable aircraft to descend toward an airport with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information. A typical ILS approach permits aircraft to descend to within 200 feet of the surface.

**Instrument meteorologic conditions (IMC):** Weather conditions specified in FAA regulations under which aircraft are not authorized to takeoff, land, or maneuver under visual flight rules and may operate only by reference to electronic aids to navigation. The visibility and cloud clearance requirements for IMC are determined by the airspace designation in which and aircraft is operating, by the aircraft’s altitude above both sea level and ground level, and by whether the aircraft is operating in daylight or at night.

**Localizer (LOC):** An apparatus which provides, by means of radio signals from a transmitter located within the physical boundaries of an airport and a specialized airborne receiver, lateral course guidance for aircraft descending to land.

**Localizer approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on lateral guidance information received by means of a localizer transmitter located within the physical boundaries of an airport and which enable aircraft to descend toward an airport with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information. Localizer approaches do not provide vertical guidance, but localizers are often coupled with glide slope transmitters. A typical localizer approach permits aircraft to descend to within 400-500 feet of the surface solely on the basis of radio navigation aids.

**Localizer-type directional array (LDA):** A type of apparatus which provides, by means of radio signals from a transmitter located within the physical boundaries of an airport and a specialized airborne receiver, lateral course guidance for aircraft descending to land. The primary distinction between an LOC and an LDA is that the final approach course provided by the LDA is not aligned with the runway centerline. Glide slope information is never provided in conjunction with an LDA.

**Localizer-type directional array (LDA) approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on lateral guidance information received by means of an LDA transmitter located within the physical boundaries of an airport and which enable aircraft to descend toward an airport with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information.

**Minimum descent altitude (MDA):** The minimum altitude above mean sea level to which an aircraft operating according to a non-precision instrument approach may descend without visual contact with the airport or the airport environs.

**Minimum descent height (MDH):** The minimum vertical distance above the height of the intended landing zone to which an aircraft operating according to a non-precision instrument approach may descend without visual contact with the airport or the airport environs.

**Missed approach:** An instrument approach which does not terminate in a landing. Usual reasons for a missed approach include failure to establish visual contact with the airport environs at the completion of an instrument approach, loss of course guidance, or instructions from air traffic control.

**Missed approach course:** A standardized, predetermined, and published flight path to be flown in the event of a missed approach.

**Multifamily residential (land use):** Any project, development, or other land use in which separate families or individuals occupy dwelling units which share a common wall or a common roof, or occupy a common legal parcel of real estate. Examples include duplexes, triplexes, quadriplexes, apartment buildings, condominiums, townhouses, and residential courts. In addition, institutional uses such as hospitals, nursing homes, board and care facilities, correctional institutions, and boarding schools, which entail the long-term occupancy of a single-structure by unrelated individuals will be considered to be multifamily residential in nature.

**Nautical mile (nm):** a measure of distance equal to 6076.115 feet (1852 meters).

**Non-directional beacon (NDB):** A radio beacon which transmits signals which do not contain encoded directional information, but which can be used for as a “homing” signal for aircraft tracking to or away from the transmitter.

**Non-directional beacon (NDB) approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on lateral guidance information received by means of an NDB transmitter located either at or remote from an airport and which enable aircraft to descend with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information.

**Non-precision instrument approach procedure:** An instrument approach procedure for which vertical guidance is not provided. Common types of non-precision instrument approach procedures include VOR, GPS, localizer, NDB, and LDA.

**Office buildings:** As employed in the Land Use Matrix and other sections of the ALUP, the term “office buildings” shall encompass any development, regardless of structure size, which includes significant floor space suitable for use by personnel performing or providing clerical, professional, or financial services as a primary use. The presence of limited office space for support of another primary function which is consistent with the ALUP, however, is not considered an “office building” under this definition.

**Open Space:** Land which is substantially free of structures, vehicles, and trees, which is relatively smooth and level, and which is devoted to use characterized by low occupancy levels.

**Operation:** A takeoff or landing

**Precision instrument approach procedure:** An instrument approach procedure for which vertical guidance is provided. ILS is the only common type of precision instrument approach currently in use. In the near future, certain GPS approaches will be upgraded to provide vertical guidance information, as well.

**Prohibited:** A determination made by the ALUC when a proposed local action does not meet the criteria set forth in the Land Use Matrix.

**Public buildings:** For purposes of the Land Use Matrix and other sections of the ALUP, the term “public buildings” shall be taken to mean structures which are utilized by government or social agencies for the provision of services to the public. Examples of such uses would include post offices, police or fire stations, and offices and agencies of local, state, or federal government.

**Rate of climb:** The vertical speed or rate of change in altitude of an aircraft ascending from a lower altitude to a higher altitude (usually expressed in feet per minute).

**Rate of descent:** The vertical speed or rate of change in altitude of an aircraft descending from a higher altitude to a lower altitude (usually expressed in feet per minute).

**Rural residential (land use):** As employed in the Land Use Matrix and other sections of the ALUP, the term “rural residential” indicates use of land for dwellings in such manner that no more than one primary dwelling unit is developed per five acres of property.

**Single-family residential (land use):** As employed in the Land Use Matrix and other sections of the ALUP, the term “single-family residential” indicates use of land for dwellings in such manner that no more than one primary dwelling unit is developed on each legal parcel and the size of each legal parcel is less than one acre.

**Schools, colleges, and universities:** For purposes of the Land Use Matrix and other sections of the ALUP, the term “schools, colleges, and universities” shall be taken to indicate any land use in which groups of individuals, particularly children, are engaged in activities, either formal or informal, which are intended to provide instruction, information, or mental or intellectual stimulation. Examples of such uses would include primary, secondary, or high schools (public or private), colleges, universities, graduate schools, specialized vocational schools, seminaries, nurseries, pre-schools, and day care centers.

**Standard instrument departure (SID):** See **instrument departure procedure**.

**Standard Terminal Arrival Route (STAR):** A series of standardized, predetermined, and published routes, procedures and/or maneuvers which enable aircraft to transition safely from the en route environment to the terminal environment. A STAR does not culminate in a landing, but terminates at a point from which an instrument approach to landing may be initiated.

**Straight-out departure:** A VFR departure procedure in which an aircraft exits the airport area along the extended centerline of the departure runway by extension of the upwind leg of the traffic pattern.

**Suburban residential (land use):** As employed in the Land Use Matrix and other sections of the ALUP, the term “suburban residential” indicates use of land for dwellings in such a manner that no more than one primary dwelling unit is developed on each legal parcel and the size of each legal parcel is 1 acre to 5 acres.

**Tactical air navigation facility (TACAN):** A ground-based radio navigational aid which transmits encoded signals that enable aircraft equipped with appropriate receivers to determine both bearing and distance with respect to the facility. The information with respect to bearing is generally available only to military aircraft, while information regarding distance is usable by both military and civil aircraft. TACAN facilities are frequently co-located with VORs.

**Unobstructable Emergency Aircraft Landing Site:** Any emergency aircraft landing site which cannot be eliminated or reduced in size without a general plan amendment, specific plan or specific plan amendment, zoning ordinance or zoning ordinance amendments, or other referring agency action which requires mandatory review by the ALUC.

**Upwind leg:** A segment of the airport traffic pattern which is coincident with the centerline of the departure runway. The upwind leg is the initial leg of the traffic pattern for departing aircraft and extends from takeoff to the crosswind leg or departure from the airport area.

**Very high frequency omnidirectional range (VOR):** A ground-based radio navigational aid which transmits encoded signals that enable aircraft equipped with appropriate receivers to determine their bearing with respect to the facility.



**Very high frequency omnidirectional range with distance-measuring equipment (VOR-DME):** A ground-based radio navigational aid which combines a VOR transmitter with a DME facility and which transmits encoded signals that enable aircraft equipped with appropriate receivers to determine both relative bearing and distance with respect to the facility.

**Very high frequency omnidirectional range with tactical air navigation (VORTAC):** A ground-based radio navigational aid which combines a VOR transmitter with a TACAN facility and which transmits encoded signals that enable both military and civilian aircraft equipped with appropriate receivers to determine both bearing and distance with respect to the facility.

**Visual approach:** A procedure whereby an aircraft which is operating in VMC according to an IFR flight plan and under control of an air traffic control facility may proceed to the airport of destination and land using visual navigational cues.

**Visual approach slope indicator (VASI):** A navigational aid installed adjacent to an airport runway which provides, by means of colored light beams, vertical course guidance to aircraft approaching to land on that runway. The usual descent slope provided by VASI installations is 3°.

**Visual flight rules (VFR):** A set of FAA rules, regulations, and procedures which define flight operations under conditions which allow navigation by means of visual information, pilotage, and dead reckoning alone. Also employed as an adjective to designate a flight plan which will enable an aircraft to operate under conditions which permit navigation by means of visual information alone. For takeoff and landing, operation under visual flight rules requires 3 statute miles visibility and a cloud ceiling of at least 1000 feet. A special VFR clearance may be obtained from ATC if visibility is 1 statute mile or greater and the pilot can maneuver to remain clear of clouds in the vicinity.

**Visual meteorologic conditions (VMC):** Weather conditions specified in FAA regulations under which aircraft are authorized to takeoff, land, and maneuver under visual flight rules and by means of only visual navigational information. Electronic aids to navigation may be utilized by aircraft operating in VMC, but are not required. The visibility and cloud clearance requirements for VMC are determined by the airspace designation in which and aircraft is operating, by the aircraft's altitude above both sea level and ground level, and by whether the aircraft is operating in daylight or at night.

**VOR approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on lateral guidance information received by means of a VOR transmitter and which enable aircraft to descend toward an airport with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information. The VOR facility may be located within the physical boundaries of the destination airport or at some distance from the airport. VOR approaches do not provide vertical guidance. A typical VOR approach permits aircraft to descend to within 400-500 feet of the surface solely on the basis of radio navigation aids.

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