Arkansas Aviation Operation Plan
Glossary of Terms

A

ABORT To terminate a preplanned aircraft maneuver; e.g. an aborted takeoff [29]

ADVISORY FREQUENCY The appropriate frequency to be used for Airport Advisory Service [29]

AIR CARRIER A person who undertakes directly by lease, or other arrangement, to engage in air transportation.[30]

AIRCRAFT CATERGORY The term "category," as used with respect to the certification of aircraft, means a grouping of aircraft based on their intended use or operating limitations, for example, normal, utility, acrobatic, or primary. For purposes of this order, gliders and balloons will be referred to as categories rather than classifications.[30]

AIR TRAFFIC Aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas [29]

AIR TRAFFIC CLEARANCE An authorization by air traffic control for the purpose of preventing collision between known aircraft, for an aircraft to proceed under specified traffic conditions within controlled airspace. The pilot-in-command of an aircraft may not deviate from the provisions of a visual flight rules (VFR) or instrument flight rules (IFR) air traffic clearance except in an emergency or unless an amended clearance has been obtained [29]

AIR TRAFFIC CONTROL A service operated by appropriate authority to promote the safe, orderly and expeditious flow of air traffic [29]

AIRPORT MARKING AID Markings used on runway and taxiway surfaces to identify a specific runway, a runway threshold, a centerline, a hold line, etc. A runway should be marked in accordance with its present usage such as:
a. Visual.
b. Non-precision instrument.
c. Precision instrument [29]

AIRPORT REFERENCE POINT (ARP) Approximate geometric center of all usable runway surfaces [29]

AIRSPACE CONFLICT Predicted conflict of an aircraft and active Special Activity Airspace (SAA) [29]

AERONAUTICAL BEACON A visual NAVAID displaying flashes of white and/or colored light to indicate the location of an airport, a heliport, a landmark, a certain point of a Federal airway in mountainous terrain, or an obstruction [29]

AERONAUTICAL CHART A map used in air navigation containing all or part of the topographic features, hazards and obstructions, navigation aids, navigation routes, designated airspace, and airports [29]

AERO-MEDICAL EVACUATION (AE) Movement of patients under medical supervision to and between medical treatment facilities by air transportation[1]

AIR COORDINATION GROUP Establishes policies and provides for coordinating state, federal and volunteer organizations' air response to disasters or emergencies [31]

AIR GROUP COORDINATOR The ADA Assistant Director will assume the role of the Air Group Coordinator [31]

AIR TRAFFIC CONTROL SERVICE A service provided for the purpose of the following: a. preventing collisions: (1) between aircraft and (2) on the maneuvering area between aircraft and obstructions; and b. expediting and maintaining an orderly flow of air traffic.[2]

APRON Defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, refueling, parking or maintenance [29]

ATC ASSIGNED AIR SPACE Air space of defined vertical/lateral limits, assigned by ATC, for the purpose of providing air traffic segregation between the specified activities being conducted within the assigned airspace and other IFR air traffic [29]

[1] Joint Publication 1-02, *Department of Defense Dictionary of Military and AsSEOCiated Terms*, October 17, 2008
[2] Federal Aviation Administration, *Pilot/Controller Glossary*, March 12, 2009

ATC SECURITY TRACKING Continuous tracking of aircraft movement by an ATC facility in support of the DHS, the DOD, or other security elements for national security using radar (i.e., radar tracking) or other means (e.g., manual tracking) without providing basic radar services (including traffic advisories) or other ATC services not defined in this section [29]

ARKANSAS DEPARTMENT OF AERONAUTICS (ADA) The ADA, is integral part of Emergency Support Function #1 – Transportation Annex (ESF #1) to the State of Arkansas Emergency Operations Plan (AR EOP), and acts as the State Aviation Director and is the Air Coordinator for the ACG. The AHTD is the lead agency for (ESF #1) Transportation in the Arkansas Emergency Operations Plan. AHTD may assume control of intact surface transportation routes and facilitate restoration of surface roads serving airports [31]

Arkansas Airport Operators Association (AAOA) Represents the owners, operators, and users of the 90 public use airports located throughout the State of Arkansas[31]

Auto-Gas Fuel used for ground transportation

B

BASE LEG A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline[30]

BELOW MINIMUMS Weather conditions below the minimums prescribed by regulation for the particular action involved; e.g., landing minimums, takeoff minimums [30]

C

CEILING Heights above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obscuration," and not classified as "thin" or "partial." [29]

CONTINGENCY RESPONSE AIR SUPPORT SCHEDULE Is a visibility document of all participating aircraft operating in airspace control area, to include both Joint Forces Commander (JFC) and non-JFC assets.

CREW MEMBER A person assigned to perform duty in an aircraft during flight time.[3]

COMMAND AND CONTROL (C2) The exercise of authority and direction by a properly designated commander over assigned and attached forces in the accomplishment of the mission. Command and control functions are performed through an arrangement of personnel, equipment, communications, facilities, and procedures employed by a commander in planning, directing, coordinating, and controlling forces and operations in the accomplishment of the mission.[3]

COMPANY AIRCRAFT An aircraft owned by a corporation, a private business, a non-profit organization, or union that is not engaged in public commercial aviation purposes or for hire to the general public [29]

CONTROLLED AIR SPACE Air space of defined dimensions within which ATC service is provided to IFR flights and to VFR flights in accordance with the airspace classification. It is also the airspace within which all aircraft operators are subject to certain pilot qualifications, operating rules, and equipment requirements in 14 CFR part 91 (for specific operating requirements, please refer to 14 CFR part 91). For IFR operations in any class of controlled airspace, a pilot must file an IFR flight plan and receive an appropriate ATC clearance. Each Class B, Class C, and Class D airspace area designated for an airport contains at least one primary airport around which the airspace is designated (for specific designations and descriptions of the airspace classes, please refer to 14 CFR part 71). [29]

COORDINATE To systematically advance an analysis and exchange of information among principals who have or may have a need to know certain information to carry out specific incident management responsibilities. [29]

CROSSWIND When used concerning wind conditions, the word means a wind not parallel to the runway or the path of an aircraft [29]

CROSSWIND LEG A flight path at right angles to the landing runway off its upwind end [29]

D

DEAD RECKONING Dead reckoning, as applied to flying, is the navigation of an airplane solely by means of computations based on airspeed, course, heading, wind direction, and speed, groundspeed, and elapsed time [29]

[3] Joint Publication 1, *Joint Doctrine for the Armed Forces of the United States*, March 20, 2009

DEFENSE COORDINATING OFFICER (DCO) Individual who serves as the Department of Defense's (DOD's) single point of contact at the Joint Field Office (JFO) for requesting assistance from DOD, With few exceptions, requests for Defense Support of Civil Authorities originating at the JFO are coordinated with and processed through the DCO. The DCO may have a Defense Coordinating Element (DCE) consisting of a staff and military liaison officers to facilitate coordination and support to activated Emergency Support Functions. [29]

DEFENSE SUPPORT OF CIVIL AUTHORITIES (DSCA) Support provided by U.S. military forces (Regular, Reserve, and National Guard), DOD civilians, DOD contract personnel, and DOD agency and component assets in response to requests for assistance from civilian federal, state, local, and tribal authorities for domestic emergencies, designated law enforcement support, and other domestic activities. [29]

DISPLACED THRESHOLD A threshold that is located at a point on the runway other than the designated beginning of the runway [29]

DOWNWIND LEG Flight path parallel to the landing runway in the direction opposite to landing, the downwind leg normally extends between the crosswind leg and the base leg [29]

DYNAMIC RESTRICTIONS Those restrictions imposed by the local facility on an "as needed" basis to manage unpredictable fluctuations in traffic demands [29]

E

EMERGENCY LOCATOR TRANSMITTER A radio transmitter attached to the aircraft structure which operates from its own power source on 121.5 MHz and 243.0 MHz. It aids in locating downed aircraft by radiating a downward sweeping audio tone, 2-4 times per second. It is designed to function without human action after an accident [29]

EMERGENCY MANAGEMENT ASSISTANCE COMPACT (EMAC) A congressionally ratified organization that provides form and structure to interstate mutual aid. Through the EMAC, a disaster-affected state can request and receive assistance from other member states quickly and efficiently, resolving two key issues up front: liability and reimbursement. [29]

F

FEDERAL COORDINATING OFFICER (FCO) The official appointed by the President to execute Stafford Act authorities, including the commitment of FEMA resources and mission assignment of other federal departments or agencies. In all cases, the FCO represents the FEMA Administrator in the field to discharge all FEMA responsibilities for the response and recovery efforts underway. For Stafford Act events, the FCO is the primary federal representative with whom the State Coordinating Officer and other state, tribal, and local response officials interface to determine the most urgent needs and set objectives for an effective response in collaboration with the Unified Coordination Group.[4]

FINAL APPROACH Flight path in the direction of landing along the extended runway centerline, the final approach normally extends from the base leg to the runway. An aircraft making a straight-in approach VFR is also considered to be on final approach [29]

FLIGHT FOLLOWING Consists of radar traffic advisories provided to VFR aircraft by air traffic control on a workload permitting basis. Although advice regarding proximity to other aircraft may be provided it is still the VFR pilot's responsibility to see and avoid other aircraft. Also See Traffic Advisories.[5]

FLIGHT LINE A term used to describe the precise movement of a civil photogrammetric aircraft along a predetermined course(s) at a predetermined altitude during the actual photographic run [29]

FUEL REMAINING A phrase used by either pilots or controllers when relating to the fuel remaining on board until actual fuel exhaustion. When transmitting such information in response to either a controller question or pilot initiated cautionary advisory to air traffic control, pilots will state the APPROXIMATE NUMBER OF MINUTES the flight can continue with the fuel remaining. All reserve fuel SHOULD BE INCLUDED in the time stated, as should an allowance for established fuel gauge system error [29]

[4] *National Response Framework*, January 2008
[5] Federal Aviation Administration, *Pilot/Controller Glossary*, March 12, 2009

FLIGHT SERVICE STATION (FSS) An air traffic facility which provides pilot briefings, flight plan processing, en route radio communications, search and rescue services, and assistance to lost aircraft and aircraft in emergency situations. FSS also relays ATC clearances, processes Notices to Airmen, and broadcasts aviation weather and aeronautical information. In addition, at selected locations, FSS provides En Route Flight Advisory Service (Flight Watch) and Airport Advisory Service (AAS) and takes airport weather observations [29]

G

GENERAL AVIATION That portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate of public convenience and necessity from the Civil Aeronautics Board and large aircraft commercial operators [29]

GROUND SPEED The speed of an aircraft relative to the surface of the earth [29]

H

HELIPAD A small, designated area, usually with a prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, or movement area used for takeoff, landing, or parking of helicopters [29]

HELIPORT An area of land, water, or structure used or intended to be used for the landing and takeoff of helicopters and includes its buildings and facilities if any [29]

HOLD PROCEDURE A predetermined maneuver which keeps aircraft within a specified airspace while awaiting further clearance from air traffic control. Also used during ground operations to keep aircraft within a specified area or at a specified point while awaiting further clearance from air traffic control [29]

HOLD-SHORT POINT A point on the runway beyond which a landing aircraft with a LAHSO clearance is not authorized to proceed, this point may be located prior to an intersecting runway, taxiway, predetermined point, or approach/departure flight path [29]

I

IDENT FEATURE Special feature in the Air Traffic Control Radar Beacon System (ATCRBS) equipment, it is used to immediately distinguish one displayed beacon target from other beacon targets [29]

IFR CONDITIONS Weather conditions below the minimum for flight under visual flight rules [29]

INSTRUMENT LANDING SYSTEM A precision instrument approach system which normally consists of the following electronic components and visual aids [29]
a. Localizer
b. Glide-slope
c. Outer Marker
d. Middle Marker
e. Approach Lights

INTERNATIONAL AIRPORT Any airport designated by the Contracting State in whose territory it is situated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out [29]

J

JET STREAM A migrating stream of high-speed winds present at high altitudes [29]

JOINT FIELD OFFICE (JFO) The primary Federal incident management field structure. The JFO is a temporary Federal facility that provides a central location for the coordination of federal, state, tribal, and local governments and private-sector and nongovernmental organizations with primary responsibility for response and recovery. The JFO structure is organized, staffed, and managed in a manner consistent with National Incident Management System principles and is led by the Unified Coordination Group. Although the JFO uses an Incident Command System structure, the JFO does not manage on-scene operations. Instead, the JFO focuses on providing support to on-scene efforts and conducting broader support operations that may extend beyond the incident site.[6]

[6] *National Response Framework*, January 2008

K

KNOWN TRAFFIC With respect to ATC clearances, means aircraft whose altitude, position, and intentions are known to ATC [2]

L

LANDING MINIMUMS Minimum visibility prescribed for landing a civil aircraft while using an instrument approach procedure [29]

LOAD FACTOR The ratio of a 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.[3]

LARGE AIRCRAFT Aircraft that is more than 12,500 pounds, maximum certificated takeoff weight [30]

LOCALIZER Component of an ILS which provides course guidance to the runway [29]

LIGHT GUN A handheld directional light signaling device which emits a brilliant narrow beam of white, green, or red light as selected by the tower controller. The color and type of light transmitted can be used to approve or disapprove anticipated pilot actions where radio communication is not available. The light gun is used for controlling traffic operating in the vicinity of the airport and on the airport movement area [29]

LOCAL TRAFFIC Aircraft operating in the traffic pattern or within sight of the tower, or aircraft known to be departing or arriving from flight in local practice areas, or aircraft executing practice instrument approaches at the airport [29]

M

MAXIMUM ON GROUND (MOG) Maximum number of aircraft an airfield can have on the ground.[7]

MOVEMENT AREA The runways, taxiways, and other areas of an airport/heliport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports/heliports with a tower, specific approval for entry onto the movement area must be obtained from ATC [29]

MOVEMENT COORDINATION CENTER (MCC) Coordinates acquisition of transportation capacity and maintains visibility over validated transportation requests for assistance from inception through delivery to a mobilization center [29]

MULTIGENCY COORDINATION GROUP (MAC) Typically, administrators/executives, or their appointed representatives, who are authorized to commit agency resources and funds, are brought together and form MAC Groups, MAC Groups may also be known as multiagency committees, emergency management committees, or as otherwise defined by the system. A MAC Group can provide coordinated decision making and resource allocation among cooperating agencies, and may establish the priorities among incidents, harmonize agency policies, and provide strategic guidance and direction to support incident management activities.[8]

MULTIAGENCY COORDINATION SYSTEM(s) (MACS) Multiagency coordination systems provide the architecture to support coordination for incident prioritization, critical resource allocation, communications systems integration, and information coordination. The elements of multiagency coordination systems include facilities, equipment, personnel, procedures, and communications. Two of the most commonly used elements are emergency operations centers and MAC Groups. These systems assist agencies and organizations responding to an incident.[9]

MULTIJURSDICTION INCIDENT An incident requiring action from multiple agencies that each have jurisdiction to manage certain aspects of the incident, in the ICS, these incidents will be managed under Unified Command.[10]

[7] Joint Deployment Training Center, *Frequently Asked Questions*, No Date
[8] *National Response Framework*, January 2008
[9] *National Response Framework*, January 2008
[10] *National Response Framework*, January 2008

MUTUAL AID & ASSISTANCE AGREEMENT Written or oral agreement between and among agencies/organizations and/or jurisdictions that provides a mechanism to quickly obtain emergency assistance in the form of personnel, equipment, materials, and other associated services. The primary objective is to facilitate rapid, short-term deployment of emergency support prior to, during, and/or after an incident.[11]

N

NATION AIRSPACE SYSTEM (NAS) The common network of United States airspace; air navigation facilities, equipment and services, airport or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, and manpower and material, Included are system components shared jointly with the military.[12]

NATIONAL RESPONSE FRAMEWORK (NRF) Guides how the nation conducts all-hazards response. The Framework documents the key response principles, roles, and structures that organize national response. It describes how communities, states, the federal government, and private-sector and nongovernmental partners apply these principles for a coordinated, effective national response. And it describes special circumstances where the federal government exercises a larger role, including incidents where federal interests are involved and catastrophic incidents where a state would require significant support. It allows first responders, decision-makers, and supporting entities to provide a unified national response.[13]

NON-GOVERNMENTAL ORGANIZATION (NGO) An entity with an association that is based on interests of its members, individuals, or institutions, it is not created by a government, but it may work cooperatively with government. Such organizations serve a public purpose, not a private benefit. Examples of NGOs include faith-based charity organizations and the American Red Cross. NGOs, including voluntary and faith-based groups, provide relief services to sustain life, reduce physical and emotional distress, and promote the recovery of disaster victims. Often these groups provide specialized services that help individuals with disabilities. NGOs and voluntary organizations play a major role in assisting emergency managers before, during, and after an emergency.[14]

NOTAM/NOTICE TO AIRMEN A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations [29]

[11] *National Response Framework*, January 2008
[12] Federal Aviation Administration, *Pilot/Controller Glossary*, March 12, 2009
[13] *National Response Framework*, January 2008
[14] *National Response Framework*, January 2008

O

OBSTACLE An existing object, object of natural growth, or terrain at a fixed geographical location or which may be expected at a fixed location within a prescribed area with reference to which vertical clearance is or must be provided during flight operation [29]

OPERATIONAL CONTROL (OPCON) With respect to a particular flight, the exercise of authority over initiating, conducting, or terminating that flight [30,] those functions of common authoritative direction involving the composition of subordinate forces, the assignment of tasks, and the designation of objectives necessary to accomplish the mission. It does not include administrative, discipline, internal organization, and unit training except when a subordinate commander requests assistance. Inherent in operational control is the authority to assign tactical control.[15]

OUTER MARKER A marker beacon at or near the glide-slope intercept altitude of an ILS approach. It is keyed to transmit two dashes per second on a 400 Hz tone, which is received aurally and visually by compatible airborne equipment. The OM is normally located four to seven miles from the runway threshold on the extended centerline of the runway [29]

P

PAN-PAN The international radio-telephony urgency signal. When repeated three times, indicates uncertainty or alert followed by the nature of the urgency [29]

PRIVATE AIRCRAFT Aircraft owned by an individual, or group of individuals, and which is not engaged in commercial aviation activities or for hire to the general public[16]

PRIVATE SECTOR Organizations and entities that are not part of any governmental structure, the private sector includes for-profit and not-for-profit organizations, formal and informal structures, commerce, and industry [17]

---

[15] Department of Homeland Security Management Directive System MD Number: 0021, *Aviation Concept of Operations,* April 18, 2005

[16] Department of Homeland Security Management Directive System MD Number: 0020.1, *Aviation Management and Safety*, February 22, 2005

[17] *National Response Framework*, January 2008

PROHIBITED AREA Airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited [29]

PROPOSED DEPARTURE TIME The time that the aircraft expects to become airborne [29]

PROTECTED AIRSPACE The airspace on either side of an oceanic route/track that is equal to one-half the lateral separation minimum except where reduction of protected airspace has been authorized [29]

Q

QUADRANT A quarter part of a circle, centered on a NAVAID, oriented clockwise from magnetic north [29]

R

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 radar identified aircraft [29]

RADAR VECTORING Provision of navigational guidance to aircraft in the form of specific headings, based on the use of radar [29]

RADIAL A magnetic bearing extending from a VOR/VORTAC/TACAN navigation facility [29]

RESTRICTED AREA An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions [29]

ROTORCRAFT A heavier-than-air aircraft that depends principally for its support in flight on the lift generated by one or more rotors.[30]

RUNWAY IN USE / ACTIVE RUNWAY / DUTY RUNWAY Any runway or runways currently being used for takeoff or landing. When multiple runways are used, they are all considered active runways. In the metering sense, a selectable adapted item which specifies the landing runway configuration or direction of traffic flow. The adapted optimum flight plan from each transition fix to the vertex is determined by the runway configuration for arrival metering processing purposes [29]

S

SAFETY ALERT A safety alert issued by ATC to aircraft under their control if ATC is aware the aircraft is at an altitude which, in the controller's judgment, places the aircraft in unsafe proximity to terrain, obstructions, or other aircraft. The controller may discontinue the issuance of further alerts if the pilot advises he/she is taking action to correct the situation or has the other aircraft in sight [29]

SECURITY NOTICE (SECNOT) A SECNOT is a request originated by the Air Traffic Security Coordinator (ATSC) for an extensive communications search for aircraft involved, or suspected of being involved, in a security violation. A SECNOT will include the aircraft identification, search area, and expiration time. The search area, as defined by the ATSC, could be a single airport, multiple airports, a radius of an airport or fix, or a route of flight. Once the expiration time has been reached, the SECNOT is considered to be cancelled [29]

SECURITY SERVICES AIRSPACE Areas established through the regulatory process or by NOTAM, issued by the Administrator under title 14, CFR, sections 99.7, 91.141, and 91.139, which specify that ATC security services are required; i.e., ADIZ or temporary flight rules areas [29]

SIGMET Weather advisory issued concerning weather significant to the safety of all aircraft [29]

SOUTHEAST AIRPORT DISASTER OPERATIONS GROUP (SEADOG) This non-profit, all-volunteer group of airports provides assistance to airports located in the southeastern United States following a disaster [31]

SPECIAL ACTIVITY AIRSPACE (SAA) Airspace with defined dimensions within the National Airspace System wherein limitations may be imposed upon aircraft operations. This airspace may be restricted areas, prohibited areas, military operations areas; air ATC assigned airspace, and any other designated airspace areas. The dimensions of this airspace are programmed into URET and can be designated as either active or inactive by screen entry. Aircraft trajectories are constantly tested against the dimensions of active areas and alerts issued to the applicable sectors when violations are predicted [29]

SPECIAL NEEDS POPULATION Populations whose members may have additional needs before, during, and after an incident in functional areas, including but not limited to: maintaining independence, communication, transportation, supervision, and medical care. Individuals in need of additional response assistance may include those who have disabilities; who live in institutionalized settings; who are elderly; who are children; who are from diverse cultures; who have limited English proficiency or are non-English speaking; or who are transportation disadvantaged.[18]

SQUAWK Activate specific modes, codes, and functions on the aircraft transponder[29]

STAGING AREA Any location in which personnel, supplies, and equipment can be temporarily housed or parked while awaiting operational assignment.[19]

STRATEGIC AIRLIFT Long-haul, large aircraft originating outside the event area, and after pickup or drop off of their cargo inside the event area, departing the event area [30]

SMALL AIRCRAFT Aircraft of 12,500 pounds or less, maximum certificated takeoff weight.[30]

T

TACTICAL AIRLIFT Short-haul smaller aircraft operating entirely within the event area[30]

TACTICAL CONTROL (TACON) Used in the execution of operations and defined as the detailed and usually local direction and control of movement or maneuvers necessary to accomplish missions or tasks assigned. TACON is subordinate to OPCON.[20]

TERMINAL AREA A general term used to describe airspace in which approach control service or airport traffic control service is provided [29]

[18] *National Response Framework*, January 2008
[19] *National Response Framework*, January 2008
[20] Department of Homeland Security Management Directive System MD Number: 0021, *Aviation Concept of Operations,* April 18, 2005

TEMPORARY FLIGHT RESTRICTION (TFR) A TFR is a regulatory action issued by the FAA via the U.S. NOTAM System, under the authority of United States Code, Title 49. TFRs are issued within the sovereign airspace of the United States and its territories to restrict certain aircraft from operating within a defined area on a temporary basis to protect persons or property in the air or on the ground. While not all inclusive, TFRs may be issued for disaster or hazard situations such as: toxic gas leaks or spills, fumes from flammable agents, aircraft accident/incident sites, aviation or ground resources engaged in wildlife suppression, or aircraft relief activities following a disaster. TFRs may also be issued in support of VIP movements; for reasons of national security; or when determined necessary for the management of air traffic in the vicinity of aerial demonstrations or major sporting events. NAS users or other interested parties should contact a FSS for TFR information. Additionally, TFR information can be found in automated briefings, NOTAM publications, and on the internet at http://www.faa.gov. The FAA also distributes TFR information to aviation user groups for further dissemination [29]

TERMINAL RADAR SERVICE AREA Airspace surrounding designated airports wherein ATC provides radar vectoring, sequencing, and separation on a full-time basis for all IFR and participating VFR aircraft [29]

TOWER A terminal facility that uses air/ground communications, visual signaling, and other devices to provide ATC services to aircraft operating in the vicinity of an airport or on the movement area, Authorizes aircraft to land or takeoff at the airport controlled by the tower or to transit the Class D airspace area regardless of flight plan or weather conditions (IFR or VFR). A tower may also provide approach control services (radar or non-radar) [29]

TRAFFIC ADVISORIES Advisories issued to alert pilots to other known or observed air traffic which may be in such proximity to the position or intended route of flight of their aircraft to warrant their attention. Such advisories may be based on: Visual observation. Observation of radar identified and unidentified aircraft targets on an ATC radar display, or verbal reports from pilots or other facilities.[21]

TRANSPONDER The airborne radar beacon receiver/transmitter portion of the Air Traffic Control Radar Beacon System (ATCRBS) which automatically receives radio signals from interrogators on the ground, and selectively replies with a specific reply pulse or pulse group only to those interrogations being received on the mode to which it is set to respond [29]

[21] Federal Aviation Administration, *Pilot/Controller Glossary*, March 12, 2009

TRANSPONDER OBSERVED Phraseology used to inform a VFR pilot the aircraft's assigned beacon code and position have been observed. Specifically, this term conveys to a VFR pilot the transponder reply has been observed and its position correlated for transit through the designated area [29]

TURBO-JET AIRCRAFT An aircraft having a jet engine in which the energy of the jet operates a turbine which in turn operates the air compressor [29]

TURBO-PROP AIRCRAFT An aircraft having a jet engine in which the energy of the jet operates a turbine which drives the propeller [29]

U

ULTRAHIGH FREQUENCY The frequency band between 300 and 3,000 MHz. The bank of radio frequencies used for military air/ground voice communications. In some instances this may go as low as 225 MHz and still be referred to as UHF[29]

ULTRALIGHT VEHICLE An aeronautical vehicle operated for sport or recreational a purpose which does not require FAA registration, an airworthiness certificate, nor pilot certification. They are primarily single occupant vehicles, although some two-place vehicles are authorized for training purposes. Operation of an ultra-light vehicle in certain airspace requires authorization from ATC[29]

UPWIND LEG Flight path parallel to the landing runway in the direction of landing [29]

URBAN SEARCH & RESCUE TASK FORCE (US&R) Framework for structuring local emergency services personnel into integrated disaster response task forces. The 28 National US&R Task Forces complete with the necessary tools, equipment, skills, and techniques, can be deployed by the FEMA to assist state and local governments in rescuing victims of structural collapse incidents or to assist in other search and rescue missions.[22]

---

[22] *National Response Framework*, January 2008
[29] http://www.faa.gov/air_traffic/publications/atpubs/PCG/pcg.pdf

30 http://www.faa-aircraft-certification.com/faa-definitions.html
31 AR Air Op Plan
32 http://www.navy.mil/navydata/questions/zulutime.html

UNICOM Employed at airports with a low volume of general aviation traffic and where no control tower is presently active. UNICOM stations typically use a single communications frequency. Some airfields always offer UNICOM service while others revert to UNICOM procedures only during hours when the control tower is closed. Under this protocol, aircraft may call a non-government ground station to make announcements of their intentions. Pilots who join the frequency later can request field advisories, which may include "weather information, wind direction, the recommended runway" and any previously reported traffic.

In some cases, the ground station is not staffed, and attempts to communicate will, of course, receive no acknowledgement. During these times, pilots self-announce their position and/or intentions over the CTAF frequency, which is often the same as the UNICOM frequency. When a part-time UNICOM station is located on the same airport as a part-time control tower, the same frequency will be used by both ground stations to avoid confusion. Many UNICOM stations are operated by a Fixed base operator (FBO), and it may be possible to request services such as fuel trucks, taxi service from the airport, outgoing phone calls, and others [30]

V

VASI Visual Approach Slope indicator [29]

VECTOR Heading issued to an aircraft to provide navigational guidance by radar [29]

VERY HIGH FREQUENCY The frequency band between 30 and 300 MHz. Portions of this band, 108 to 118 MHz, are used for certain NAVAIDs; 118 to 136 MHz are used for civil air/ground voice communications. Other frequencies in this band are used for purposes not related to air traffic control [29]

VFR CONDITIONS Weather conditions equal to or better than the minimum for flight under visual flight rules [29]

VISIBILITY The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night. Visibility is reported as statute miles, hundreds of feet or meters[29]

VOR A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. Used as the basis for navigation in the National Airspace System. The VOR periodically identifies itself by Morse code and may have an additional voice identification feature. Voice features may be used by ATC or FSS for transmitting instructions/ information to pilots[29]

W

WIND SHEAR A change in wind speed and/or wind direction in a short distance resulting in a tearing or shearing effect, it can exist in a horizontal or vertical direction and occasionally in both[29]

X

Y

Z

ZULU TIME "Zulu" time is that which you might know as "GMT" (Greenwich Mean Time). Our natural concept of time is linked to the rotation of the earth and we define the length of the day as the 24 hours it takes the earth to spin once on its axis.

As time pieces became more accurate and communication became global, there needed to be a point from which all other world times were based. Since Great Britain was the world's foremost maritime power when the concept of latitude and longitude came to be, the starting point for designating longitude was the "prime meridian" which is zero degrees and runs through the Royal Greenwich Observatory, in Greenwich, England, southeast of central London. As a result, when the concept of time zones was introduced, the "starting" point for calculating the different time zones was/is at the Royal Greenwich Observatory. When it is noon at the observatory, it is five hours earlier (under Standard Time) in Washington, D.C.; six hours earlier in Chicago; seven hours earlier in Denver; and, eight hours earlier in Los Angeles.
Unfortunately the Earth does not rotate at exactly a constant rate. Due to various scientific reasons and increased accuracy in measuring the earth's rotation, a new timescale, called Coordinated Universal Time (UTC), has been adopted and replaces the term GMT [32]