

## APPENDIX A

# ACRONYMS AND TERMS

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<b>AAC</b>	Aircraft Approach Category
<b>AAGR</b>	Average Annual Growth Rate
<b>AC</b>	Advisory Circular
<b>ACIP</b>	Airport Capital Improvement Program
<b>ACGR</b>	Annual Compound Growth Rate
<b>ACRP</b>	Airport Cooperative Research Program
<b>ADG</b>	Airplane Design Group
<b>ADO</b>	Airports District Office
<b>AEP</b>	Airport Emergency Plan
<b>AFFF</b>	Aqueous Film Forming Foam
<b>AGL</b>	Above Ground Level
<b>AIP</b>	Airport Improvement Program
<b>ALP</b>	Airport Layout Plan
<b>APMs</b>	Airport Planning Manuals
<b>ARC</b>	Airport Reference Code
<b>ARFF</b>	Aircraft Rescue and Firefighting Facility
<b>ASPM</b>	Aviation System Performance Metrics
<b>ASV</b>	Annual Service Volume
<b>ATC</b>	Air Traffic Control
<b>ATCT</b>	Airport Traffic Control Tower
<b>ASOS</b>	Automated Surface Observation System
<b>AWOS</b>	Automated Weather Observation System
<b>BLF</b>	Boarding Load Factor
<b>BLM</b>	Bureau of Land Management
<b>BMP</b>	Best Management Practice
<b>BRL</b>	Building Restriction Line
<b>C&amp;D</b>	Construction and Demolition
<b>CAGR</b>	Compound Annual Growth Rate
<b>CARES Act</b>	Coronavirus Aid, Relief, and Economic Security Act
<b>CDP</b>	Conceptual Development Plan
<b>CERCLA</b>	Comprehensive Environmental Response, Compensation and Liability Act
<b>CFR</b>	Code of Federal Regulations
<b>CIP</b>	Capital Improvement Program
<b>CPEP</b>	Cost Per Enplaned Passenger
<b>CRJ</b>	Canadair Regional Jet

**CHAPTER 3**  
**FACILITY REQUIREMENTS**

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<b>CTAF</b>	Common Traffic Advisory Frequency
<b>CTX</b>	Computer Tomography X-ray
<b>CWA</b>	Clean Water Act
<b>DAC</b>	Direct Air Capture
<b>DEN</b>	Denver International Airport
<b>DME</b>	Distance Measuring Equipment
<b>DNL</b>	Day-Night Noise Level
<b>DW</b>	Dual Wheel
<b>EPA</b>	Environmental Protection Agency
<b>ERJ</b>	Embraer Regional Jet
<b>ESA</b>	Endangered Species Act
<b>ETD</b>	Explosive Trace Detection
<b>eVTOL</b>	Electronic Vertical Takeoff and Landing
<b>FAA</b>	Federal Aviation Administration
<b>FAR</b>	Federal Aviation Regulations
<b>FBO</b>	Fixed Base Operator
<b>FIS</b>	Federal Inspection Station
<b>FL</b>	Flight Level
<b>FMRA</b>	FAA Modernization and Reform Act
<b>FPPA</b>	Farmland Protection Policy Act
<b>FSS</b>	Flight Service Station
<b>FY</b>	Fiscal Year
<b>GA</b>	General Aviation
<b>GHG</b>	Greenhouse Gas
<b>GPS</b>	Global Positioning System
<b>GSE</b>	Ground Service Equipment
<b>HAZMAT</b>	Hazardous Materials
<b>HIRL</b>	High Intensity Runway Lights
<b>IFR</b>	Instrument Flight Rules
<b>IGA</b>	Intergovernmental Agreement
<b>ILS</b>	Instrument Landing System
<b>IPaC</b>	Information, Planning, and Conservation
<b>MALS</b>	Medium Intensity Approach Lighting System
<b>MALSR</b>	Medium Intensity Runway Lights with Runway Alignment Indicator Lights
<b>MBTA</b>	Migratory Bird Treaty Act
<b>MCI</b>	Mass Casualty Incident
<b>MIRL</b>	Medium Intensity Runway Lights
<b>MITL</b>	Medium Intensity Taxiway Lights
<b>MOS</b>	Modification to Standards



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<b>MSL</b>	Mean Sea Level
<b>MTOW</b>	Maximum Takeoff Weight
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NAS</b>	National Airspace System
<b>NASR</b>	National Aerospace System Resources
<b>NAVAIDS</b>	Navigational Aids
<b>NDB</b>	Non-Directional Beacon
<b>NEPA</b>	National Environmental Policy Act
<b>NFHL</b>	National Flood Hazard Layer
<b>NHPA</b>	National Historic Preservation Act
<b>NM</b>	Nautical Miles
<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&amp;D</b>	Origin and Destination
<b>ODALs</b>	Omni-Directional Approach Lights
<b>OFA</b>	Obstacle Free Area
<b>OFZ</b>	Obstacle Free Zone
<b>PAPI</b>	Precision Approach Path Indicator
<b>PCI</b>	Pavement Condition Index
<b>PCL</b>	Pilot Controlled Lighting
<b>PCN</b>	Pavement Condition Number
<b>PCV</b>	Poor Visibility Ceiling
<b>PDEW</b>	Passengers Daily Each Week
<b>PFCs</b>	Passenger Facility Charges
<b>PHOP</b>	Peak Hour Originating Passengers
<b>PHTP</b>	Peak Hour Terminating Passengers
<b>PUD</b>	Planned Unit Development
<b>PV</b>	Photovoltaics
<b>RCRA</b>	Resource Conservation and Recovery Act
<b>RCO</b>	Remote Communications Outlet
<b>RDC</b>	Runway Design Code
<b>REILs</b>	Runway End Identifier Lights
<b>RKS</b>	Southwest Wyoming Regional Airport
<b>RNAV</b>	Area Navigation
<b>ROFA</b>	Runway Object Free Area

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**FACILITY REQUIREMENTS**

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<b>ROFZ</b>	Runway Obstacle Free Zone
<b>RPZ</b>	Runway Protection Zone
<b>RSA</b>	Runway Safety Area
<b>SARA</b>	Superfund Amendments Reauthorization Act
<b>SASOs</b>	Specialized Aviation Service Operators
<b>SHPO</b>	State Historic Preservation Office
<b>SIB</b>	State Infrastructure Bank
<b>SLC</b>	Salt Lake City International Airport
<b>SRE</b>	Snow Removal Equipment
<b>SSCP</b>	Security Screening Check Point
<b>SW</b>	Single Wheel
<b>TAF</b>	Terminal Area Forecasts
<b>TAP</b>	Terminal Area Plan
<b>TCPs</b>	Traditional Cultural Properties
<b>TDG</b>	Taxiway Design Group
<b>TESM</b>	Taxiway Edge Safety Margin
<b>TFMSC</b>	Traffic Flow Management System Counts
<b>TOFA</b>	Taxiway Object Free Area
<b>TRUE</b>	Total Resource Use and Efficiency
<b>TSA</b>	Transportation Security Administration
<b>TSS</b>	Threshold Siting Surface
<b>USC</b>	United States Code
<b>USFWS</b>	United States Fish and Wildlife Service
<b>VFR</b>	Visual Flight Rules
<b>VHF</b>	Very High Frequency
<b>VOR</b>	Very High Frequency Omnidirectional Range
<b>VORTAC</b>	Very High Frequency Omnidirectional Range/Tactical Air Navigation
<b>WYDOT</b>	Wyoming Department of Transportation



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# GLOSSARY OF TERMS

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

**Aeronautical Development.** On-airport development requiring runway and taxiway access.

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

**Aircraft Apron Improvements.** In the context of the Capital Improvement Plan, this category includes all projects related to the construction, reconstruction or rehabilitation of all aircraft parking aprons, including the aprons associated with the new terminal building as well as all existing or planned general aviation aircraft parking aprons.

**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).

**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.

**ARFF Equipment.** In the context of the Capital Improvement Plan, this includes the acquisition or rehabilitation of aircraft rescue and fire-fighting equipment.

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

**Cell Lot.** Vehicle parking lot for meeters and greeters to await a cell phone call from their passengers.

**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.

**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.

**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.

**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.

**Funding Shortfall.** In the context of the capital implementation of this Master Plan, this term is used to describe funds insufficient in amount and timing to finance several capital projects planned for implementation during the mid- and long-term planning periods.

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

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**General Aviation Private Facility Improvements.** In the context of the Capital Improvement Plan, this category includes non-pavement related improvements to the general aviation areas, specifically new FBO and hangar construction, which are typically privately funded.

**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 decide as to whether 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.

**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.

**Nav aids.** Any facility aiding 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-Aeronautical Development.** On-airport development NOT requiring runway and taxiway access.

**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.



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**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.

**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.

**Roadways, Parking and Related Landside Improvements.** In the context of the Capital Improvement Plan, this category includes the rehabilitation of existing roadways and parking lots as well as reconfiguration or expansion of roadways or parking lots. This also includes rehabilitation of vehicular roads within the general aviation area and planned future access roads to new general aviation areas.

**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/Taxiway Improvements.** In the context of the Capital Improvement Plan, this category includes all projects related to the construction, extension, reconstruction or rehabilitation of any runway, taxiway or taxilane. This includes pavements used by both commercial service aircraft as well as general aviation aircraft.

**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.

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

**SRE Equipment.** In the context of the Capital Improvement Plan, this includes the acquisition or rehabilitation of snow removal equipment.

**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 Building and Expansion.** In the context of the Capital Improvement Plan, this includes the construction of the new terminal building as well as planned future expansions of the building.

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

**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, always, 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 can visually see and avoid stationary objects and other aircraft and fly without the use of instrumentation, under VFR.