

Appendix A : Glossary of Terms

Glossary of Terms

ACN - Aircraft Classification Number:

Aircraft Classification Numbers (ACN) are numbers expressing, in ICAO terminology, the relative effect of an aircraft on a pavement. The use of ACN-PCN method of reporting pavement strength is described in ICAO Annex 14. The ACN should not exceed PCN for unrestricted operations.

Active Runway:

Any runway currently being used for takeoff or landing. When multiple runways are used, they are all considered active runways. When an aircraft is landing or taking off on an airport surface other than a runway, the direction of flight will determine the active runway.

Aerodrome:

Any area of land, water (including the frozen surface thereof) or the supporting surface used or designed, prepared, equipped or set apart for use either in whole or in part of the arrival and departure, movement or servicing of aircraft and includes any buildings, installations and equipment in connection therewith.

Certified – a certified aerodrome is subject to inspection and must be operated in accordance with an Airport Operations Manual. Certifications are available only to aerodromes that are located within the built-up area of any city, town or other settlement; or is used by a CAR part 701, 704 or 705 air carrier for a scheduled service for the transport of passengers; or in the public interest; or if the operator wants it to be certified (at the cost of the operator).

Registered – registered aerodromes provide the Minister with information respecting the location, markings, lighting, use and operations of the aerodrome, and publish its information in the *Canada Flight Supplement* or the *Water Aerodrome Supplement* as applicable.

Non-Registered – non-registered aerodromes are generally for private use and not open or maintained for public use.

Airport Improvement Fee (AIF):

A passenger charge levied on a departing passenger by the airport. In Canada these are normally collected by the airline at time of ticket sale

Aeronautical Information Publication (AIP):

A publication issued by or with the authority of a state and containing aeronautical information of a lasting character essential to air navigation.

Air Carrier:

An entity that undertakes directly, by lease, or by other arrangement, to engage in air transportation. More specifically the commercial system of air transportation comprising a range of operators, including but not limited to, large certificated air carriers, small certificated air carriers, commuter air carriers and on-demand air taxis.

Aircraft Movement:

A take-off, landing, or simulated approach by an aircraft:

Itinerant Movement – Movements proceeding to or arriving from another location; or leaves the aerodrome traffic circuit but will be returning to land. Includes all fixed wing runway movements and helicopter operations.

Local Movement Local aircraft are considered as aircraft which remain in the circuit or in the vicinity of the airport and will return to the airport without landing elsewhere.

Airport:

An aerodrome for which an airport certificate is in force.

Air Taxi:

An aircraft operator who conducts services for hire in an aircraft with 30 or fewer passenger seats and a payload capacity of 7,500 pounds or less. An air taxi company provides 'seats on demand'. For example, instead of chartering an aircraft, a customer purchases a seat on a private jet.

ALR - Aircraft Load Rating:

Aircraft Load Ratings (ALR) are numbers, using the Transportation Canada system, which express the relative effect of an aircraft loading on a pavement. ALR have been assigned to present day aircraft at their maximum and minimum operating weights and at specific tyre pressures. ALRs are expressed on a scale from 1 (least demanding aircraft) to 12 (most demanding aircraft). The ALR should not exceed the pavement load rating (PLR) for unrestricted aircraft operations.

ANSP - Air Navigation Service Provider:

A provider of air traffic control services, such as NAV CANADA, or NATS-UK. Can be government-owned, but increasingly are private entities

Aircraft Planning Code (APC):

Coding of aircraft according to wingspan or outer main gear wheel span) in accordance with TP312 4th Ed. and ICAO guidelines:

Code A: Wingspan up to but not including 15 m and outer main gear wheel span up to but not including 4.5 m. (includes small Piston Engine Aircraft such as PA-31 or Beech Baron).

Code B: Wingspan of 15 m up to but not including 24 m and outer main gear wheel span of 4.5 m up to but not including 6 m. Includes aircraft such as the E125, BE1900 or Metroliner.

Code B+: Wingspan of 15 m up to but not including 24 m and outer main gear wheel span of 4.5 m up to but not including 6 m. The B+ designation includes the RJ and Large Turboprop such as CRJ, CR7, E145 or Q400.

Code C: Wingspan of 24 m up to but not including 36 m and outer main gear wheel span of 6 m up to but not including 9 m. Includes jet engine aircraft such as 737, 320 or E190.

Code D: Wingspan of 36 m up to but not including 52 m and outer main gear wheel span of 9 m up to but not including 14 m. Includes large aircraft such as 757 or 767.

Code E: Wingspan of 52 m up to but not including 65 m and outer main gear wheel span of 9 m up to but not including 14 m. Includes larger aircraft such as 757 and 767.

Code F: Wingspan of 65 m up to but not including 80 m and outer main gear wheel span of 14 m up to but not including 16 m. Includes large aircraft such as A380.

Approach Surface:

An imaginary inclined plane that extends upward and outward from each end of a runway strip. The intention of this surface is to protect against obstacles that penetrate into the airspace along the final approach path and that could pose a threat to the safety of approaching aircraft.

Apron:

Part of an aerodrome, other than the manoeuvring area, intended to accommodate the loading and unloading of passengers and cargo, the refuelling, servicing, maintenance and parking of aircraft, and any movement of aircraft, vehicles and pedestrians necessary for such purposes.

ATB - Air Terminal Building:

An installation provided with the facilities for loading and unloading aircraft and the in-transit handling of traffic (passengers, cargo and mail) which is moved by aircraft.

ATC - Air Traffic Control:

A facility established on an airport to provide air traffic control services on and in the vicinity of that airport; a structure containing facilities for the control of airport traffic, including the movement of aircraft, vehicles and pedestrians in the manoeuvring areas, as well as aircraft in flight. This structure may be associated with an air terminal building or an operational building or it may be a freestanding structure.

<p><u>AWOS - Automated Weather Observing System:</u> A system consisting of automated sensor suites which are designed to serve aviation and meteorological observing needs for safe and efficient aviation operations, weather forecasting and climatology.</p>
<p><u>Blast Fence:</u> A safety device that redirects the high energy exhaust from a jet engine to prevent damage and injury. The structure must be strong enough to withstand heat and high speed air streams as well as dust and debris carried by the turbulent air.</p>
<p><u>Canadian Border Services Agency (CBSA):</u> A federal institution that is responsible for ensuring the security and prosperity of Canada by managing the access of people and goods to and from Canada.</p>
<p><u>Baggage Handling System (BHS):</u> A system comprised of motorized conveyors designed to transport baggage from check-in desk locations to baggage make-up facilities and to transport baggage from drop-off locations to baggage claim devices.</p>
<p><u>Bridge or Airbridge:</u> A mechanical device that provides a connection between aircraft and terminal building within a controlled environment.</p>
<p><u>Business Aviation:</u> Non-airline civil aircraft operations, including fractional and corporate flying, but not including personal aviation.</p>
<p><u>Canadian Aviation Regulations:</u> A compilation of regulatory requirements designed to enhance safety and the competitiveness of the Canadian aviation industry. They correspond to the broad areas of aviation which Transport Canada, Civil Aviation is mandated to regulate (e.g., personnel, licensing, airworthiness, commercial air services etc).</p>
<p><u>Canada Air Pilot (CAP):</u> The Canada Air Pilot contains aeronautical information that is specifically pertinent to the arrival or departure portion of flight instrument approach procedures, standard instrument departure procedures and noise abatement procedures. It is published under the authority of the Minister.</p>
<p><u>Canadian Aviation Regulations (CARs):</u> A compilation of regulatory requirements designed to enhance safety and the competitiveness of the Canadian aviation industry. They correspond to the broad areas of aviation which Transport Canada, Civil Aviation is mandated to regulate (e.g., personnel, licensing, airworthiness, commercial air services etc.).</p>
<p><u>Category 1 Minima:</u> Minima for a Category I precision approach as set out in the Canada Air Pilot or the operations manual of an operator.</p>
<p><u>Canada Flight Supplement (CFS):</u> The Canada Flight Supplement is a joint civil/military publication. It contains information on Canadian and North Atlantic Aerodromes and is used as a reference for the planning and safe conduct of air operations. It is used to supplement enroute charts and the Canada Air Pilot.</p>
<p><u>Charter Airline:</u> The transportation of passengers and/or goods by aircraft where a person other than the air carrier operating the aircraft, or its agent, contracts for a block of seats or a portion of cargo capacity for that person's own use or for resale, in whole or in units, to members of the public. The entire capacity of the aircraft is disposed of in this manner.</p>
<p><u>Charter Flight:</u> When an entire aircraft, typically the entire aircraft, is hired for a trip.</p>
<p><u>Civil Aviation:</u> All non-military flights.</p>

<p><u>Clearway:</u> A defined rectangular area on the ground or water under the control of the appropriate authority selected or prepared as a suitable area over which an airplane may make a portion of its initial climb to a specified height.</p>
<p><u>Combined Operations Building (COB):</u> A term used locally to identify the building complex housing operations, equipment and personnel associated with airport maintenance and airport fire and rescue.</p>
<p><u>Connecting Flight:</u> A flight requiring passengers to change aircraft and/or airlines at an intermediate stop, wherein the previous flight segment had a different flight number.</p>
<p><u>Corporate Aviation:</u> A sector of the Canadian economy comprising scheduled and non-scheduled passenger and cargo airlines, aviation manufacturers, airport and aircraft service providers (including government services) and air cargo service providers.</p>
<p><u>Declared distances:</u> <u>Take-off run available (TORA):</u> The length of runway declared available and suitable for the ground run of an aeroplane taking off. <u>Take-off distance available (TODA):</u> The length of the take-off run available plus the length of the clearway, if provided. <u>Accelerate-stop distance available (ASDA):</u> The length of the take-off run available plus the length of the stopway, if provided. <u>Landing distance available (LDA):</u> The length of runway which is declared available and suitable for landing.</p>
<p><u>Deregulation:</u> The term commonly used in referring to the Airline Deregulation Act of 1978, this ended U.S. government regulation of passenger airline routes and rates. A similar pull back from over-regulation of aviation in Canada began in the 1980's.</p>
<p><u>Economic Impact:</u> With regard to a specific industry or sector, the sum of first-level, direct and indirect (i.e., sales, revenue, output), and induced (purchases required to produce the sales or output and household spending by the industry's employees) impacts. In the case of commercial aviation, primary impacts on the Canadian economy are related to: airlines and supporting services; aircraft, engines and parts manufacturing; and air visitor travel and other trip-related expenditures.</p>
<p><u>Enplaned and Deplaned:</u> E/D passengers leave or board an aircraft at an airport and include all O-D passengers plus those who connect to or from other flights.</p>
<p><u>Enplanement:</u> One (originating or connecting) passenger, boarding an aircraft, with a unique flight coupon.</p>
<p><u>FBO - Fixed Base Operator:</u> Private operator located on the airport, providing space (including hangars) and other services, primarily general and business aviation related.</p>
<p><u>Fleet Mix:</u> The various types of aircraft operating at an airport or in a region. Generally classified on the basis of weight and engine type.</p>
<p><u>Flight Service Station (FSS):</u> An aeronautical facility providing mobile and fixed communications, flight information, search and rescue alerting, and weather services to pilots and other users.</p>

<p><u>Gate:</u> Generally the passenger access point to/from the aircraft at the passenger Air Terminal Building. May be associated with an airbridge.</p>
<p><u>General Aviation (GA):</u> All aviation, other than military, and scheduled and charter air transport (airlines), including privately owned light single-engine aircraft for recreational flying (personal aviation), as well as business jets, rotorcraft and other types of equipment for such commercial activities (business aviation) as news-gathering, pipeline patrol, emergency medical flights, crop-dusting, agricultural application, flight training, shipping, surveying, air taxi, corporate flying, emergency transport, policing and firefighting.</p>
<p><u>Groundside:</u> That area of an aerodrome not intended to be used for activities related to aircraft operations and to which the public normally has unrestricted access. Also called “Landslide” interchangeably.</p>
<p><u>Hold Baggage Screening (HBS):</u> Part of the BHS where passengers checked bags are screened by EDS machines</p>
<p><u>International Air Transport Association (IATA):</u> Supports aviation with global standards for airline safety, security, efficiency and sustainability.</p>
<p><u>International Civil Aviation Organization (ICAO):</u> A specialized agency of the United Nations, having its headquarters in Montréal, the objective of which is to develop the principles and techniques of international air navigation and transportation and foster planning and development of international civil air transport.</p>
<p><u>Instrument Approach Procedure (IAP):</u> A procedure for an instrument approach to a runway or aerodrome determined by the pilot-in-command of an aircraft on the basis of the information specified in the Canada Air Pilot for an IFR approach to that runway or aerodrome.</p>
<p><u>Instrument Flight Rules (IFR):</u> A set of rules governing the conduct of flight under instrument meteorological conditions. Aircraft flying IFR depend on ATC to monitor air traffic activity in the surrounding airspace. ATC provides separation from other aircraft operating under IFR rules and from VFR aircraft in Class B airspace.</p>
<p><u>Instrument Landing System (ILS):</u> A radio navigation system which provides aircraft with horizontal and vertical guidance just before and during landing and, at certain fixed points, indicates the distance to the reference point of landing. <u>ILS Category I</u> – An ILS approach procedure which provides for approach to a height above touchdown of not less than 200 feet and with runway visual range of not less than 1,800feet. <u>ILS Category II</u> – An ILS approach procedure which provides for approach to a height above touchdown of not less than 100 feet and with runway visual range of not less than 1,200feet. <u>ILS Category III</u> - (1) IIIA - An ILS approach procedure which provides for approach without a decision height minimum and with runway visual range of not less than 700 feet. (2) IIIB - An ILS approach procedure which provides for approach without a decision height minimum and with runway visual range of not less than 150 feet. (3) IIIC - An ILS approach procedure which provides for approach without a decision height minimum and without runway visual range minimum.</p>
<p><u>Instrument Approach:</u> A series of predetermined maneuvers by reference to flight instruments for the orderly transfer of an aircraft from the beginning of the initial approach to a landing, or to a point from which a landing may be made.</p>
<p><u>Itinerant Aircraft Movements:</u> All aircraft landings and take-offs other than local movements that have a destination or origin other than the reporting airport. Includes all fixed wing runway movements and helicopter operations. Excludes flights only passing through the control zone of the airport.</p>
<p><u>Load Factor (LF):</u> The number of passengers carried as a percentage of the number of seats available.</p>

<p><u>Local Aircraft Movements:</u> Local aircraft movements are considered as aircraft which remain in the circuit or in the vicinity of the airport and will return to the airport without landing elsewhere.</p>
<p><u>LOS - Level of Service:</u> Defined around passenger processing and determines issues such as comfort, queuing, wait times, etc. Levels A to F are defined as: <u>Level of Service A:</u> An excellent level of service: conditions of free flow, no delays and excellent levels of comfort. <u>Level of Service B:</u> A high level of service: conditions of stable flow, very few delays and high levels of comfort. <u>Level of Service C:</u> A good level of service: conditions of stable flow, acceptable delays and good levels of comfort. <u>Level of Service D:</u> An adequate level of service: conditions of unstable flow, acceptable delays for short periods of time and adequate levels of comfort. <u>Level of Service E:</u> An inadequate level of service: conditions of unstable flow, unacceptable delays and inadequate levels of comfort. <u>Level of Service F:</u> An unacceptable level of service: conditions of cross-flows, system breakdowns and unacceptable delays; an unacceptable level of comfort.</p>
<p><u>Manoeuvring Area:</u> That Part of an aerodrome intended to be used for taking off and landing of aircraft and the movement of aircraft associated with takeoff and landing, excluding aprons.</p>
<p><u>Movement:</u> One landing <u>or</u> one takeoff.</p>
<p><u>NAV CANADA:</u> The private, non-share capital corporation providing air navigation services in Canadian airspace, and ATS in international airspace for which Canada has assumed responsibility.</p>
<p><u>Noise Exposure Forecast (NEF):</u> Officially recognized metric measurement used for airport noise assessment in Canada. A NEP is based on a projection (not a forecast) of aircraft movements for up to 20 years into the future, and includes aircraft types and runway configurations that may materialize during this period.</p>
<p><u>Non-Directional Beacon (NDB):</u> A ground-based, low frequency radio transmitter used in support of an instrument approach for airports.</p>
<p><u>Non-Precision Approach:</u> An instrument approach that makes use of visual and non-visual aids providing at least directional guidance adequate for a straight-in approach.</p>
<p><u>Non-Passenger Screening Vehicles (NPS-V):</u> The security screening of non passenger vehicles accessing restricted airport areas.</p>
<p><u>Non-Passenger Screening (Terminal):</u> The security screening of non passengers accessing restricted airport areas.</p>
<p><u>Origin and Destination (O/D):</u> O/D passengers are those who either start or terminate their trips at an airport.</p>
<p><u>OD Traffic:</u> A measure of airline (passenger) traffic between the commencement point of an air passenger's journey and the end point, as distinguished from E/D traffic.</p>
<p><u>Obstacle Limitation Surface (OLS):</u> Defines the limits to which objects may project into the airspace around airports so as to permit the intended airplane operations at the airport to be conducted safely.</p>
<p><u>Planning Peak Hour Passenger:</u> Represents the passenger demand during a typical very busy period rather than the busiest hour of the year.</p>

Radio Frequency Identification (RFID):

A device that uses electromagnetic fields to automatically identify and track tags attached to objects. The tags contain electronically stored information. Passive tags collect energy from a nearby RFID reader's interrogating radio waves. Active tags have a local power source such as a battery and may operate at hundreds of meters from the RFID reader.

Regional Jet (RJ):

Through no formal definition exists, an RJ is typically thought of as a jet aircraft containing between 35 and 100 seats, operated principally by regional or commuter airlines in short- to medium-haul commercial passenger service.

RNAV - Area Navigation:

RNAV is a system that allows navigation on any desired flight path, rather than one defined by ground-based fixed airways. An RNAV system can determine position by referencing the position of ground-or space-based navigation aids, such as the Global Positioning System (GPS), using onboard flight management computers.

Required Navigation Performance (RNP):

An operating standard that must be met for an aircraft to operate in certain areas of the defined airspace. RNP requires an aircraft to stay within a specific envelope of airspace and continuously monitor its performance.

Runway:

A defined rectangular area at an aerodrome prepared for the landing and take-off of an aircraft.

Non-Precision Runway – A runway served by visual aids and non-visual navigation aids that provides at least lateral guidance adequate for approach down to a height above aerodrome (HAA)/height above touchdown (HAT) of 500 ft. but not lower than 250 ft.

Precision Runway – A runways served by visual aids and non-visual navigation aids that provide lateral and vertical guidance to the operating minima as specified in precision runway ILS CAT I, CAT II or CAT III.

Non-instrument Runway:

A runway intended for the operation of aircraft using visual approach procedures.

Runway Visual Range (RVR):

A measure of the horizontal visibility on the runway and used to define low visibility conditions and operating requirements.

Scheduled Airline:

Any air transport enterprise offering or operating a regular air service according to a published timetable (although many also operation-scheduled services).

Scheduled Services:

Flights listed in a published timetable (or that are regular and frequent as to constitute a recognizably systematic series) and performed for remuneration.

Take Off Surface:

An obstacle limitation surface required to protect take-offs on runways with a clearway or a displaced threshold, in which part of the take-off occurs within the displaced portion of the runway threshold.

Taxiway:

A defined path at an aerodrome selected or prepared for the movement of aircraft.

Transport Canada (TC):

The Federal Authority responsible for the regulation of civil aviation.

Threshold:

The beginning of that portion of the runway declared usable for landing by the aerodrome operator.

Visual Flight Rules (VFR):

The rules that govern the procedures for conducting flight under visual conditions. The abbreviation "VFR" is also used to indicate weather conditions that are equal to or greater than the minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

