

**APPENDIX A**

**GLOSSARY AND  
ABBREVIATIONS**



**APPENDIX A  
GLOSSARY AND ABBREVIATIONS**

**A**

**A-WEIGHTED SOUND LEVEL** - The sound pressure level, filtered or weighted to reduce the influence of low and high frequency (dBA).

**ADA** – Americans with Disabilities Act.

**AC** - Advisory Circular published by the Federal Aviation Administration.

**ADPM** - Average Day of the Peak Month.

**AGL** - Above Ground Level.

**AIP** – Airport Improvement Program.

**AIRCRAFT MIX** - The relative percentage of aircraft or aircraft operations at an airport by class of aircraft, often differentiated by gross takeoff weight and number of engines.

**AIR NAVIGATIONAL FACILITY (NAVAID)** - Any facility used for guiding or controlling flight in the air or during the landing or takeoff of aircraft.

**AIR TAXI** - Aircraft operated by a company or individual that performs air transportation on a non-scheduled basis over unspecified routes usually with light aircraft.

**AIRPORT AVAILABLE FOR PUBLIC USE** - An airport available for use by the public, with or without a prior request.

**AIRPORT MASTER PLAN (UPDATE)** - Long-range plan of airport development requirements.

**ALP** - Airport Layout Plan.

**ALS** - Approach Light System.

**AMBIENT NOISE** - All encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far.



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APPROACH SLOPE - Imaginary areas, that are to be kept clear of obstructions, extending out and away from the approach ends of runways.

APPROACH SURFACE - An element of the airport FAR Part 77 imaginary surfaces, longitudinally centered on the extended runway centerline, extending upward and outward from the end of the Primary Surface at a designated slope.

ARC – Airport Reference Code.

ARFF – Aircraft Rescue and Fire-Fighting.

ASA – Airport Service Area.

ASDA – Accelerate Stop Distance Available.

ASMP – Airport System Master Plan.

ASOS – Automated Surface Observing System.

ASV - Annual Service Volume - a reasonable estimate of the airfield's annual capacity.

ATCT - Airport Traffic Control Tower.

ATC - Air Traffic Control.

Avgas – Aviation gas.

AVIGATION AND HAZARD EASEMENT - An easement which generally provides right of flight at any altitude above the approach surface, prevents any obstruction above the approach surface, provides a right to cause noise vibrations, prohibits the creation of electrical interference, and grants right-of-way entry to remove trees or structures above the approach surface.

**B**

BASED AIRCRAFT - An aircraft permanently stationed at the airport, usually by some form of agreement between the aircraft owner and airport management.

BUSINESS JET - Any of a type of turbine powered aircraft carrying six or more passengers and weighing less than approximately 90,000 pounds gross takeoff weight.



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**D**

DBA – See A-WEIGHTED SOUND LEVEL.

DECISION HEIGHT (DH) - With respect to the operation of aircraft, the height at which a decision must be made, using an ILS or PAR instrument approach, to either continue the approach or to execute a missed approach.

DISTANCE MEASURING EQUIPMENT (DME) - An electronic installation established with either a VOR or ILS to provide distance information from the facility to pilots by reception of electronic signals. It measures, in nautical miles, the distance of an aircraft from a NAVAID.

**E**

ENROUTE - The route of flight from point of departure to point of destination, including intermediate stops (excludes local operations).

ENROUTE AIRSPACE - Controlled airspace above and/or adjacent to terminal airspace.

**F**

F&E - Facilities and Equipment program of the FAA.

FAA - Federal Aviation Administration of the United States Department of Transportation.

FAR - Federal Aviation Regulation.

FAR Part 77 - A regulation establishing standards for determining obstructions to navigable airspace.

FBO - Fixed Base Operator.

FEDERAL AIRWAYS - See LOW ALTITUDE AIRWAYS.

FINAL APPROACH - The flight plan of landing aircraft in the direction of landing along the extended runway centerline from the base leg to the runway.

FLEET MIX – See AIRCRAFT MIX.



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FLIGHT SERVICE STATION (FSS) - A facility operated by the FAA to provide flight assistance service.

FSS – Flight Service Station.

FY - Fiscal Year.

## **G**

GA - General Aviation - Refers to all civil aircraft and operations that are not classified as air carrier.

GAMA – General Aviation Manufacturers Association.

GLIDE SLOPE (GS) - The vertical guidance component of an Instrument Landing System (ILS).

GPS - Global Positioning System.

## **H**

HIGH ALTITUDE AIRWAYS - See Jet Routes.

HIRL - High Intensity Runway Lighting.

HORIZONTAL SURFACE - An imaginary surface constituting a horizontal plane 150 feet above the airport elevation.

## **I**

IFR - Instrument Flight Rules that govern flight procedures under IFR conditions, weather conditions below the minimum for flight under visual flight rules (see INSTRUMENT METEOROLOGICAL CONDITIONS).

IMAGINARY SURFACE - An area established in relation to the airport and to each runway consistent with FAR Part 77 in which any object extending above these imaginary surfaces is, by definition, an “obstruction.”



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**INSTRUMENT APPROACH** - A series of predetermined maneuvers for the orderly transfer of an 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 LANDING SYSTEM (ILS)** - A precision instrument approach system consisting of localizer (azimuth guidance), glide slope (vertical guidance), outer marker (final approach fix) and approach light system.

**INSTRUMENT METEOROLOGICAL CONDITIONS** - Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling less than the minima specified for visual meteorological conditions.

**INSTRUMENT OPERATION** - A landing or takeoff conducted while operating on an instrument flight plan.

**INSTRUMENT RUNWAY** - A runway equipped with electronic and visual navigation aids for which a precision or non-precision approach procedure having straight-in landing minimums has been established.

**INTEGRATED NOISE MODEL (INM)** - A computer-based airport noise exposure modeling program.

**ITINERANT OPERATIONS** - All aircraft arrivals and departures other than local operations.

**J**

**JET ROUTES** - A route designed to serve aircraft operating from 18,000 feet MSL up to and including flight level 450.

**L**

**LAT** – Latitude.

**LAX** – Los Angeles International Airport.

**LDA** – Landing Distance Available.

**LDA** - Localizer Type Directional Aid.

**LIRL** - Low Intensity Runway Lighting.



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LITL – Low Intensity Taxiway Lighting.

LOC - Localizer (a component of a ILS).

LOCAL OPERATION - Operations performed by aircraft which: (a) operate in the local traffic pattern or within the sight of the tower; (b) are known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of the control tower, or (c) execute simulated instrument approaches or low passes at the airport.

LONG – Longitude.

LOW ALTITUDE AIRWAYS - Air routes below 18,000 feet MSL, referred to as Federal Airways.

**M**

MALS - Medium Intensity Approach Light System.

MALSF - Medium Intensity Approach Light System with sequence flashing lights.

MALSR - MALS with Runway Alignment Indicator Lights (RAIL).

MARKER BEACON - An electronic navigation facility, which transmits a fan or bone-shaped radiation, pattern. When received by compatible airborne equipment they indicate to the pilot that he is passing over the facility. Two to three beacons are used to advise pilots of their position during an ILS approach.

MGW - Maximum Gross Weight.

MILITARY OPERATION - An operation by military aircraft.

MINIMUM DESCENT ALTITUDE (MDA) - The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circling-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided.

MIRL - Medium Intensity Runway Lighting.

MISSED APPROACH - A prescribed procedure to be followed by aircraft that cannot complete an attempted landing at an airport.

MITL - Medium Intensity Taxiway Lighting.

MM - Middle Marker (a component of an ILS).



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MOA - Military Operations Area.

MSL - Mean Sea Level.

**N**

NA - Not applicable.

NAS - NATIONAL AIRSPACE SYSTEM - The common system of air navigation and air traffic encompassing communications facilities, air navigation facilities, airways, controlled airspace, special use airspace and flight procedures authorized by Federal Aviation Regulations for domestic and international aviation.

NAVAID - See Air Navigation Facility.

NDB - NON-DIRECTIONAL BEACON - An electronic ground station transmitting in all directions in the L/MF frequency spectrum; provides azimuth guidance to aircraft equipped with direction finder receivers. These facilities are often established with ILS outer markers to provide transition guidance to the ILS system.

NEPA - National Environmental Policy Act.

NM - Nautical Mile.

NOISE ABATEMENT - A procedure for the operation of aircraft at an airport that reduces the impact of noise on the environs of the airport.

NOISE CONTOUR - A noise impact boundary line connecting points on a map where the level of sound is the same.

NON-PRECISION APPROACH - A standard instrument approach procedure in which no electronic glide slope is provided.

NOTAM - Notice to Airmen.

NPIAS - National Plan of Integrated Airport Systems.

**O**





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OBSTRUCTION - Any structure, growth, or other object, including a mobile object, that exceeds a limiting height established by federal regulations or by a hazard zoning regulation.

OCFA – Orange County Fire Authority.

OFZ – Object Free Zone.

OM - Outer Marker (a component of an ILS).

OPERATION - An aircraft arrival at or departure from an airport.

OUTER FIX - A point in the destination terminal area from which aircraft are cleared to the approach fix or final approach course.

**P**

PAC – Planning Advisory Committee for Airport Master Plan Update.

PAPI - Precision Approach Path Indicator.

PAR - Precision Approach Radar.

PCC - Portland Cement Concrete pavement.

PIREP – Pilot Report.

PLASI – A visual approach aid that provides vertical visual approach slope guidance by means of a single light source.

PAC – Planning Advisory Committee.

POSITIVE CONTROL - The separation of all air traffic within designated airspace by air traffic control.

PRECISION APPROACH - A standard instrument approach procedure in which an electronic glideslope/glidepath is provided; e.g., ILS/MLS and PAR.

PRIMARY RUNWAY - The runway on which the majority of operations take place. On large, busy airports, there may be two or more parallel primary runways.

PRIMARY SURFACE - An area longitudinally centered on a runway with a width ranging from 250 to 1000 feet and extending 200 feet beyond the end of a paved runway.



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PROHIBITED AREA - Airspace of defined dimensions identified by an area on the surface of the earth within flight is prohibited.

**R**

RADAR SEPARATION - Radar spacing of aircraft in accordance with established minima.

RAIL - Runway Alignment Indicator Lights.

REIL - Runway End Identification Lights.

RESTRICTED AREAS - Airspace of defined dimensions identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions.

ROFA – Runway Object Free Area.

ROTATING BEACON - A visual NAVAID displaying flashes of white and/or colored light used to indicate location of an airport.

RPM – Revolutions per minute.

RSA – Runway Safety Area.

RUNWAY SAFETY AREA - An area symmetrical about the runway centerline and extending beyond the ends of the runway that must be free of obstacles as specified.

**S**

SALS - Short Approach Light System.

SEGMENTED CIRCLE - An airport aid identifying the traffic pattern direction.

SEPARATION MINIMA - The minimum longitudinal, lateral, or vertical distances by which aircraft are spaced through the application of air traffic control procedures.

SCAG – Southern California Association of Governments.

SSALF - Simplified Short Approach Light System with Sequence Flashing lights.

SSALS - Simplified Short Approach Light System.



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SSALR - Simplified Short Approach Light System with Runway Alignment Indicator Lights (RAIL).

STANDARD LAND USE CODING MANUAL (SLUCM) - A standard system for identifying and coding land use activities published by the U.S. Department of Housing and Urban Development and the Federal Highway Administration.

STRAIGHT-IN APPROACH - A descent in an approved procedure in which the final approach course alignment and descent gradient permits authorization of straight-in landing minimums.

STOL - Short Takeoff and Landing.

## T

TACAN - Tactical Air Navigation.

TAF – Terminal Area Forecast (prepared by the FAA).

TERMINAL AIRSPACE - The controlled airspace normally associated with aircraft departure and arrival patterns to/from airports within a terminal system and between adjacent terminal systems in which tower enroute air traffic control service is provided.

TERPS - Terminal Instrument Procedures.

THRESHOLD - The beginning of that portion of the runway usable for landing.

TOUCH-AND-GO OPERATION - An operation in which the aircraft lands and begins takeoff roll without stopping.

TRAFFIC PATTERN - The traffic flow that is prescribed for aircraft landing at, taxiing on, and taking off from an airport. The usual components of a traffic pattern are upwind leg, crosswind leg, downwind leg, base leg and final approach.

- a. Upwind Leg- A flight path parallel to the landing runway in the direction of landing.
- b. Crosswind Leg- A flight path at right angles to the landing runway off its upwind end.
- c. Downwind Leg- A 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.



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**d. 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.

**e. Final Approach.** A 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.

TRANSIENT AIRCRAFT – Aircraft not based at the airport.

TRANSITION SURFACE - An element of the imaginary surfaces extending outward at right angles to the runway centerline and from the sides of the Primary and Approach Surfaces to where they intersect the Horizontal and Conical Surfaces.

TRANSITIONAL AIRSPACE - That portion of controlled airspace wherein aircraft change from one phase of flight or flight condition to another.

TVOR - Terminal Very High Frequency Omnidirectional Station.

## U

UHF - Ultra High Frequency.

UNICOM - Radio communications station that provides pilots with pertinent airport information (winds, weather, etc.) at specific airports.

UTILITY RUNWAY - A runway intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight or less.

## V

VASI – A visual landing aid that provides vertical visual approach slope guidance to aircraft during approach to landing by radiating a directional pattern of high intensity red and white focused light beams.

VECTOR - A heading issued to an aircraft to provide navigational guidance by radar.

VFR - Visual Flight Rules that govern flight procedures in good weather.



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VFR AIRCRAFT - An aircraft conducting flight in accordance with Visual Flight Rules.

VHF - Very High Frequency.

VOR - Very High Frequency Omnidirectional Station. A ground-based radio (electronic) navigation aid transmitting radials in all directions in the VHF frequency spectrum; provides azimuth guidance to pilots by reception of electronic signals.

VORTAC - Co-located VOR and TACAN.

V/STOL - Vertical/Short Takeoff and Landing.

VTOL - Vertical Takeoff and Landing (includes, but is not limited to, helicopters).

**W**

WARNING AREA - Airspace which may contain hazards to non-participating aircraft in international airspace.

WIND CONE (WIND SOCK) - Conical wind directional indicator.

WORKING PAPER – Report describing interim findings of the Airport Master Plan Update.



**APPENDIX B**

**BASED AIRCRAFT  
OWNERS SURVEY**





# FULLERTON MUNICIPAL AIRPORT

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## MASTER PLAN UPDATE BASED AIRCRAFT OWNERS SURVEY

The City of Fullerton is updating the master plan for Fullerton Municipal Airport. An important planning objective is to address improvements that owners of aircraft based at the airport think are needed. Please help us by taking a moment of your time to respond to the following questions. A pre-addressed, stamped envelope is enclosed. Please return the completed questionnaire within ten days to ensure that it is included in the survey. Thank you for your support of this important project.

Rod Propst, C.A.E., Airport Manager

**1. Is (are) your aircraft owned by: [please check one]**

Individual  Business  Flying Club  Other: \_\_\_\_\_

**2. Where do you (the owner or primary operator of the aircraft) live?**

State	County	City	Zip Code
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**3. Please provide the following information on the number of your aircraft and your flying activity.**

Aircraft Type	Number of Aircraft	Annual Takeoffs*	Percent Touch and Go
Single-engine piston - under 4 place			
Single-engine piston - 4 place and over			
Multi-engine piston			
Turboprop			
Turbojet			
Helicopter			
Other: _____			

\* Include each touch-and-go as a takeoff.

**4. Over the next five years, what do you anticipate your flying activity will be compared to the level of activity before September 11, 2001? [please check one]**

Activity will increase  Activity will decrease  Activity will be about the same



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 BASED AIRCRAFT OWNERS SURVEY (JANUARY 2002) - CONTINUED

5. What percentages of your flights are for the following purposes? *[should add to 100%]*

Business  %    Personal  %    Training  %    Other  %

6. Please check the factors that most influenced you to locate your aircraft at Fullerton Municipal Airport. *[check all that apply]*

- |  |   |
|--|---|
| <input type="checkbox"/> Proximity to home           | <input type="checkbox"/> Availability of services |
| <input type="checkbox"/> Proximity to business       | <input type="checkbox"/> Cost of services         |
| <input type="checkbox"/> Favorable flying conditions | <input type="checkbox"/> Other: _____             |
| <input type="checkbox"/> Availability of facilities  | <input type="checkbox"/> Other: _____             |

7. Please list in importance to you the main issues you would like to see addressed in the airport master plan update.

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

8. Rate the following improvements that you would like to see at the airport in order of priority.

Check the boxes and/or rate consecutively, each in order of priority.	Rate 1-12	Low Priority <input checked="" type="checkbox"/>	High Priority <input checked="" type="checkbox"/>
1. Replace Old T-hangars		<input type="checkbox"/>	<input type="checkbox"/>
2. Additional T-hangars	_____	<input type="checkbox"/>	<input type="checkbox"/>
3. Additional Tiedowns	_____	<input type="checkbox"/>	<input type="checkbox"/>
4. Additional Transient Parking	_____	<input type="checkbox"/>	<input type="checkbox"/>
5. Pavement Resurfacing	_____	<input type="checkbox"/>	<input type="checkbox"/>
6. Additional Wash Rack(s)	_____	<input type="checkbox"/>	<input type="checkbox"/>
7. Expanded Security Program	_____	<input type="checkbox"/>	<input type="checkbox"/>
8. Improved Auto Access/Parking	_____	<input type="checkbox"/>	<input type="checkbox"/>
9. Nav aids: _____	_____	<input type="checkbox"/>	<input type="checkbox"/>
10. Other: _____	_____	<input type="checkbox"/>	<input type="checkbox"/>
11. Other: _____	_____	<input type="checkbox"/>	<input type="checkbox"/>
12. Other: _____	_____	<input type="checkbox"/>	<input type="checkbox"/>



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 BASED AIRCRAFT OWNERS SURVEY (JANUARY 2002) - CONTINUED

**9. Please rate the adequacy of existing services and facilities at Fullerton Municipal Airport.**

	EXCELLENT	SATISFACTORY	POOR
Security	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FBO Services in General	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flight Instruction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Charter Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aircraft Maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fueling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigational Aids	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transient Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tiedowns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Auto Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hangar Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wash Rack	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restrooms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General Aviation Terminal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restaurant	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**10. Please rate the costs of services at the airport.**

	VERY LOW	AVERAGE	VERY HIGH
Flight School Rates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintenance Rates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel Costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hangar Rental Rate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tiedown Rates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transient Parking Rates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**11. Please indicate the number of your aircraft in tiedowns and hangars, and your preference if additional hangars were available.**

	Present Method of Storing My Based Aircraft	Preference if Additional Hangars were Available
Number of Aircraft in Tiedowns	_____	_____
Number of Aircraft in Hangars	_____	_____

**12. Please estimate the amount of money spent annually in the area for the operation of your aircraft at Fullerton Municipal Airport. [give total of all aircraft if more than one]**

Hangar/Tiedown	\$ _____
Fuel	\$ _____
Maintenance	\$ _____
Insurance	\$ _____
Other: _____	\$ _____
Annual Total	\$ _____

**13. Are there any measures the airport should take in response to the potential for an increased threat of terrorism?**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**14. Please use this space for additional comments you would like to provide pertaining to the airport or master plan update. [attach additional paper if necessary]**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_