

**Appendix D: List of Acronyms and Glossary**

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## D.1 List of Acronyms

4T2	Kenneth Copeland Airport
50F	Bourland Field Airport
AAD	Average Annual Day
AAR	Airport Arrival Rate
ACCRI	Aviation Climate Change Research Group
ACHP	Advisory Council on Historic Preservation
ACM	Adjacent Center Metering
ACS	American Community Survey
ADS	Addison Airport
ADS-B	Automatic Dependent Surveillance-Broadcast
AFE	Above Field Elevation
AFW	Fort Worth Alliance Airport
AGL	Above Ground Level
APE	Area of Potential Effect
AR	Authorization Required
ARR	Arrive
ARTCC	Air Route Traffic Control Center
ASPM	Airport Specific Performance Metrics
ATALAB	Air Traffic Airspace Lab
ATC	Air Traffic Control
ATCT	Air Traffic Control Tower
ATM	Air Traffic Management
BADA	Base of Aircraft Data
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
CAA	Clean Air Act of 1970
CAASD	Center for Advanced Aviation System Development
CAEP	Committee on Aviation and Environmental Protection
CATEX	Categorical Exclusion
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CH <sub>4</sub>	Methane
CNS	Communications, Navigational, and Surveillance
CPT	Cleburne Regional Airport
CO	Carbon Monoxide
CO <sup>2</sup>	Carbon Dioxide

CTC	Cost To Carry
CY	Calendar Year
D&I	Design and Implementation
DAL	Dallas Love Field Airport
dB	Decibel
DEP	Depart
DFW	Dallas/Fort Worth International Airport
DNL	Day Night Average Sound Level
DoD	Department of Defense
DOT	Department of Transportation
DP	Instrument Departure Procedure
DTO	Denton Municipal Airport
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act of 1973
ESRI	Environmental Systems Research Institute
ETMS	Enhanced Traffic Management System
EUROCONTROL	European Organization for the Safety of Air Navigation
F41	Ennis Municipal Airport
F46	Rockwall Municipal Airport
FAA	Federal Aviation Administration
FAF	Final Fix Approach
FHWA	Federal Highway Administration
FICAN	Federal Interagency Committee on Aviation Noise
FICON	Federal Interagency Committee on Noise
FTA	Federal Transit Administration or Federal Transit Act
FTW	Fort Worth Meacham International Airport
FWS	Fort Worth Spinks Airport
GA	General Aviation
GAO	General Accounting Office
GHG	Greenhouse Gases
GKY	Arlington Municipal Airport
GPM	Grand Prairie Municipal Airport

GPS	Global Positioning System
HFC	Hydrofluorocarbon
HQZ	Mesquite Metro Airport
ICAO	International Civil Aviation Organization
IFP	Instrument Flight Procedures
IFR	Instrumental Flight Rule
IMC	Instrument Meteorological Conditions
iTRAEC	Integrated Terminal Research, Analysis, and Evaluation Capabilities
JWY	Mid-Way Regional Airport
$L_{eq}$	Equivalent Sound Level
LNC	Lancaster Regional Airport
LOA	Letter of Agreement
L/R	Left/Right
LUD	Decatur Municipal Airport
LWCF	Land and Water Conservation Fund
MBTA	Migratory bird Treaty Act of 1918
MOU	Memorandum of Understanding
MSL	Mean Sea Level
MT CO <sub>2</sub> e	Metric tons of Carbon Dioxide Equivalent
N <sub>2</sub> O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAS	National Airspace System
NAT	National Analysis Team
NATCA	National Air Traffic Control Administration
NAVAIDS	Ground Based Navigation Aids
NEPA	National Environmental Policy Act of 1969
NextGen	Next Generation Air Transportation System
NFGT	National Forests and Grasslands in Texas
NFW	Fort Worth NAS JRB / Carswell Field Airport
NHPA	National Historic Preservation Act of 1966
NIRS	Noise Integrated Routing Systems
NLR	Noise Level Reduction
NM	Nautical Mile
NMFS	National Marine Fisheries Service
NO <sub>2</sub>	Nitrogen Dioxide

NOP	National Offload Program
NPS	National Park Service
NRHP	National Register of Historic Places
NTML	National Traffic Management Log
NTX	North Texas
O <sub>3</sub>	Ozone
OAPM	Optimization of the Airspace and Procedures in the Metroplex
ODP	Obstacle Departure Procedure
OPD	Optimized Profile Descent
OST	North Texas OAPM Study Team
PARTNER	Partnership for Air Transportation Noise & Emissions Reduction
Pb	Lead
PBN	Performance Based Navigation
PDARS	Performance Data Analysis and Reporting System
PM	Particulate Matter
PM <sub>10</sub>	PM with diameter less than 10 micrometers
PM <sub>2.5</sub>	PM with diameter less than 2.5 micrometers
PSA	Primary Study Area
RBD	Dallas Executive Airport
RITA	Research and Innovative Technology Administration
RNAV	Area Navigation
RNP	Required Navigation Performance
RTCA	Radio Technical Commission for Aeronautics
SEL	Sound Exposure Level
SF <sub>6</sub>	Sulfur Hexafluoride
SHPO	State Historic Preservation Office
SID	Standard Instrument Departure
SIP	State Implementation Plan
SO <sub>2</sub>	Sulfur Dioxide
SOP	Standard Operating Procedure
SPL	Sound Pressure Level
SRM	Safety Risk Management
SSA	Supplemental Study Area
STAR	Standard Terminal Arrival Route
SUA	Special Use Airspace
SWAP	Severe Weather Avoidance Procedures

TAF	Terminal Area Forecasts
TARGETS	Terminal Area Route Generation, Evaluation, Traffic and Simulation
TBO	Trajectory Based Operations
TCEQ	Texas Commission on Environmental Quality
THC	Texas Historical Commission
THPO	Tribal Historic Preservation Office
TIP	Transportation Improvement Project
TKI	Collin County Regional Airport at McKinney
TNRIS	Texas Natural Resource Information System
TPWD	Texas Parks and Wildlife Department
TRACON	Terminal Radar Approach Control
USC	United States Code
USFS	US Forest Service
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
WEA	Parker County Airport

## D.2 Glossary

**A-Weighted Sound Level** – A quantity, in decibels, read from a standard sound-level meter with A-weighting circuitry. The A-weighting scale discriminates against the lower frequencies below 1000 hertz according to a relationship approximating the auditory sensitivity of the human ear. The A-weighted sound level is approximately related to the relative “noisiness” or “annoyance” of many common sounds.

**Acoustics** – The science of sound, including the generation, transmission, and effects of sound waves, both audible and inaudible.

**Air Carrier** – An entity holding a Certificate of Public Convenience and Necessity issued by the Department of Transportation (DOT) to conduct scheduled air services over specified routes and a limited amount of non-scheduled operations.

**Air Pollutant** – Any substance in air that could, in high enough concentration, harm man, other animals, vegetation, or material. Pollutants may include almost any natural or artificial composition of airborne matter capable of being airborne. They may be in gases, particulates, or in combinations thereof. Generally, they fall into two main groups: (1) those emitted directly from identifiable sources and (2) those produced in the air by interaction

between two or more primary pollutants, or by reaction with normal atmospheric constituents, with or without photo-activation.

**Air Route Traffic Control Center (ARTCC, Center)** – An FAA facility established to provide air traffic control service to aircraft operating on an Instrument Flight Rules (IFR) flight plan within controlled airspace and principally during the en-route phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance services may be provided to Visual Flight Rules (VFR).

**Air Taxi** – An air carrier certificated in accordance with Federal Aviation Regulations (FAR) Part 135 and authorized to provide, on demand, public transportation of persons and property by aircraft. Generally operates small aircraft “for hire” for specific trips.

**Air Traffic Control (ATC)** – A service operated by appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.

**Airport Traffic Control Tower (ATCT)** – A facility that uses air/ground communications, visual signaling, and other devices to provide ATC services to aircraft operating in the vicinity of an airport. Authorizes aircraft to land or take-off at the airport controlled by the tower regardless of flight plan or weather conditions.

**Airspace** – Navigable area used by aircraft for purposes of flight.

**Airway** – An area of Class E airspace established in the form of a corridor, the centerline of which is defined by radio navigational aids. The network of airways serving aircraft operations up to but not including 18,000 feet MSL are referred to as “Victor” airways. The network of airways serving aircraft operations at or above 18,000 feet MSL are referred to as “Jet” airways.

**Altitude** – Height above a reference point, usually expressed in feet. Reference points are typically sea level, the ground, or airfield elevation in which case MSL, AGL or AFE further describes the altitude, respectively.

**Ambient Noise Level** – The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

**Area Navigation (RNAV)** – A method of air navigation that permits aircraft to operate on any desired course within a network of station-referenced navigation aids (NAVAIDs), rather than navigating directly to and from the NAVAIDs.

**Arithmetic Averaged Sound Pressure Level** – The arithmetic sum of a series of sound pressure levels divided by the number of levels included in the sum.

**Arrival Stream** – A flow of aircraft that are following similar arrival procedures. This can conserve flight distance, reduce congestion, and allow instrument flight plans into airports with limited NAVAIDs.

**Automated Radar Terminal System (ARTS)** – Computer-aided radar display subsystems capable of associating alphanumeric data, such as aircraft identification, altitude, and airspeed-with aircraft radar returns.

**Attainment Area** – An area in which the Federal or state standards for ambient air quality are being achieved.

**Based Aircraft** – Active aircraft that are stationed at an airport on a permanent basis.

**Block** – Census blocks are small areas bounded on all sides by visible features such as streets, roads, streams, and railroad tracks, and by invisible boundaries such as city, town, township, and county limits; property lines; and short, imaginary extensions of streets and roads. Blocks are numbered uniquely within each census tract or block numbering area (BNA). A three-digit number identifies a block, sometimes with a single alphabetical suffix. The U.S. Bureau of Census designates census blocks.

**Centroid** – A point representing the geographic center of a US Bureau of Census' census block.

**Climb** – The act or instance of increasing altitude.

**Conformity** – A determination that a project conforms with a State Implementation Plan (SIP) whose purpose is to eliminate or reduce the severity and number of violations of the National Ambient Air Quality Standards; and does not impede the scheduled attainment of such standards.

**Controlled Airspace** – Airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification.

**Criteria Pollutants** – The 1970 amendments to the Clean Air Act required EPA to set National Ambient Air Quality Standards for certain pollutants known to be hazardous to human health. EPA has identified and set standards to protect human health and welfare for six pollutants: ozone, carbon monoxide, total suspended particulates, sulfur dioxide, lead, and nitrogen oxide. The term, "criteria pollutants" derives from the requirement that EPA must describe the characteristics and potential health and welfare effects of these pollutants. It is on the basis of these criteria that standards are set or revised.

**Day-Night Average Sound Level (DNL)** – A measure of the annual average noise environment over a 24-hour day. It is the 24-hour, logarithmic- (or energy-) average, A-weighted sound pressure level with a 10-decibel penalty applied to the nighttime event levels that occur between 10 p.m. and 7 a.m.

**Decibel (dB)** – Commonly used to define the level produced by a sound source. The decibel scale is logarithmic (e.g., when the scale goes up by ten, the perceived level is twice as loud)

**De minimis Levels** – *De minimis* is defined as lacking significance or importance, or so minor as to be disregarded. *De minimis* levels are minimum air pollutant levels and vary according to the type of pollutant and severity of the non-attainment area. Unless state minimums are lower than Federal, these levels are consistent for all conformity determinations. The calculation of total project emissions is made and compared to these *de minimis* cutoffs. If the emissions for a pollutant are above *de minimis*, the project requires a conformity determination. All emissions from the project must be analyzed and found to conform, not only those above the *de minimis* levels.

**Departure** – The act of an aircraft taking off from an airport.

**Departure Procedure (DP)** – A preplanned IFR ATC departure procedure printed for pilot use in graphic and/or textual form. DPs provide transition from the terminal to the appropriate en route structure.

**Descent** – The process of decreasing altitude.

**Design Team** – Air traffic controllers and airspace procedures specialists from the Houston TRACON facility and Houston ARTCC, with additional participation by Fort Worth ARTCC personnel.

**Distance Measuring Equipment (DME)** – Provides distance of the aircraft from a navigation aid as well as ground speed. Ground based DME is often co-located with a Very High Frequency Omni-directional Radio Range Station (VOR), known in this case as a VOR-DME.

**Downwind** – In the direction in which the wind blows, with the wind behind.

**Emissions** – Pollution discharged into the atmosphere from stationary sources such as smokestacks, surface areas of commercial or industrial facilities, residential chimneys, and from mobile sources such as motor vehicles, locomotives, or aircraft exhausts.

**Energy-Averaged Sound Pressure Level** – The logarithmic sum of the sound power of a series of sound pressure levels divided by the number of levels included in the sum.

**Enplanement** – The total number of revenue passengers boarding aircraft, including originating, stopover, and transfer passengers, in scheduled and non-scheduled services.

**En Route Airspace** – A general term to describe the airspace controlled by an ARTCC.

**Environmental Assessment (EA)** – An EA is a concise document used to describe the environmental impacts of a proposed Federal action.

**Environmental Noise** – Unwanted sound from various outdoor sources that produce noise (e.g., aircraft, cars, trucks, buses, railways, industrial plants, construction activities)

**Equivalent Sound Level (Leq)** – The level of a constant sound, which, in the given situation and time period, has the same average sound energy, as does a time-varying

sound. Specifically, equivalent sound level is the energy-averaged sound pressure level of the individual A-weighted sound pressure levels occurring during the time interval.

**Federal Aviation Administration (FAA)** – The Federal Aviation Administration (FAA) is the agency of the United States government with primary responsibility for civil aviation. Among its major functions are the regulation of civil aviation to promote safety, fulfill the requirements of national defense and development, and operate a common system of air traffic control and navigation for both civil and military aircraft.

**Fix** – A geographical position determined by reference to one or more radio NAVAIDS, celestial plotting, or by some other means such as satellite navigation.

**Flight Data Information** – Specific information used by ATC for an individual flight, including information such as aircraft identification, destination, type, route, and altitude.

**Flight Track** – The route used by an aircraft in flight.

**Frequency (acoustic)** – The number of oscillations per second completed by a vibrating object.

**General Aviation (GA)** – All civil aviation except scheduled passenger and cargo airlines.

**Global Positioning System (GPS)** – A satellite-based radio positioning and navigation system operated by the U.S. Department of Defense. The system provides highly accurate position and velocity information, and precise time, on a continuous global basis to an unlimited number of properly equipped users.

**Hand-Off** – An action taken to transfer the radar identification of an aircraft from one controller to another. When the aircraft enters the receiving controller's airspace, radio communications with the aircraft are transferred.

**Heading** – A compass bearing indicating the direction of travel.

**Hertz (Hz)** – The unit used to designate frequency; specifically, the number of cycles per second.

**Household** – A household includes all the persons who occupy a housing unit. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

**Housing Unit** – A housing unit is a house, apartment, a mobile home or trailer, a group of rooms or a single room occupied as separate living quarters or, if vacant, intended for occupancy as separate living quarters.

**Hydrocarbons (HC)** – Chemical compounds that consist entirely of carbon and hydrogen.

**Instrument Flight Rules (IFR)** – Rules governing the procedures for conducting instrument flight in aircraft. Also a term used by pilots and controllers to indicate type of flight plan.

**Instrument Meteorological Conditions (IMC)** – Weather conditions expressed in terms of visibility, distance from clouds, and cloud ceilings during which all aircraft are required to operate using Instrument Flight Rules (IFR).

**Integrated Noise Model (INM)** – A computer program developed, updated and maintained by the Federal Aviation Administration to evaluate aircraft noise impacts in the vicinity of airports.

**In-Trail Spacing** – The distance between two aircraft on an identical route; one aircraft is following another.

**Invasive Species** – Invasive species are organisms (usually transported by humans) that successfully establish themselves in, and then overcome, otherwise intact, pre-existing native ecosystems.

**Knots** – Speed measured in nautical miles per hour.

**Level-off** – The process by which an aircraft that is initially changing altitude maintains a constant altitude. This can be done once the aircraft reaches its cruise altitude in the en route environment, or as a series of steps taken as the aircraft transition to/from the en route environment to guarantee adequate separation from other aircraft.

**Loudness** – The attribute of an auditory sensation in terms of which sounds may be ordered on a scale extending from soft to loud. Loudness depends primarily upon the sound pressure of the source, but it also depends upon the frequency and waveform of the source.

**Mean Sea Level (MSL)** – The height of the surface of the sea for all stages of the tide, used as a reference for elevations or altitude of aircraft flight. Also called sea level datum.

**National Airspace System (NAS)** – The common network of air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, and manpower and material.

**National Ambient Air Quality Standards (NAAQS)** – Standards for criteria pollutants established by United States Environmental Protection Agency that apply to outdoor air.

**Natural Areas** – Undeveloped areas of land such as parks, wildlife refuges/management areas, and nature preserves.

**Nautical Mile (NM)** – A measure of distance equal to 1 minute of arc on the earth's surface (approx. 6,076 ft.).

**Navigation Aids (NAVAIDs)** – Any visual or electronic device airborne or on the surface that provides point to point guidance information or position data to aircraft in-flight.

**Noise** – Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying.

**Noise Abatement Procedure** – Measures taken to reduce the off-airport impacts of aircraft noise. Procedures developed by airport operators in cooperation with the FAA, and local community officials, to mitigate aircraft noise near airports.

**Noise Exposure** – The cumulative acoustic stimulation reaching the ear of a person over a specified period of time (e.g., a work shift, a day, a working life, or a lifetime).

**Noise Integrated Routing System (NIRS)** – A computer program developed, updated, and maintained by the FAA to evaluate aircraft noise impact for air traffic actions involving multiple airports over broad geographic areas.

**Non-Attainment Area** – Areas with levels that exceed one or more of the NAAQS for the criteria pollutants designated in the Clean Air Act.

**Non-Directional Beacon (NDB)** – A radio beacon transmitting non-directional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine his bearing to or from the radio beacon and “home” on or track to or from the station. When the radio beacon is installed in conjunction with the Instrument Land System (ILS) marker, it is normally called a Compass Locator.

**Operation** – Landing or take-off of an aircraft.

**Over-flights** – Aircraft whose flights originate or terminate outside the controlling facility's area that transit the airspace without landing.

**Performance-Based Navigation (PBN)** – Specifies that aircraft Required Navigation Performance (RNP) and Area Navigation (RNAV) systems performance requirements be defined in terms of accuracy, integrity, availability, continuity and functionality required for the proposed operations in the context of a particular airspace, when supported by the appropriate navigation infrastructure.

**Piston Aircraft** – Propeller-driven aircraft powered by an internal combustion engine.

**Power Settings** – Amount of engine power used by the pilot.

**Quadrant** – A quarter part of a circle, centered on a NAVAID oriented clockwise from magnetic north.

**Radar (primary)** – A device which, by measuring the time interval between transmission and reception of radio pulses, and correlating the angular orientation of the radiated antenna beam, or beams in azimuth and/or elevation, provides information on range, azimuth, and /or elevation of objects in the path of the transmitted pulses. Also known as “Primary Radar”.

**Radar (secondary)** – A radar system in which the object to be detected is fitted with cooperative equipment in the form of a radio receiver/transmitter (transponder). Radar pulses transmitted from the searching transmitter/receiver (interrogator) site are received in the cooperative equipment and used to trigger a distinctive transmission from the

transponder. This reply transmission, rather than a reflected signal, is then received back at the interrogator site for processing and display at an ATC facility. Also known as a “Radar Beacon”.

**Radial** – A magnetic bearing extending from a VOR/VORTAC/TACAN navigation facility.

**Required Navigation Performance (RNP)** - A type of performance-based navigation (PBN) that allows an aircraft to fly a specific path between two 3-dimensionally defined points in space. RNP differs from Area Navigation (RNAV) systems in that there is a requirement for on-board performance monitoring and alerting specification.

**Satellite Navigation** – See *Global Positioning System (GPS)*.

**Sector** – A defined volume of airspace, including both lateral and vertical limits, in which a single air traffic controller is responsible for the safe movement of air traffic. A TRACON's or ARTCC's airspace is comprised of multiple sectors.

**Section 4(f)** – A resource that may be protected under special provisions of the U.S. Department of Transportation Act, 49 USC 303(c).

**Separation** – Spacing between aircraft. This spacing may be vertical, lateral, longitudinal, or visual.

**Sequencing** – Procedure in which air traffic is merged into an orderly flow.

**Sound Exposure Level (SEL)** – A time-integrated metric (i.e., continuously summed over a time period) that quantifies the total energy in the A-weighted sound level measured during a transient noise event. The time period for this measurement is generally taken to be that between the moments when the A-weighted sound level is 10 dB below the maximum.

**Sound Pressure Level** – A measure, in decibels, of the magnitude of the sound; specifically, the sound pressure level of a sound that is 10 times the logarithm to the base 10 of the ratio of the squared pressure of this sound to the squared reference pressure. The reference pressure is usually taken to be 20 micropascals. See also *Energy-Averaged Sound Pressure Level*.

**Source (acoustic)** – The object that generates the sound.

**Standard Terminal Arrival (STAR)** – A preplanned instrument flight rule (IFR) air traffic control arrival procedure published for pilot use in graphic and/or textual form. STAR's provide transition from the en route structure to an outer fix or an instrument approach fix/arrival waypoint in the terminal area.

**Statute Mile (SM)** – A measure of distance equal to 5,280 feet.

**Sulfur Dioxide (SO<sub>2</sub>)** – Sulfur dioxide typically results from combustion processes, refining of petroleum, and other industrial processes.

**T-route** – A route that corresponds to the RNAV IFR Terminal Transition Route (RITTR) program, and begins and ends at current fixes or NAVAIDs on Victor Airways in terminal airspace.

**Tactical Air Navigation (TACAN)** – An ultra-high frequency electronic air navigation aid that provides equipped aircraft a continuous indication of bearing and distance to the station.

**Terminal Area** – A general term used to describe airspace in which approach control services for airport traffic control service is provided.

**Terminal Radar Approach Control (TRACON)** – An FAA ATC facility that uses radar and two-way radio communication to provide separation of air traffic within a specified geographic area in the vicinity of one or more large airports.

**Time Above (TA or TALA)** – The TA noise metric provides the duration in minutes for which aircraft-related noise exceeded a specified A-weighted sound level. If not stated otherwise, TA pertains to a 24-hour day. (e.g., A TA65 [or TALA65] of 17 minutes means that 65 dB was exceeded for a total of 17 minutes of the course of a 24-hour day.)

**Topography** – The configuration of a surface including its relief and the position of its natural and man-made features.

**Turboprop Aircraft** – An aircraft whose main propulsive force is provided by a propeller driven by a gas turbine. Additional propulsive force may be provided by gas discharged from the turbine exhaust.

**Vector** – Heading instructions issued by ATC to provide navigational guidance by radar.

**Vector Airway** – An airspace area established in the form of a corridor, the centerline of which is defined by radio navigational aids.

**Visual Meteorological Conditions (VMC)** – Weather conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

**Visual Flight Rules (VFR)** – Rules that govern the procedures for conducting flight under visual conditions. The term 'VFR' is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

**Volatile Organic Compound (VOC)** – Any organic compound that participates in atmospheric photochemical reactions except those designated by EPA as having negligible photochemical reactivity.

**Very High Frequency Omni-directional Radio Range Station (VOR)** – A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360° in azimuth, oriented from magnetic North. Distance Measuring Equipment (DME) may be installed. Used as a basis for navigation in the National Airspace System.

**Very High Frequency Omni-directional Range with Tactical Air Navigation (VORTAC)**

– A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance measuring equipment (DME) at one site. The most common form of radio navigation currently in use.

**Wake Turbulence** – Phenomena resulting from the passage of an aircraft through the atmosphere. The term includes vortices, thrust stream turbulence, jet blast, jet wash, propeller wash, and rotor wash both on the ground and in the air.

**Weighting** – An additive (or subtractive) factor by which the sound pressure level at certain frequencies in an acoustic measurement is increased (or reduced) in order for that measurement to be more representative of certain simulated conditions