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## Aviation Terms

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<b>Missed Approach or Go Around</b>	A maneuver conducted by a pilot when an approach cannot end in a landing due to weather, separation with other aircraft or for other reasons. An aircraft executing a missed approach will normally climb to a heading and altitude assigned by air traffic control.
<b>Engine or Ground Run-up</b>	A routine procedure for testing an aircraft engine. Engine run-ups are normally conducted by maintenance personnel when testing or repairing an engine. The Port of Seattle has established nighttime restrictions on engine run-ups.
<b>General Aviation</b>	Non commercial airline aviation. Primarily business aircraft and individuals traveling in private aircraft.
<b>Stage 3 Aircraft</b>	Aircraft, which meet the most stringent noise levels, prescribed in Federal Aviation Regulation (FAR) Part 36. [Since 1977, only Stage 3 aircraft have been approved for new design] All civil jet aircraft now being manufactured meet Stage 3 requirements.
<b>Commuter Aircraft</b>	Scheduled passenger aircraft with fewer than 50 seats.
<b>FAA</b>	Federal Aviation Administration,
<b>FAA TRACON</b>	Terminal Area Approach Control, where air traffic controllers direct aircraft in flight.
<b>FAA Tower South Flow</b>	Refers to the pattern of air traffic at Sea-Tac when aircraft depart to the south, arriving from the north.
<b>North Flow</b>	Refers to the pattern of air traffic at Sea-Tac when aircraft depart to the north, arriving from the south.
<b>Instrument Landing System (ILS)</b>	An instrument approach procedure conducted with reference to an onboard aircraft Instrument Landing System, which provides an approach path for alignment and descent of an aircraft on final approach to the runway. The ILS normally consists of electronic components and visual aids, which provide course guidance, descent guidance, and distance information and approach light.
<b>Glide Slope</b>	An electric signal, which provides arriving aircraft with descent guidance during an instrument approach. The glide slope is set at a three degree descent into the airport.
<b>Instrument Flight Rules (IFR)</b>	Govern flight procedures during limited visibility or other operational constraints. Under IFR pilots must file a flight plan and fly under the guidance of radar.
<b>Visual Flight Rules (VFR)</b>	Allow pilots to land by sight without relying solely on instruments. VFR conditions require good visibility.
<b>Decibel (dB)</b>	The unit of sound pressure used to measure noise. Decibel means 1/10 of a Bell, after Alexander Graham Bell (thus the capital B). Because decibels are such a small measure, they are computed logarithmically and cannot be added arithmetically. An increase of ten dB is perceived by human ears as a doubling of noise.

<b>A-weighted Decibels (dBA)</b>	Adjusts the sound pressure to conform with the frequency responses of the human ear. Airport noise is almost always measured in dBA.
<b>Day Night Level (DNL / LDN)</b>	This is a 24-hour average noise level with a 10-decibel (dB) penalty for nighttime noise events between 10 PM and 7 AM.
<b>DNL Contour</b>	The “map” of noise exposure around an airport. This is computed through an FAA model called the <b>Integrated Noise Model (INM)</b> , which calculates the annual noise exposure from an input consisting of the actual fleet operated at the airport, the runway use, number of operations, and time of day. FAA defines impacted noise exposure as any area within the 65 dB DNL contour; that is the area within an annual average noise exposure of 65 decibels or higher.
<b>Single Event Noise</b>	The total noise emitted by one over-flight or aircraft. Each single event will have a total noise level over the duration of the event called <b>SEL (sound exposure level)</b> and a peak, which is the highest noise level reached by that event. It is important to distinguish single event noise levels from cumulative noise levels such as DNL. Single event noise level numbers are often higher than DNL numbers, because DNL represents an average noise level over a period of time, generally a whole year.
<b>Time Above</b>	An expression of the amount of time noise exceeds a threshold level. The threshold level can be set at any point, for instance, 65 or 75 dBA. Generally time above is expressed in minutes per day that the threshold is exceeded.
<b>Global Positioning System (GPS)</b>	Satellite-based information system capable of informing the public and pilots of their exact location.
<b>Flight Management System (FMS)</b>	Refers to a computer installed on board the aircraft to aid in navigation. Installation is not mandatory but at the airlines’ discretion.