

ABBREVIATIONS AND ACRONYMS

ACMP	Alaska Coastal Management Program
ADCED	Alaska Department of Community and Economic Development
ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game
ADG	Airplane Design Group
ADNR	Alaska Department of Natural Resources
ADNR-OHA	ADNR Office of History and Archaeology
ADNR-OPMP	ADNR Office of Project Management and Permitting
APE	Area of Potential Effect
ARC	Airport Reference Code
AVEC	Alaska Village Electrical Cooperative
AWOS	Automated Weather Observation System
BIA	Bureau of Indian Affairs
BMP	Best Management Practice
CPQ	Coastal Project Questionnaire
CRSA	Coastal Resource Service Area
DOT&PF	Alaska Department of Transportation and Public Facilities
EA	Environmental Assessment
EFH	Essential Fish Habitat
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FT (ft)	Feet
MIRL	Medium Intensity Runway Lighting
MITL	Medium Intensity Taxiway Lighting
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
NOAA	National Oceanic & Atmospheric Administration
NPDES	National Pollutants Discharge Elimination Systems
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
OFA	Object Free Area
PAPI	Precision Approach Path Indicator
ROW	Right of Way
RPZ	Runway Protection Zone
RSA	Runway Safety Area
SHPO	State (of Alaska) Historic Preservation Officer
SREB	Snow Removal Equipment Building
SWPPP	Storm Water Pollution Prevention Plan
USACE	U.S. Army Corps of Engineer
USFWS	U.S. Fish and Wildlife Services
Y-K Plan	DOT&PF Yukon-Kuskokwim Transportation Plan

AIRPORT DEFINITIONS

(As defined in FAA AC 150/5300-13, Airport Design, and FAR Part 77, Objects Affecting Navigable Airspace)

Aircraft Approach Procedures:

- **Non-precision Instrument Approach (NPI)** An instrument approach providing course guidance without vertical path guidance. Instrumentation required for NPI approaches include VOR, NDB, LDA, Global Positioning System or other authorized runway navigational aid systems. Authorized instrument procedures are developed and published in the US Terminal Procedures Manuals. NPI approaches allow operations during certain inclement weather conditions. Approach minimums depend on a number of conditions.
- **Visual Approach:** A runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan, a military service approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

Airport Reference Code (ARC):

The ARC is a coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport. The ARC has two components relating to the design aircraft.

The first component, depicted by a letter, is the **aircraft approach category** and relates to the aircraft approach speed.

- Category A: Speed less than 91 knots.
- Category B: Speed 91 knots or more but less than 121 knots.
- Category C: Speed 121 knots or more but less than 141 knots.
- Category D: Speed 141 knots or more but less than 166 knots.
- Category E: Speed 166 knots or more.

The second component, depicted by a Roman numeral, is the **airplane design group** and relates to the airplane wingspan.

- Group I: Up to but not including 49 feet.
- Group II: 49 feet up to but not including 79 feet.
- Group III: 79 feet up to but not including 118 feet.
- Group IV: 118 feet up to but not including 171 feet.
- Group V: 171 feet up to but not including 214 feet.
- Group VI: 214 feet up to but not including 262 feet.

The combination of the approach category and design group is the ARC, shown as A-I, B-II, etc.

Automated Weather Observation System (AWOS): Provides on-site weather observations 24 hours a day without human involvement. A pilot can receive a report of current wind direction and velocity, temperature, dew point, altimeter setting, ceiling, and visibility.

Medium Intensity Runway Lighting (MIRL): MIRL is a runway edge lighting system that defines the landing area of the runway. The lights are turned on by the pilot by double clicking the microphone as he is approaching. The lights automatically turn off after 15 minutes.

Object Free Area (OFA): An area on the ground centered on a runway, taxiway, or taxi lane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Precision Approach Path Indicator (PAPI) lights: A set of four lights at the side of the approach end of a runway that provides visual approach slope guidance.

Primary Surface: A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface (compacted gravel), the primary surface extends 200 feet beyond each end of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is 500 feet for utility runways having NPI Approaches. Objects penetrating this surface are considered obstructions to airspace.

Runway: A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.

Runway End Identifier Lights (REIL): Directional strobe lights that aid in the identification of the runway and runway end.

Runway Protection Zone (RPZ): An area off the runway end to enhance the protection of people and property on the ground.

Runway Safety Area (RSA): A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

Taxiway: A defined path established for the taxiing of aircraft from one part of an airport to another.

Taxiway Safety Area: A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.