

Aviation Cloud Forecast, or area forecast concerning weather phenomena which are of operational interest to all aircraft and potentially hazardous to aircraft having limited capability because of lack of equipment, instrumentation, or pilot qualifications. AIRMETs concern weather of less severity than that covered by SIGMETs or Convective SIGMETs. AIRMETs cover moderate icing, moderate turbulence, sustained winds of 30 knots or more at the surface, widespread areas of ceilings less than 1,000 feet and/or visibility less than 3 miles, and extensive mountain obscurement.

(See AWW.)

(See CONVECTIVE SIGMET.)

(See CWA.)

(See SIGMET.)

(Refer to AIM.)

AIRPORT– An area on land or water that is used or intended to be used for the landing and takeoff of aircraft and includes its buildings and facilities, if any.

AIRPORT ADVISORY AREA– The area within ten miles of an airport without a control tower or where the tower is not in operation, and on which a Flight Service Station is located.

(See LOCAL AIRPORT ADVISORY.)

(Refer to AIM.)

AIRPORT ARRIVAL RATE (AAR)– A dynamic input parameter specifying the number of arriving aircraft which an airport or airspace can accept from the ARTCC per hour. The AAR is used to calculate the desired interval between successive arrival aircraft.

AIRPORT DEPARTURE RATE (ADR)– A dynamic parameter specifying the number of aircraft which can depart an airport and the airspace can accept per hour.

AIRPORT ELEVATION– The highest point of an airport's usable runways measured in feet from mean sea level.

(See TOUCHDOWN ZONE ELEVATION.)

(See ICAO term AERODROME ELEVATION.)

AIRPORT LIGHTING– Various lighting aids that may be installed on an airport. Types of airport lighting include:

a. Approach Light System (ALS)– An airport lighting facility which provides visual guidance to

landing aircraft by radiating light beams in a directional pattern by which the pilot aligns the aircraft with the extended centerline of the runway on his/her final approach for landing. Condenser-Discharge Sequential Flashing Lights/Sequenced Flashing Lights may be installed in conjunction with the ALS at some airports. Types of Approach Light Systems are:

1. ALSF-1– Approach Light System with Sequenced Flashing Lights in ILS Cat-I configuration.

2. ALSF-2– Approach Light System with Sequenced Flashing Lights in ILS Cat-II configuration. The ALSF-2 may operate as an SSALR when weather conditions permit.

3. SSALF– Simplified Short Approach Light System with Sequenced Flashing Lights.

4. SSALR– Simplified Short Approach Light System with Runway Alignment Indicator Lights.

5. MALSF– Medium Intensity Approach Light System with Sequenced Flashing Lights.

6. MALSR– Medium Intensity Approach Light System with Runway Alignment Indicator Lights.

7. RLLS– Runway Lead-in Light System Consists of one or more series of flashing lights installed at or near ground level that provides positive visual guidance along an approach path, either curving or straight, where special problems exist with hazardous terrain, obstructions, or noise abatement procedures.

8. RAIL– Runway Alignment Indicator Lights– Sequenced Flashing Lights which are installed only in combination with other light systems.

9. ODALS– Omnidirectional Approach Lighting System consists of seven omnidirectional flashing lights located in the approach area of a nonprecision runway. Five lights are located on the runway centerline extended with the first light located 300 feet from the threshold and extending at equal intervals up to 1,500 feet from the threshold. The other two lights are located, one on each side of the runway threshold, at a lateral distance of 40 feet from the runway edge, or 75 feet from the runway edge when installed on a runway equipped with a VASI.

(Refer to FAA Order JO 6850.2, VISUAL GUIDANCE LIGHTING SYSTEMS.)

b. Runway Lights/Runway Edge Lights– Lights having a prescribed angle of emission used to define