

APPENDIX A GLOSSARY

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Air Traffic Control Assigned Airspace (ATCAA). ATCAAs are not published on aeronautical charts and exist only when made available for users by the Federal Aviation Administration (FAA). ATCAAs are designated in Letter of Agreement (LOA) with the FAA and can be used to extend the usable airspace above the designated ceiling of a Military Operations Area (MOA). When requested, ATCAA is released by the FAA for use when not required for other air traffic control purposes (notably, commercial air traffic). The FAA can recall it at any time. ATCAAs can support the same training activities that occur in MOAs. An ATCAA typically has the same horizontal boundaries of the underlying MOA and an agreed upon ceiling. Civilian and commercial traffic may transit an active ATCAA under FAA air traffic control guidance and procedures.

Altitude. The vertical elevation of an object above a surface. Altitude references for aircraft operations are presented in several units of measure: feet above ground level (AGL), feet above mean sea level (MSL), and Flight Level (FL). Definitions of these terms are as follows:

- **Above Ground Level (AGL):** AGL references are usually used at lower altitudes (almost always below 10,000 feet), when clearance from terrain is more of a concern for aircraft operation.
- **Mean Sea Level (MSL):** MSL altitudes are used most commonly across aviation when operating at or below 18,000 feet when clearance from terrain is less of a concern for aircraft operation.
- **Flight Level (FL):** FL is used to describe the cruising altitudes for aircraft traveling long distances above 18,000 feet. Flight Levels are given in hundreds of feet, e.g., FL300 is 30,000 feet.

Chaff. Chaff and flares are the principal defensive countermeasures dispensed by military aircraft to avoid detection or attack by enemy air defense systems and keep aircraft from being successfully targeted by weapons. A bundle of chaff consists of approximately 5 to 5.6 million aluminum-coated silica fibers. When dispensed from aircraft, the fibers form an electronic “cloud” that breaks the radar signal and temporarily hides the maneuvering aircraft from radar detection. The chaff bundle is packed inside a 1-inch by 1-inch by 8-inch rectangular tube or cartridge. The cartridge remains in the aircraft after the chaff bundle is deployed. Each chaff bundle has a 1-inch by 1-inch felt spacer that falls to the ground along with two 1-inch square by 0.125-inch thick plastic end caps.

Controlling Agency. The FAA Air Traffic Control facility that exercises control of the airspace when the Special Use Airspace (SUA) area is not activated, a military Air Traffic Control facility may be assigned as the controlling agency.

Flare. Chaff and flares are the principal defensive countermeasures dispensed by military aircraft to avoid detection or attack by enemy air defense systems and keep aircraft from being successfully targeted by weapons. Flares ejected from aircraft provide high-temperature heat sources that mislead heat-sensitive or heat-seeking targeting systems. Flares are primarily mixtures of magnesium and Teflon (polytetrafluoroethylene) molded into rectangular shapes (approximately 1-inch by 1-inch by 8 inches long). An individual flare weighs approximately 6.9 ounces. Typically, flares are wrapped with an aluminum-coated mylar or filament-reinforced tape (similar to duct tape) and inserted into an aluminum (0.03-inch thick) case that is closed with a felt spacer and a small plastic end cap. The aluminum case remains inside the aircraft once the flare is deployed.

Instrument Flight Rules (IFR). Rules governing the procedures for conducting instrument flight in accordance with 14 Code of Federal Regulations (CFR) Part 91.

Military Operations Area (MOA). A MOA is a type of SUA designated to contain non-hazardous, military flight activities, such as basic air combat maneuvers, low-altitude operations, etc. MOAs have defined spatial boundaries, as well as times when the airspace is available for military training. Specific activities allowed in MOAs, such as use of chaff and flares or supersonic flight, are considered attributes and can vary for different MOAs. As with restricted areas, MOAs can be designated as joint use and released by the using agency to the controlling agency which provides for the operation of non-participating aircraft through this airspace when it is not in use.

Non-participating civil and military aircraft flying under Visual Flight Rules (VFR) may transit an active MOA by employing see-and-avoid procedures. When operating under IFR, non-participating aircraft must receive air traffic control clearance to enter an active MOA. All regulations governing the rules of flight apply within MOAs, to include right-of-way rules and minimum safe altitudes.

Letter of Agreement (LOA). An LOA is developed when the FAA Air Traffic Manager deems it necessary to clarify responsibilities of other persons/facilities/organizations when specific operational/procedural needs require their cooperation and concurrence.

Sortie. A sortie is the flight of a single aircraft consisting of a takeoff, mission, and landing.

Special Activity Airspace (SAA). Airspace with defined dimensions within the National Airspace System wherein limitations may be imposed upon operations for national defense, homeland security, public interest, or public safety. SAA includes but is not limited to the following: ATCAA, Altitude Reservations (ALTRV), Military Training Routes (MTR), Air Refueling Tracks and Anchors, Temporary Flight Restrictions (TFR), Special Security Instructions (SSI), etc. Special Use Airspace (SUA) is a subset of SAA.

Special Use Airspace (SUA). SUA consists of defined dimensions of airspace wherein activities must be confined because of their nature, or wherein limitations are imposed upon non-participating aircraft operations, or both. The vertical limits of SUA are defined by designated altitude floors (the lowest altitude) and ceilings (the highest altitude). SUA is depicted on aeronautical charts by name with the altitudes, times of scheduled use, the controlling agency and the using agency. The controlling agency is the FAA Air Traffic Control facility that exercises control of the airspace when the SUA is not activated. The using agency is the military unit or other organization whose activity established the requirement for the SUA. A listing of all regulatory and non-regulatory SUA is published annually in FAA Order JO 7400.10E, *Special Use Airspace*.

Using Agency. The military unit or other organization whose activity established the requirement for the SUA. The using agency is responsible for ensuring that: (1) the airspace is only used for its designated purpose; (2) proper scheduling procedures are established and utilized; (3) the controlling agency is kept informed of changes in scheduled activity, to include the completion of activities for the day; and (4) a point of contact is made available to enable the controlling agency to verify schedules, and coordinate access for emergencies, weather diversions, etc.

Visual Flight Rules (VFR). The regulations that specify the cloud and visibility limitations for aircraft operating with visual reference. The basic premise of VFR is that the pilot would be able to navigate and manipulate the aircraft with external cues only.

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