

Appendix D

Glossary and Acronyms

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Appendix D Glossary and Acronyms

This appendix provides lists of definitions of terms and acronyms used in this ALUCP.

D.1 GLOSSARY

14 CFR Part 77	The part of Title 14 of the Code of Federal Regulations that deals with the safe and efficient use of the navigable airspace. Part 77 sets forth requirements for notice to the FAA of certain proposed construction or alteration, establishes standards for identifying obstructions to navigable airspace, and provides for aeronautical studies of obstructions to determine their effect on the safe and efficient use of airspace.
Air Carriers	Commercial aircraft operators carrying passengers or cargo for hire and including certificated air carriers, air taxis (including commuters), supplemental air carriers, and air travel clubs.
Aircraft Accident	An occurrence incident to flight in which, as a result of the operation of an aircraft, a person receives a fatal or serious injury, or an aircraft receives substantial damage. Except as provided below, substantial damage means damage or structural failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component. Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered substantial damage.
Aircraft Operation	The airborne movement of aircraft at an airport or about a fixed route or at other point where counts can be made. At an airport, an operation is counted for each landing and each departure, such that a touch-and-go flight is counted as two operations.
Airport Elevation	The highest point of an airport’s usable runways, measured in feet above mean sea level.
Airport Influence Area (AIA)	The area in which current and projected future airport-related noise, safety, airspace protection, or overflight factors may significantly affect future land uses, necessitate restrictions on land use, or warrant the disclosure of potential airport impacts to buyers of residential property.
Airport Layout Plan (ALP)	The official plan drawing approved by the FAA that depicts all existing and planned Airport facilities, runway and taxiway safety areas, and the property boundary. It also includes data tables describing various components of the Airport.

Airport Master Plan	A comprehensive plan for development on Airport property. It includes airport activity forecasts, demand capacity analysis, an analysis of facility requirements, an evaluation of development alternatives and a final plan for development of airside and landside facilities. It also includes existing and future airport layout plan drawings and supporting plan drawings.
Airspace Protection Surfaces	Imaginary surfaces in the airspace surrounding airports, as defined for an individual airport in accordance with criteria set forth in 14 CFR Part 77, Subpart C, and FAA Order 8260.3F, <i>United States Standard for Terminal Instrument Procedures (TERPS)</i> . These surfaces establish the maximum height that objects on the ground can reach without creating obstructions or obstacles to the use of the airspace by aircraft approaching, departing, or maneuvering in the vicinity of an airport.
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 close to and far from the receiver.
Annual Service Volume (ASV)	A reasonable estimate of an airport's annual capacity. It describes the total annual operations that an airport can accommodate without unacceptable delays, accounting for variations in runway use, aircraft mix, weather conditions, etc., that would be encountered over a year's time.
Area Navigation (RNAV)	A method of navigation which permits aircraft operation on any desired flight path within the coverage of station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination of these.
Aviation Environmental Design Tool (AEDT)	A tool designed to estimate the environmental impacts of aviation actions, such as noise, fuel consumption, and air pollutant emissions. AEDT is the standard tool authorized by the FAA for airport air quality and noise analyses.
Avigation Easement	A particular form of easement that typically conveys the right of aircraft flight passage over the property and the right to cause associated impacts, including noise, vibration, air currents, engine emissions, and fuel vapors. It may also include a right to enter the property to remove obstructions to air navigation.
Base Leg	The transitional part of the traffic pattern between the downwind leg and the final approach leg. While on the base leg, the ground track of the aircraft is perpendicular to the extended centerline of the landing runway. However, the longitudinal axis of the aircraft may not be aligned with the ground track if turned into the wind to counteract drift. Also, see "Traffic Pattern."
Ceiling	Height above the earth's surface to the lowest layer of clouds or obscuring phenomena.

Community Noise Equivalent Level (CNEL)	A time-weighted, cumulative noise metric describing the total noise level in a community over a given 24-hour period. Acoustical scientists developed CNEL to aid in predicting the effects of noise on communities. CNEL describes the total noise in a 24-hour period, with the addition of 4.8 dB to evening noise events (between 7:00 p.m. and 10:00 p.m.) and 10 dB to nighttime noise (between 10:00 p.m. and 7:00 a.m.). The evening and nighttime weights are added because noise in those periods is more disturbing to people than daytime noise. In aircraft noise studies, CNEL is calculated for an average day during a given study year. CNEL levels are typically mapped as noise contours at intervals of 5 dB. Also, see "Decibel."
Community Planning Area (CPA)	Community Planning Areas are neighborhoods in San Diego for which the City prepares community land use plans in consultation with community planning groups. Over 50 CPAs are in San Diego. The combination of all community plans constitutes the Land Use Element of the City's General Plan. The community plans must be consistent with the General Plan and must not contain policies or recommendations that are contradictory to any element of the General Plan or to other community plans.
Crosswind Leg	The part of the rectangular pattern that is horizontally perpendicular to the extended centerline of the takeoff runway. A pilot enters the crosswind leg by making an approximately 90 degrees turn from the upwind leg. A pilot should continue on the crosswind leg to the downwind leg position. Also, see "Traffic Pattern."
Day-night average sound level (DNL)	A 24-hour, cumulative, time-weighted noise metric similar to Community Noise Equivalent Level (CNEL). DNL differs in not incorporating an extra weight for evening (7:00 to 10:00 p.m.) noise. Also, see "Community Noise Equivalent Level (CNEL)."
Decibel (dB)	A unit of measure describing the pressure level of a sound, equal to the logarithm of the ratio of the sound pressure to the pressure of a reference level equivalent to a sound barely audible to an unimpaired human ear. Because the human ear is more sensitive to sound at specific frequencies (or pitches), special weighting scales have been developed so that sound measurements can be adjusted to accurately describe sounds that people hear. The A-weighting scale is most common. The A-weighted decibel is often indicated by "dBA." Where the context clearly indicates that the A-weighting scale is being used, as in this ALUCP, the "A" is usually dropped, and the term "dB" is used. Also, see "Community Noise Equivalent Level (CNEL)."
Deed Notices	Official statements recorded with a property deed. They may be used to note the presence of aircraft overflights above the property and describe the potential effects of the overflights.
Displaced Threshold	A landing threshold that is located at a point on the runway other than the designated beginning of the runway. Also, see "Threshold."

Downwind Leg	A course flown parallel to the landing runway, but in a direction opposite to the intended landing direction. At general aviation airports, this leg is approximately one-half to one mile lateral from the landing runway and at the specific traffic pattern altitude. At commercial airports, the downwind leg may be several miles from the landing runway. Also, see “Traffic Pattern.”
Easement	An easement is a legal document that gives one entity the right to use a part of the real estate owned by another entity, but only as specified in the easement document.
Findings	Legally relevant conclusions that describe a government agency’s analysis of facts, regulations, and policies, and that bridge the analytical gap between raw data and ultimate decision.
Floor Area Ratio (FAR)	The gross building square footage (typically excluding parking garages) divided by the entire site’s square footage (site area).
Form 7140-1, Notice of Proposed Outdoor Laser Operation(s)	A form required to be completed and submitted to the FAA when a project sponsor proposes outdoor laser installations. The project sponsor must provide detailed information about the proposed installation, including location and characteristics of the laser beams.
Form 7460-1, Notice of Proposed Construction or Alteration	A form required to be completed and submitted to the FAA when a project sponsor proposes to build or alter a structure or object per 14 CFR 77.9, <i>Construction or Alteration Requiring Notice</i> . The sponsor must complete and submit Form 7460-1 to the FAA at least 45 days prior to the start of construction or alteration.
General Aviation (GA)	That portion of civil aviation that encompasses all facets of civil aviation except air carriers.
Global Positioning System (GPS)	A navigational system that utilizes a network of satellites to determine a positional fix on or above the earth. Developed and operated by the US Department of Defense, GPS has been made available to the civilian sector for surface, marine, and aerial navigational use. For aviation purposes, the current form of GPS guidance provides en route aerial navigation and selected types of nonprecision instrument approaches.
Gross Acreage	The total area of a development project, before lots are platted and public rights-of-way, parks, and other public properties are dedicated. Also, see “Net Acreage.”
Handbook	The <i>California Airport Land Use Planning Handbook</i> , published by the California Department of Transportation, Division of Aeronautics (October 2011).
Hazard	An object exceeding an obstruction standard and creating adverse aeronautical effects, that the FAA has determined would have a “substantial adverse effect,” i.e., an “adverse effect” to a “significant volume of aeronautical operations.” ¹

¹ US Department of Transportation, Federal Aviation Administration, Order JO 7400.2P, *Procedures for Handling Airspace Matters*, Paragraphs 6-3-3 and 6-3-4, April 20, 2023.

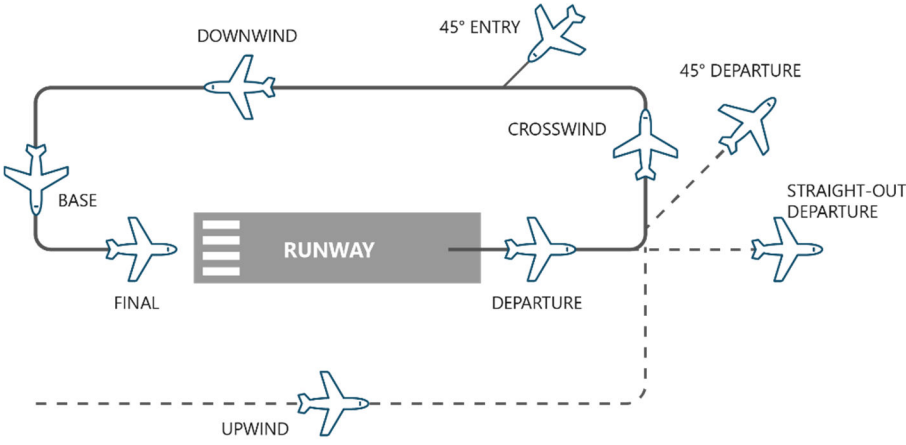
Hazardous Materials	Substances that are considered severely harmful to human health and the environment. ² Examples include highly flammable, explosive, corrosive, and toxic materials.
Hill Effect	A localized effect experienced on the hillside above Interstate 5, directly north of the east end of Runway 9-27. This hillside has a direct line-of-sight to the east end of Runway 27 and is exposed to noise from the breakaway thrust of departing aircraft without benefiting from ground absorption or shielding of noise by intervening structures. Extensive noise monitoring has found that the aircraft noise levels in this area are higher than predicted by the Airport Environmental Design Tool (AEDT). Noise monitoring has also confirmed that this effect ceases once the top of the plateau is crossed to the east.
Imaginary Surfaces	Airspace surfaces defined in accordance with 14 CFR 77.19, Civil Airport Imaginary Surfaces, 14 CFR 77.21, Department of Defense Airport Imaginary Surfaces, or 14 CFR 77.23, Heliport Imaginary Surfaces. Objects penetrating these surfaces are recognized as obstructions to air navigation per 14 CFR 77.17(a)(5).
Instrument Approach Procedure	A series of predetermined maneuvers by reference to flight instruments from the beginning of the initial approach to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en route obstacle clearance criteria apply. Also, see "Nonprecision Approach Procedure" and "Precision Approach Procedure."
Instrument Flight Rules (IFR)	Rules governing the procedures for conducting instrument flight.
Instrument Landing System (ILS)	A precision instrument approach system that provides short-range guidance to aircraft to allow them to approach a runway at night or at other times of poor visibility. ILS normally consists of the following electronic components and visual aids: (1) Localizer; (2) Glide Slope; (3) Outer Marker; (4) Middle Marker; (5) Approach Lights.
Land Use Plans and Regulations	Any general plan, community plan, specific plan, precise plan, zoning ordinance, rezone, building regulation or any amendments to these policy and regulatory documents. Land use plans and regulations also include any school district, community college district, or special district master plans or amendments to master plans.
Landing Distance Available (LDA)	The runway length declared available and suitable for a landing aircraft.
Localizer (LOC)	The component of an ILS that provides course guidance to the runway. The localizer generates and radiates signals to provide final approach azimuth [angular distance measured on a horizontal circle in a clockwise direction from either north or south] navigation information to landing aircraft.

² US Environmental Protection Agency, *Learn the Basics of Hazardous Waste*, <https://www.epa.gov/hw/learn-basics-hazardous-waste> (accessed March 4, 2024).

Mean Sea Level (MSL)	An elevation datum using mean sea level as its reference elevation.
Navigational Aid (NAVAID)	Any visual or electronic device airborne or on the surface that provides point-to-point guidance information or position data to aircraft in flight.
Net Acreage	Net acreage refers to the lot area available for development. Net acreage does not include land dedicated for public purposes, such as streets or parks, through the subdivision of large tracts of land. Net acreage does include easements for private roads, utilities, or open space. Also, see "Gross Acreage."
Noise	Unwanted sound. Sound is created by variations in air pressure and is measured in terms of pressure level. The decibel (dB) scale has been developed to describe sound pressure level. Also, see "Decibel" and "Community Noise Equivalent Level (CNEL)."
Noise Contours	Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are typically drawn in 5-decibel increments so that they resemble elevation contours on topographic maps.
Noise-Sensitive Land Uses	Land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. These include sleeping rooms and facilities where a quiet indoor environment is needed, such as classrooms, office areas, meeting rooms, performance halls, or contemplative areas.
Nonprecision Approach Procedure	An instrument approach procedure providing only lateral guidance. Also, see "Instrument Approach Procedure."
Object	An element of natural growth, terrain, or fabricated structure.
Object Free Area (OFA)	A two-dimensional, rectangular area centered on the runway or taxiway centerline, with varying dimensions based on the airplane design groups operating on the airfield. According to FAA design standards, the OFA is to be clear of objects that could damage an aircraft overrunning or veering off the runway or taxiway. Only objects directly related to air navigation or aircraft maneuvering are allowed within these areas.
Obstacle	An object that would penetrate an obstacle clearance surface or exceed other specific clearance requirements for a specific flight procedure, as defined by FAA instrument flight procedure design criteria. An obstacle is known as a "controlling obstacle" when a flight procedure is designed around that obstacle as the limiting factor.
Obstacle Clearance Surface (OCS)	A level or sloping surface used for obstacle evaluation. The separation between this surface and specified minimum altitude, glidepath angle or minimum required climb path defines the MINIMUM required obstruction clearance at any given point.
Obstacle Free Zone (OFZ)	A three-dimensional, rectangular zone centered on the runway or taxiway centerline, with length, width, and surface elevation based on the type of runway/taxiway. The OFZ clearing standards preclude object penetrations unless they are frangible, visual navigational aids.

Obstruction	An object that, upon evaluation, is determined by the FAA to require proper marking, lighting, and identification in aeronautical publications so that it may be easily recognized by pilots of aircraft navigating through the airspace. FAA obstruction standards are defined in Title 14, Code of Federal Regulations (CFR) Part 77, Subpart C.
Obstruction Evaluation / Airport Airspace Analysis (OE/AAA)	An aeronautical study conducted by the FAA for any object that may affect the national airspace, air navigation facilities, or airport capacity. The study is initiated by the project sponsor by filing FAA Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA.
Occupancy Factor	An estimate of the amount of floor area attributable to an occupant of a nonresidential land use. It is used to estimate the total number of people, both patrons and employees, occupying a nonresidential use during periods of typical activity. It does not indicate maximum structural capacity, maximum peak occupancy, or maximum occupancy allowed under any health or safety codes.
One Engine Inoperative (OEI) Procedures	Aircraft operating criteria and flight procedures that commercial operators of multi-engine aircraft are required to develop for each airport to ensure safe climb performance on departure in the case one engine becomes inoperative.
Overflight	Any distinctly visible or audible passage of an aircraft over an area.
Overlay Zone	A special purpose zoning district. The regulations within an overlay zone supplement the requirements of the underlying standard zoning districts (typically residential, commercial, or industrial). Overlay zones are used to achieve a special purpose, such as flood hazard protection or the preservation of a historic district, without directly changing the underlying land use in the affected area.
Precision Approach Procedure	An instrument approach procedure providing both lateral and vertical guidance. Also, see "Instrument Approach Procedure."
Real Estate Disclosure	A state law that requires anyone offering residential property within an airport influence area (AIA) for sale or lease to notify prospective buyers or tenants of airport proximity and potentially adverse effects from aircraft flight activity using the airport.
Required Navigational Performance (RNP)	Area Navigation (RNAV) with the addition of onboard performance monitoring and alerting capability. Also, see "Area Navigation."
Required Obstacle Clearance (ROC)	The minimum vertical clearance (in feet) that must exist between aircraft and the highest obstacle within the obstacle evaluation area of instrument procedure segments.
Runway End Siting Surface (RESS)	A sloping imaginary surface that is designed to clear all obstacles along a runway approach and is used to determine the location of a runway landing threshold. Any objects penetrating the RESS may cause the runway thresholds to be further displaced, reducing available landing distances. The RESS was formerly known as the threshold siting surface (TSS).

Runway Object Free Area (ROFA)	A clear area limited to equipment necessary for air and ground navigation, and provides wingtip protection in the event of an aircraft excursion from the runway
Runway Protection Zone (RPZ)	Two-dimensional, trapezoid areas defined off the ends of runways. One set of RPZs is associated with the runway approach and another with the runway departure. The RPZ function is to enhance the protection of people and property on the ground. Where practical, airport owners own the property under the runway approach and departure areas to at least the limits of the RPZ. It is desirable to clear the entire RPZ of all above-ground objects to minimize risk to the public.
Runway Safety Area (RSA)	A two-dimensional, rectangular area centered on the runway centerline, with varying dimensions based on the airplane design groups and approach categories of aircraft operating on the airfield. FAA design standards (Paragraph 3.10.1.3 of FAA Advisory Circular 150/5300-13B "Airport Design") require RSAs to be cleared and graded with no potentially hazardous ruts, humps, depressions, or other surface variations. No objects higher than three inches above grade are permitted in the RSAs, unless they are deemed acceptable because of their function and constructed on frangible mounted structures.
Safety Zone	For the purpose of airport land use compatibility planning, an area near an airport in which land use restrictions are established to protect the safety of the public from potential aircraft accidents.
Standard Instrument Departure (SID)	A published procedure which describes specific maneuvers that aircraft departing an airport under Instrument Flight Rules (IFR) are to follow.
Tactical Air Navigation (TACAN)	An ultra-high frequency electronic rho-theta air navigation aid which provides suitably equipped aircraft a continuous indication of bearing and distance to the TACAN station.
Takeoff Distance Available (TODA)	The Takeoff Run Available (TORA) plus the length of any remaining runway or clearway beyond the far end of the TORA.
Takeoff Run Available (TORA)	The runway length declared available and suitable for the ground run of an airplane taking off.
TERPS (United States Standard for Terminal Instrument Procedures)	The <i>United States Standard for Terminal Instrument Procedures</i> (FAA Order 8260.3F) includes criteria for the protection of airspace needed for the safe execution of instrument approach and departure procedures. TERPS airspace surfaces are designed to provide minimum required obstacle clearance for aircraft operating in the airspace. Unlike 14 CFR Part 77 obstruction surfaces, which can be penetrated without necessarily creating a hazard to air navigation, objects of growth or construction penetrating a TERPS surface may be determined to be a hazard and an obstacle to flight.
Threshold	The beginning of that portion of the runway usable for landing. Also, see "Displaced Threshold."
Touch-and-Go	An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.

<p>Traffic Pattern</p>	<p>The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach.</p> 
<p>Upwind Leg</p>	<p>A flight path parallel to the landing runway in the direction of landing. Also, see “Traffic Pattern.”</p>
<p>Visual Flight Rules (VFR)</p>	<p>Rules that govern the procedures for conducting flight under visual conditions.</p>
<p>VOR</p>	<p>A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. Used for navigation in the National Airspace System.</p>
<p>VORTAC</p>	<p>A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance measuring equipment (DME) at one site.</p>
<p>Zoning</p>	<p>A police power measure, usually enacted by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. A zoning ordinance includes a map and the text of the regulations.</p>

D.2 ACRONYMS AND ABBREVIATIONS

AAFE	Above Airport Field Elevation
AC	Advisory Circular
ADG	Airplane Design Group
ADP	Airport Development Plan
AEDT	Aviation Environmental Design Tool
AGL	Above Ground Level
AIA	Airport Influence Area
ALP	Airport Layout Plan
ALS	Approach Lighting System
ALSF-1	Approach Lighting System with Sequenced Flashers
ALSF-2	Approach Lighting System with Sequences Flashers and Category II Modifications
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
ANOMS	Airport Noise and Operations Monitoring System
APA	American Planning Association
ASV	Annual Service Volume
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
AVP	Approach with Vertical Guidance
Caltrans	California Department of Transportation
CAT	Category
CBC	California Building Code
CFR	Code of Federal Regulations
CNEL	Community Noise Equivalent Level
CPA	Community Planning Area
CSP	Concentrated Solar Power
DA	Decision Altitude
dB	Decibel

dba	A-weighted Decibel
DH	Decision Height
DME	Distance Measuring Equipment
DNE	Does Not Exceed
DNH	Determination of No Hazard
DNL	Day-Night Average Sound Level
DOH	Determination of Hazard
DVA	Diverse Vector Area
EBO	Exceeds But Okay
EIR	Environmental Impact Report
FAA	Federal Aviation Administration
FALS	Full Approach Lighting System
FAR	Floor Area Ratio
FEIR	Final Environmental Impact Report
GA	General Aviation
GIS	Geographic Information System
GPA	Glide Path Angle
GPS	Global Positioning System
HAT	Height Above Touchdown
HATh	Height Above Threshold
IALS	Intermediate Approach Lighting System
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing System
INM	Integrated Noise Model
JO	Joint Order
kW	Kilowatt
LDA	Landing Distance Available
LNAV	Lateral Navigation
LOC	Localizer

LPV	Localizer Performance with Vertical Guidance
MALS	Medium Intensity Approach Lighting System
MALSRL	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MAP	Missed Approach Point
MDA	Minimum Descent Altitude
MSL	Mean Sea Level
MW	Megawatt
NAICS	North American Industry Classification System
NAVAID	Navigational Aid
NCP	Noise Compatibility Program
NLR	Noise Level Reduction
NM	Nautical Miles
NPF	Notice of Preliminary Findings
OAA	Obstacle Accountability Area
OCS	Obstacle Clearance Surface
ODP	Obstacle Departure Procedure
OE/AAA	Obstruction Elevation/Airport Airspace Analysis
OEI	One Engine Inoperative
OFA	Object Free Area
OFZ	Obstacle Free Zone
OIS	Obstacle Identification Surface
PA	Precision Approach
PBN	Performance Based Navigation
PV	Photovoltaic
RESS	Runway End Siting Surface
RNAV	Area Navigation
RNP	Required Navigational Performance
ROC	Required Obstacle Clearance
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone

RSA	Runway Safety Area
RV	Recreational Vehicle
RVR	Runway Visual Range
SAA	California State Aeronautics Act
SANDAG	San Diego Association of Governments
SDCRAA	San Diego County Regional Airport Authority
SDIA	San Diego International Airport
SFO	San Francisco International Airport
SGHAT	Solar Glare Hazard Analysis Tool
SID	Standard Instrument Departure
SLUCM	Standard Land Use Coding Manual
SRO	Single Room Occupancy
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STAR	Standard Terminal Arrival Route
SZ	Safety Zone
TACAN	Tactical Air Navigation Station
TCH	Threshold Crossing Height
TDZE	Touchdown Zone Elevation
TERPS	United States Standard for Terminal Instrument Procedures
TL	Truckload
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TSS	Threshold Siting Surface
USEPA	US Environmental Protection Agency
VFR	Visual Flight Rules
VGS	Vertical Guidance Surface
VNAV	Vertical Navigation
VOR	Very High Frequency Omni-Directional Range Station
VORTAC	Very High Frequency Omni-Directional Range Station with Tactical Air Navigation

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