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U.S. Department  
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# *Transportation Expressions*

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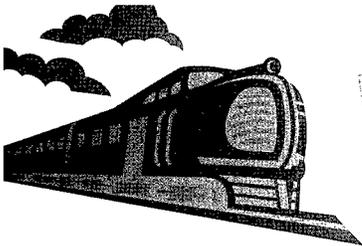
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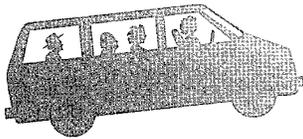


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of Transportation

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*Transportation Expressions*

**November 1994**

**Secretary of Transportation**  
**Federico Peña**



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This report compiles definitions of transportation terms used throughout the Department of Transportation and other U.S. government agencies. This is the first edition of Transportation Expressions; future editions will be expanded in scope to include additional U.S. government agencies and private transportation related agency definitions of transportation terms.

The terms are organized within Transportation Expressions by their common name. Each term appears in bold print, followed by its definition and the source citation. Source citations are italicized for easy readability. Specific documents, publications or databases used to compile Transportation Expressions are identified in the Source Index. Terms are cross-referenced within the document and also within the Term Index. The Term Index refers the reader to all major groupings of related terms. Terms that appear once are not indexed.

Terms with multiple source citations indicate that more than one agency or several documents within single agencies use the same definition for the specific term. A term appearing several times indicates that each agency or document uses a different definition for that expression.

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## PREFACE

### THE BUREAU OF TRANSPORTATION STATISTICS

The Intermodal Surface Transportation Efficiency Act of 1991 created the Bureau of Transportation Statistics, the newest operating administration of the U.S. Department of Transportation. Our mission is to compile, analyze, and make accessible information on the Nation's transportation systems; to collect information on intermodal transportation and other areas as needed; and to enhance the quality and effectiveness of the Department of Transportation's statistical programs through research, the development of guidelines, and the promotion of improvements in data acquisition and use.

### ACKNOWLEDGEMENTS

This document was prepared under Project Plan Agreement KB-501 between the Bureau of Transportation Statistics and the Research and Special Programs Administration's Volpe National Transportation Systems Center (Volpe Center). *Transportation Expressions* was produced by Pamela O'Leary of the Volpe Center; and Jay Corey, Mike Reddington, and Tom Charron of EG&G Dynatrend under the general direction of Kathleen Bradley and Robert Knisely of the Bureau of Transportation Statistics.

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## Introduction

The purpose of the *Transportation Expressions* document is to provide users of transportation information with a comprehensive inventory of transportation terms and their definitions. The terms cited in this publication were identified from the materials contained in the Bureau of Transportation Statistics' *Directory of Transportation Data Sources, 1993*. These data sources are transportation publications and data bases existent within the Federal Government. The Transportation Expressions Source Index located on page S-1 lists the sources from the Directory that were used to compile this report.

The terms in *Transportation Expressions* are listed alphabetically. Following each term, in parenthesis, is the data source designator where the information was obtained. The Source Index in the rear of the document identifies the specific source material. Terms identified with similar definitions are followed by multiple designators. Multiple designators let the user know that these terms were found in several sources and have the same definition. Comparable terms with varying definitions are listed separately so the user may distinguish the various usages between and/or within each agency.

The *Transportation Expressions* Term Index on page T-1 cross-references terms having the same core word as well as other terms that relate to the core word. For example, the first appearance of the term, Accident, will state, "See Term Index for additional accident specific terms; See also Casualty, Collision, Crash, Derailment, Fatality, Event, Incident, Injury." Accident terms with differing definitions will follow the initial Accident expression.

It is our intent for each new edition to increase in volume with assistance from the transportation community. If there are transportation or transportation-related terms that are not included in this edition that you would like to see in future issues, please complete and return the postage-paid User Comment Form on page ix.

*Transportation Expressions* is also available on diskette as an executable file, compatible with Windows 3.0 or higher. The file is approximately 1MB with 4000 records.

A related publication, the *Transportation Acronym Guide* (TAG), has also been produced by the Bureau of Transportation Statistics. This document identifies transportation and transportation-related acronyms and their referents. These acronyms were also abstracted from the sources located in the above Directory. Additionally, the TAG is available on diskette as an executable file, compatible with Windows 3.0 or higher. The file is approximately .2MB with 1200 records.

The above diskettes and the *Transportation Acronym Guide* may be obtained by contacting the Bureau of Transportation Statistics at (202) 366-3282 or fax, (202) 366-3640.

Additionally, the Bureau of Transportation Statistics, in furthering its mandate for making transportation statistics more readily available, has established a toll-free statistical information line. This information line is designed to answer public inquiries relating to transportation information and specializes in providing referrals to the proper individual/organization. The toll-free number is 1-800-853-1351 and is staffed from 8:15 A.M. - 4:45 P.M. Monday through Friday, E.T. After hours and on weekends, calls will be received electronically and acknowledged the following workday.



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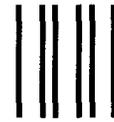
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## **TRANSPORTATION EXPRESSIONS**





**A.M. PEAK PERIOD:** *(See also P.M. Peak Period)* The period in the morning when additional services are provided to handle higher passenger volumes. The period begins when normal, scheduled headways are reduced and ends when headways return to normal. *(FTA1)*

**ABANDONED RUNWAY:** Intact but not maintained or intended for use runway. *(DOI3)*

**ABBREVIATED INSTRUMENT FLIGHT RULES (IFR) FLIGHT PLANS:** An authorization by Air Traffic Control (ATC) requiring pilots to submit only that information needed for the purpose of ATC. It includes only a small portion of the usual Instrument Flight Rules (IFR) flight plan information. In certain instances, this may be only aircraft identification, location, and pilot request. Other information may be requested if needed by ATC for separation / control purposes. It is frequently used by aircraft which are airborne and desire an instrument approach or by aircraft which are on the ground and desire a climb to Visual Flight Rule (VFR) - on - top. *(FAA4)*

**ABEAM:** An aircraft is "abeam" a fix, point, or object when that fix, point, or object is approximately 90 degrees to the right or left of the aircraft track. Abeam indicates a general position rather than a precise point. *(FAA4)*

**ABORT:** To terminate a preplanned aircraft maneuver; (e.g., an aborted takeoff). *(FAA4)*

**ABSOLUTE BLOCK:** A block in which no train is permitted to enter while it is occupied by another train. *(49CFR218)*

**ACCELERATE STOP DISTANCE AVAILABLE:** The runway plus stopway length declared available and suitable for

the acceleration and deceleration of an airplane aborting a takeoff. *(FAA4)*

**ACCESS RESTRICTIONS ROAD GATE:** Constraints on use. *(DOI3)*

**ACCESS RIGHTS:** This element identifies who has acquired legal access rights over a road segment. *(DOI2)*

**ACCESSORY OR AUXILIARY EQUIPMENT:** A particular item of equipment added to a vehicle to aid or contribute to the vehicles operation and / or mission. *(GSA2)*

**ACCIDENT:** *See Term Index for additional accident specific terms; See also, Casualty, Collision, Crash, Derailment, Fatality, Event, Incident, Injury.*

**ACCIDENT:** Includes continuous or repeated exposure to the same conditions resulting in public liability which the insured neither expected nor intended. *(49CFR387)*

**ACCIDENT:** (1) An occurrence involving a commercial motor vehicle operating on a public road which results in a fatality; bodily injury to a person, who as a result of the injury, immediately receives medical treatment away from the scene of the accident or (2) One or more motor vehicles incurring disabling damage as a result of the accident, requiring the vehicle to be transported away from the scene by a tow truck or other vehicle. *(49CFR390)*

**ACCIDENT:** An incident involving a moving vehicle includes collisions with a vehicle, object, or person (except suicides) and derailment / left roadway. *(FTA2)*

**ACCIDENT CLASSES:** Used to categorize commercial vehicle accidents according to accident severity (i.e., fatal accidents, injury accidents, and property damage accidents). *(FHWA4)*

**ACCIDENT CONSEQUENCES:** The physical results of motor vehicle accidents. Consequences include fatalities, injuries, and property damage. *(FHWA2)(FHWA4)*

**ACCIDENT SEVERITY:** Measures the seriousness of an accident according to the type and quantity of the accident's consequences. Fatalities are more severe than injuries, and injuries are more severe than property damage. *(FHWA2)(FHWA4)*

**ACCIDENT TYPE:** An accident type is classified as either "collision" or "non-collision." *(FHWA2)(FHWA4)*

**ACCOUNTING CHANGES INCOME (LOSS):** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Accounting Changes Income (Loss) is defined as the difference between the amount of retained earnings at the beginning of the period in which a change in accounting has occurred and the amount of retained earnings that would have been reported, net of applicable taxes, at that date if the new accounting had been applied retroactively for all applicable periods. *(RSPA1)*

**ACKNOWLEDGING DEVICE:** A manually operated electric switch or pneumatic valve by means of which, on a locomotive equipped with an automatic train stop or train control device, an automatic brake application can be forestalled, or by means of which, on a locomotive equipped with an automatic cab signal device, the sounding of the cab indicator can be silenced. *(49CFR236)*

**ACKNOWLEDGING TIME:** As applied to an intermittent automatic train stop system, a predetermined time within which an automatic brake application may be forestalled by means of the acknowledging device. *(49CFR236)*

**ACKNOWLEDGMENT CIRCUIT:** A circuit consisting of wire or other conducting material installed between the track rails at each signal in territory where an automatic train stop system or cab signal system of the continuous inductive type with 2 - indication cab signals is in service, to enforce acknowledgement by the engineman at each signal displaying an aspect requiring a stop. *(49CFR236)*

**ACROBATIC FLIGHT:** An intentional maneuver involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight. *(FAA4)*

**ACT:** See *Term Index for specific Federal Acts.*

**ACTIVE AIRCRAFT:** All legally registered civil aircraft which flew one or more hours. *(FAA1)(FAA2)(FAA9)*

**ACTUAL CALCULATED LANDING TIME (ACLT):** A flight's frozen calculated landing time. An actual time determined at freeze calculated landing time (FCLT) or meter list display interval (MLDI) for the adapted vertex for each arrival aircraft based upon runway configuration, airport acceptance rate, airport arrival delay period, and other metered arrival aircraft. This time is either the vertex time of arrival (VTA) of the aircraft or the tentative calculated landing time (TCLT) / actual calculated landing time (ACLT) of the previous aircraft plus the arrival aircraft interval

(AAI), whichever is later. This time will not be updated in response to the aircraft's progress. (FAA4)

**ACTUAL SERVICE:** Total service operated during each time period. Actual service excludes missed trips and service interruptions (e.g., strikes, emergency shutdowns), but includes deadheading. (FTA1)

**AD VALOREM:** (1) A freight rate set at a certain percentage of the value of an article; (2) A set percentage of the value of dutiable goods determined by the price at the port of shipment and calculated for duty assessment. (DOD/COE1)

**ADDITIONAL CAPITAL INVESTED:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Additional Capital Invested is defined as the difference between the price at which capital stock is sold and the par or stated value of the stock, gains or losses arising from the reacquisition and the resale or retirement of each class and series of capital stock, donations, the excess of retained earnings capitalized over par or stated value of capital stock issued, adjustments in capital resulting from reorganization or recapitalization, proceeds attributable to detachable stock purchase warrants related to debt issues, and contributions to the business enterprise by individual proprietors or partners. (RSPA1)

**ADDITIONAL SERVICES:** Advisory information provided by Air Traffic Control (ATC) which includes but is not limited to the following: 1) Traffic advisories. 2) Vectors, when requested by the pilot, to assist aircraft receiving traffic advisories to avoid observed traffic. 3) Altitude deviation information of 300 feet or more from an assigned altitude as observed on a verified (reading correctly) automatic altitude

readout (Mode C). 4) Advisories that traffic is no longer a factor. 5) Weather and chaff information. 6) Weather assistance. 7) Bird activity information. 8) Holding pattern surveillance.

Additional services are provided to the extent possible contingent only upon the controller's capability to fit them into the performance of higher priority duties and on the basis of limitations of the radar, volume of traffic, frequency congestion, and controller workload. The controller has complete discretion for determining if he is able to provide or continue to provide a service in a particular case. The controller's reason not to provide or continue to provide a service in a particular case is not subject to question by the pilot and need not be made known to him. (FAA4)

**ADDITIONAL VEHICLE:** A vehicle added to the inventory of a Fleet Management Center to fill a new program or to expand on an existing program of a participating agency. (GSA2)

**ADJUSTABLE SPEED DRIVES:** Drives that save energy by ensuring the motor's speed is properly matched to the load placed on the motor. Terms used to describe this category include polyphase motors, motor oversizing, and motor rewinding. (DOE5)

**ADMINISTRATIVE CLASS V ROAD:** An administrative access road which consists of all public roads intended for access to administrative developments or structures such as offices, employee quarters, or utility areas. (DOI1)

**ADMINISTRATIVE CLASS VI ROAD:** A restricted road normally closed to the public, including patrol roads, truck trails, and other similar roads. (DOI1)

**ADMINISTRATIVE ROAD:** Consists of all public and non - public roads intended to be used principally for administrative purposes. It includes roads servicing employee residential areas, maintenance areas and other administrative developments, as well as restricted patrol roads, truck trails, and similar service roads. *(DOI1)*

**ADVANCES FROM ASSOCIATED COMPANIES:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Advances From Associated Companies are defined as net amounts due associated companies and nontransport divisions for notes, loans and advances that are not settled currently. *(RSPA1)*

**ADVERSE WEATHER:** The weather conditions considered by the operator in identifying the response systems and equipment to be deployed in accordance with a response plan, including wave height, ice, temperature, visibility, and currents within the inland or Coastal Response Zone [defined in the National Contingency Plan (40 CFR 300)] in which those systems or equipment are intended to function. *(49CFR194)*

**ADVISE INTENTIONS:** Tell me what you plan to do. *(FAA4)*

**ADVISING BANK:** A domestic bank which handles letters of credit for a foreign bank by notifying the exporter that the credit has been opened in his favor, fully informing him of the conditions and terms without responsibility on the part of the bank. *(DOD/COE1)*

**ADVISORY:** *See Term Index for additional advisory specific terms.*

**ADVISORY FREQUENCY:** The appropriate frequency to be used for Airport Advisory Service. *(FAA4)*

**ADVISORY SERVICE:** Advice and information provided by a facility to assist pilots in the safe conduct of flight and aircraft movement. *(FAA4)*

**AERIAL APPLICATION:** Any use of an aircraft for work purposes which concerns the production of foods, fibers, and health control in which the aircraft is used in lieu of farm implements or ground vehicles for the particular task accomplished. This includes fire fighting operations, the distribution of chemicals or seeds in agriculture, reforestation, or insect control. *(FAA9)*

**AERIAL APPLICATION FLYING:** The operation of aircraft for the purpose of dispensing any substance for plant nourishment, soil treatment, propagation of plant life, pest control, or fire control, including flying to and from the application site. *(NTSB1)*

**AERIAL OBSERVATION:** Any use of an aircraft for aerial mapping and photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, or sightseeing. *(FAA9)*

**AERIAL REFUELING:** A procedure used by the military to transfer fuel from one aircraft to another during flight. *(FAA4)*

**AERODROME:** *See Term Index for additional aerodrome specific terms; See also Airport, Heliport.*

**AERODROME:** A defined area on land or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure, and movement of

aircraft. Aerodromes may include airports, heliports, and other landing areas. (FAA8)

**AERODROME BEACON:** Aeronautical beacon used to indicate the location of an aerodrome from the air. (FAA4)

**AERODROME CONTROL TOWER:** A unit established to provide air traffic control service to aerodrome traffic. (FAA4)

**AERODROME ELEVATION:** The elevation of the highest point of the landing area. (FAA4)

**AERODROME TRAFFIC CIRCUIT:** The specified path to be flown by aircraft operating in the vicinity of an aerodrome. (FAA4)

**AERODYNAMIC COEFFICIENT:** Non-dimensional coefficients for aerodynamic forces and moments. (14CFR1)

**AERONAUTICAL BEACON:** A visual Navigation Aid (NAVAID) displaying flashes of white and / or colored light to indicate the location of an airport, a heliport, a landmark, a certain point of a federal airway in mountainous terrain, or an obstruction. (FAA4)

**AERONAUTICAL CHART:** A map used in air navigation containing all or part of the following topographic features: hazards and obstructions, navigation aids, navigation routes, designated airspace, and airports. (FAA4)

**AGENCY:** See *Term Index* for agency specific terms.

**AGENT:** See *Term Index* for agent specific terms.

**AGGREGATE RATIO:** See *Mean, Estimate Ratio and Ratio Estimate*.

**AGITATOR BODY:** Truck body designed and equipped to mix concrete in transit. (ATA1)

**AGRICULTURAL COMMODITY TRAILER:** A trailer that is designed to transport bulk agricultural commodities in off - road harvesting sites and to a processing plant or storage location, as evidenced by skeletal construction that accommodates harvest containers, a maximum length of 28 feet, and an arrangement of air control lines and reservoirs that minimizes damage in field operations. (49CFR393)

**AGRICULTURAL PRODUCTS (EXCEPT LOCAL) TRUCKING:** Establishments primarily engaged in furnishing trucking, with or without storage, of agricultural products. Such operations are principally outside a single municipality, outside one group of contiguous municipalities, or outside a single municipality and its suburban groups. (BOCI)

**AGRICULTURAL PRODUCTS TRUCKING WITHOUT LOCAL STORAGE:** Establishments primarily engaged in furnishing trucking or transfer of agricultural products without storage, within a city, town, or other local area, including adjoining towns and suburban areas. (Grain hauling, local log hauling, local livestock hauling, local milk hauling, local farm to market hauling, trucking timber.) (BOCI)

**AIR CARRIER:** (1) A person who undertakes directly by lease, or other arrangement, to engage in air transportation. (2) The commercial system of air transportation consisting of certificated air carriers, air taxis (including commuters), supplemental air

carriers, commercial operators of large aircraft, and air travel clubs. (3) An air carrier holding a Certificate of Public Convenience and Necessity issued by the Department of Transportation to conduct scheduled services over specified routes and a limited amount of nonscheduled operations. (4) Any person or organization who undertakes, whether directly or indirectly, or by lease or any other arrangement, to engage in air transportation and conducts operations in accordance with Federal Aviation Regulations (FAR) Part 121. Such operations would characteristically be conducted with aircraft having a maximum seating capacity of more than 30 seats or a payload capacity of more than 7,500 pounds. (14CFR1)(DOE6)(FAA3)(FAA10)

**AIR CARRIER OPERATIONS:**

Arrivals and departures of air carriers certificated in accordance with Federal Aviation Regulations (FAR) Parts 121 and 127. (FAA14)

**AIR COMMERCE:** Interstate, overseas, or foreign air commerce or the transportation of mail by aircraft or any operation or navigation of aircraft within the limits of any Federal airway or any operation or navigation of aircraft which directly affects, or which may endanger safety in, interstate, overseas, or foreign air commerce. (14CFR1)

**AIR COURIER SERVICE:**

Establishments primarily engaged in furnishing air delivery of individually addressed letters, parcels, and packages (generally under 100 pounds), except by the U.S. Postal service. While these establishments deliver letters, parcels, and packages by air, the initial pick-up and the final delivery are often made by other modes of transportation, such as by truck, bicycle, or motorcycle. Separate establishments of air courier companies

engaged in providing pick - up and delivery only, drop - off points; or distribution centers are all classified in this industry. (BOC1)

**AIR DEFENSE IDENTIFICATION**

**ZONE (ADIZ):** The area of airspace over land or water, extending upward from the surface, within which the ready identification, location, and control of aircraft are required in the interest of national security. Air Defense Identification Zone (ADIZ) locations and operating and flight plan requirements for civil aircraft operations are specified in Part 99. (FAA4)

**AIR EXPRESS (RESERVED**

**PRIORITY AIR FREIGHT):** Freight shipments which are shipped on a guaranteed served flight basis at a premium rate, not to be confused with small package service which is restricted to shipments of 50 pounds or less. (RSPA2)

**AIR MODE:** See *Aviation Mode*.

**AIR NAVIGATION FACILITY:** (See

also *Navigational Aid*) Any facility used in, available for use in, or designed for use in, aid of air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio - directional finding, or for radio or other electrical communication, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and take-off of aircraft. (FAA4)

**AIR NAVIGATION HAZARD:** An object

which, as a result of an aeronautical study, the Federal Aviation Administration (FAA) determines will have an adverse effect upon the safe and efficient use of navigable airspace by



aircraft, operation of air navigation facilities, or existing or potential airport capacity. (FAA12)

**AIR OPERATOR:** A person or organization authorized to operate aircraft or aviation facilities under Federal Aviation Regulations (FAR) Parts 91, 121, 125, 127, 129, 133, 135, or 137. (FAA3)

#### **AIR ROUTE SURVEILLANCE**

**RADAR (ARSR):** Air Route Traffic Control Center (ARTCC) radar used primarily to detect and display an aircraft's position while en route between terminal areas. The ARSR enables controllers to provide radar air traffic control service when aircraft are within the ARSR coverage. In some instances, ARSR may enable an Air Route Traffic Control Center (ARTCC) to provide terminal radar services similar to but usually more limited than those provided by a radar approach control. (FAA4)

#### **AIR ROUTE TRAFFIC CONTROL**

**CENTER (ARTCC):** A facility established to provide air traffic control service to aircraft operating on an Instrument Flight Rules (IFR) flight plan within controlled airspace and principally during the en route phase of flight. When equipment capabilities and controller workload permit, certain advisory and assistance services may be provided to Visual Flight Rules (VFR) aircraft. (FAA14)

**AIR TAXI:** An air taxi operator which:  
1) Performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week and places between which such flights are performed; or 2) Transports mail by air pursuant to a current contract with the U.S. Postal Service. (FAA13)

**AIR TAXI:** A class of air carriers, operating pursuant to Federal Aviation Regulations (FAR) Part 135, engaged in the nonscheduled air transportation of persons, property, or mail for compensation or hire in aircraft with 30 or fewer passenger seats and a payload capacity of 7,500 pounds or less. Air taxis do not hold certificates of public convenience and necessity and do not hold specific route authority. (FAA3)

**AIR TAXI:** Used to describe a helicopter / Vertical Take Off and Landing (VTOL) aircraft movement conducted above the surface but normally not above 100 feet above ground level. The aircraft may proceed either via hover taxi or flight at speeds more than 20 knots. The pilot is solely responsible for selecting a safe airspeed / altitude for the operation being conducted. (FAA4)

#### **AIR TAXI COMMERCIAL**

**OPERATOR (ATCO):** Commercial air carrier operating on demand air taxi services on aircraft with a gross weight of 6,000 lbs or more. (FAA11)

**AIR TAXI SURVEY:** Federal Aviation Administration (FAA) form 1800-31, sent to carriers for reporting of Air Taxi Commercial Operator (ATCO) activity. (FAA11)

**AIR TRAFFIC:** Aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas. Also referred to as airport traffic. (14CFR1) (FAA2)(FAA4)

**AIR TRAFFIC CLEARANCE:** An authorization by air traffic control, for the purpose of preventing collision between known aircraft, for an aircraft to proceed under specified traffic conditions within controlled airspace. (14CFR1)

**AIR TRAFFIC COMMAND AND CONTROL CENTER (ATCCC):** An Air Traffic Operations service facility consisting of four operational units; 1) Central Flow Control Function (CFCF) - Responsible for coordination and approval of all major inter-center flow control restrictions on a system basis in order to obtain maximum utilization of the airspace. 2) Responsible for coordinating, planning, and approving special user requirements under the Altitude Reservation concept. 3) Airport Reservation Office (ARO) - Responsible for approving Instrument Flight Rules (IFR) flights at designated high density traffic airports (John F. Kennedy, LaGuardia, O'Hare and Washington National) during specified hours. 4) Air Traffic Control (ATC) Contingency Command Post - A facility that enables the Federal Aviation Administration (FAA) to manage the ATC system when a significant portion of the system's capabilities have been lost or are threatened. (FAA4)(FAA8)

**AIR TRAFFIC CONTROL (ATC):** The safety separation process to prevent collisions between aircraft and collisions with obstructions while expediting and maintaining an orderly flow of air traffic: an element of the air traffic management process. (FAA7)

**AIR TRAFFIC CONTROL (ATC) ADVISES:** Used to prefix a message of noncontrol information when it is relayed to an aircraft by other than an air traffic controller. (FAA4)

**AIR TRAFFIC CONTROL (ATC) ASSIGNED AIRSPACE:** Airspace of defined vertical lateral limits, assigned by Air Traffic Control (ATC), for the purpose of providing air traffic segregation between the specified activities being conducted within the

assigned airspace and other Instrument Flight Rule (IFR) air traffic. (FAA4)

**AIR TRAFFIC CONTROL (ATC) CLEARS:** Used to prefix an Air Traffic Control (ATC) clearance when it is relayed to an aircraft by other than an air traffic controller. (FAA4)

**AIR TRAFFIC CONTROL (ATC) INSTRUCTIONS:** Directives issued by air traffic control for the purpose of requiring a pilot to take specific actions; (e.g., "Turn left heading two five zero," "Go around," "Clear the runway"). (FAA4)

**AIR TRAFFIC CONTROL (ATC) REQUESTS:** Used to prefix an Air Traffic Control (ATC) request when it is relayed to an aircraft by other than an air traffic controller. (FAA4)

**AIR TRAFFIC CONTROL FACILITY:** A facility which provides air traffic control services located in the U.S., its possessions and territories, and in foreign countries especially established by international agreement. (FAA2)

**AIR TRAFFIC CONTROL SERVICE:** A service provided for the purpose of 1) Preventing collisions between aircraft and on the maneuvering area between aircraft and obstructions and 2) Expediting and maintaining an orderly flow of air traffic. (FAA4)

**AIR TRAFFIC CONTROL SPECIALIST:** (See also *Controller; Final Controller*) A person authorized to provide air traffic control service. (FAA4)

**AIR TRAFFIC CONTROL TOWER (ATCT):** A terminal facility which, through the use of air / ground communications, visual signaling, and other devices, provides Air Traffic Control (ATC) services to airborne aircraft operating in the vicinity of an

airport and to aircraft operating on the movement area. There are five types of Air Traffic Control Towers (ATCT): radar, limited radar, non radar, Visual Flight Rules (VFR), and contracted towers. (FAA13)(FAA14)

**AIR TRAFFIC CONTROL TOWER (ATCT) FAA CONTRACT:** A low activity (Level I) Visual Flight Rules (VFR) Air Traffic Control Tower (ATCT) providing air traffic control services for a municipality or subdivision thereof while under contract with the Federal Aviation Administration (FAA). The municipality has the option of using its own employees or subcontracting for these services. (FAA13)

**AIR TRAFFIC CONTROL TOWER RADAR:** An airport traffic control tower (ATCT) that uses radar and nonradar capabilities to provide approach control services to aircraft arriving, departing, or transiting airspace controlled by the facility. It provides radar Air Traffic Control (ATC) services to aircraft operating in the vicinity of one or more civil and / or military airports in the terminal area. (FAA13)

**AIR TRAFFIC HUB:** (See also Hub) Air traffic hubs are not airports; they are the cities and Standard Metropolitan Statistical Areas requiring aviation services. Communities fall into four classes as determined by each community's percentage of the total enplaned passengers in scheduled carriers in the 50 U.S. states, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration. Large: 1.00%, Medium: 0.25% to 0.99%, Small: 0.05% to 0.24%, Nonhub: Less than 0.05%. (FAA2)(FAA10)(FAA13)

**AIR TRAFFIC LIABILITIES:** The value of transportation sold, but not used

or refunded (i.e., liabilities to passengers or liabilities to others. These include payables to other airlines for portions of interline passenger trips -- amounts the ticketing carrier owes the performing carrier. Also included are amounts the ticketing carrier owes to passengers prior to flights, which remain unearned revenue until air transportation is provided). (RSPA1)

**AIR TRAFFIC MANAGEMENT (ATM):** The process used to ensure the safe, efficient, and expeditious movement of aircraft during all phases of operations. Air traffic management consists of air traffic control and traffic flow management. (FAA7)

**AIR TRAFFIC SERVICE:** A generic term meaning: 1) Flight Information Service: 2) Alerting Service: 3) Air Traffic Advisory Service: 4) Air Traffic Control Service, Area Control Service, Approach Control Service, or Airport Control Service. (FAA4)

**AIR TRAFFIC SERVICES (ATS) ROUTE:** A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services. (FAA4)

**AIR TRANSPORTATION:** Interstate, overseas, or foreign air transportation or the transportation of mail by aircraft. (14CFR1)

**AIR TRANSPORTATION:** Includes establishments that provide domestic and international passenger and freight services, and establishments that operate airports and provide terminal facilities. Also included are flying services such as crop dusting and aerial photography. (BEA1)

**AIR WAYBILL:** A bill of lading which covers both domestic and international flights transporting goods to a specified destination. Technically, it is a non-negotiable instrument of air transport which serves as a receipt for the shipper, indicating that the carrier has accepted the goods listed therein and obligates itself to carry the consignment to the airport of destination according to specified conditions. *(USTTA1)*

**AIRBOAT TRAIL:** Area where the vegetation has been compressed by orbits travelling through swamps and marsh lands. *(DOI3)*

**AIRBUS INDUSTRIES GROUP (AIG):** A supernational management organization responsible for design, development, manufacture, marketing, sales and support of selected commercial aircraft. *(USTTA1)*

**AIRCRAFT:** *See Term Index for additional aircraft specific terms; See also Airframe, Airplane, Airship.*

**AIRCRAFT:** Device/s that are used or intended to be used for flight in the air. When used in air traffic control terminology may include the flight crew. *(FAA8)*

**AIRCRAFT ACCIDENT:** As defined by the National Transportation Safety Board, it is "an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage." *(FAA2)*

#### **AIRCRAFT AND TRAFFIC SERVICING EXPENSES:**

Compensation of ground personnel, in-flight expenses for handling and protecting all nonpassenger traffic including passenger baggage, and other expenses incurred on the ground to 1) Protect and control the in-flight movement of aircraft, 2) Schedule and prepare aircraft operational crews for flight assignment, 3) Handle and service aircraft while in line operation, and 4) Service and handle traffic on the ground after issuance of documents establishing the air carrier's responsibility to provide air transportation. *(RSPA1)*

**AIRCRAFT APPROACH CATEGORY:** A grouping of aircraft based on 1.3 times their stall speed in landing configuration at maximum certified landing weight. *(FAA12)*

**AIRCRAFT APPROACH CATEGORY A:** Speed less than 91 knots. *(FAA12)*

**AIRCRAFT APPROACH CATEGORY B:** Speed 91 knots or more but less than 121 knots. *(FAA12)*

**AIRCRAFT APPROACH CATEGORY C:** Speed 121 knots or more but less than 141 knots. *(FAA12)*

**AIRCRAFT APPROACH CATEGORY D:** Speed 141 knots or more but less than 166 knots. *(FAA12)*

**AIRCRAFT APPROACH CATEGORY E:** Speed 166 knots or more. *(FAA12)*

**AIRCRAFT CONTACT:** Aircraft with which the Flight Service Stations (FSS) have established radio communications contact. One count is made for each en route, landing, or departing aircraft contacted by an FSS regardless of the number of contacts made with an

individual aircraft during the same flight. A flight contacting five FSS's would be counted as five aircraft contacted. (FAA2)

**AIRCRAFT DEPARTURE:** An aircraft takeoff made at an airport. (FAA15)

**AIRCRAFT ENGINE:** An engine that is used or intended to be used for propelling aircraft. It includes turbosuperchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers. (14CFR1)

**AIRCRAFT FACILITY:** (See also *Airport; Heliport*) An area where aircraft can take-off and land, usually equipped with associated buildings and facilities. (DOI3)

**AIRCRAFT INCIDENT:** An occurrence, other than an accident, associated with the operation of an aircraft that affects or could affect the safety of operations and that is investigated and reported on Federal Aviation Administration (FAA) Form 8020-5. (note: Incident reports on Form 8020-5 do not include near midair collisions (NMACs), operational errors or deviations, pilot deviations, vehicle / pedestrian deviations, or runway incursions. Guidance on incidents that should be reported on FAA Form 8020.5 as set forth in Paragraph 296 of FAA Order 8020.11A). (FAA3)

**AIRCRAFT OPERATIONS:** The airborne movement of aircraft in controlled or non controlled airport terminal areas, and counts at en route fixes or other points where counts can be made. (FAA14)

**AIRCRAFT REVENUE DEPARTURES PERFORMED:** The number of aircraft take - offs actually performed in scheduled passenger / cargo and all - cargo services. (RSPA2)(RSPA3)

**AIRCRAFT REVENUE HOURS:** The airborne hours in revenue service, computed from the moment an aircraft leaves the ground until it touches the ground again. (RSPA2)(RSPA3)

**AIRCRAFT REVENUE MILE:** The miles (computed in airport - to - airport distances) for each inter - airport hop actually completed in revenue service, whether or not performed in accordance with the scheduled pattern. For this purpose, operation to a flag stop is a hop completed even though a landing is not actually made. In cases where the inter - airport distances are inapplicable, aircraft miles flown are determined by multiplying the normal cruising speed for the aircraft type by the airborne hours. (RSPA2)(RSPA3)

**AIRCRAFT TYPE:** A term used in this publication in grouping aircraft by basic configuration - fixed - wing, rotorcraft, glider, dirigible, and balloon. (FAA9) (FAA10)

**AIRCRAFT TYPE:** A distinctive model of an aircraft as designated by the manufacturer. (FAA15)

**AIRCRAFT TYPE:** A term used in the *Statistical Handbook of Aviation* in grouping aircraft by basic configuration fixed-wing, rotorcraft, glider, dirigible, and balloon. (FAA2)

**AIRCRAFT VISUAL FLIGHT RULES (VFR):** An aircraft conducting flight in accordance with visual flight rules or operating on a special Visual Flight Rules (VFR) clearance. (FAA8)

**AIRCRAFT-MILES:** The distance flown by aircraft in terms of great circle airport to airport distances measured in statute miles. (NTSB2)

**AIRFRAME:** *See also Aircraft, Airplane, Airship.*

**AIRFRAME:** Means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating airfoils of engines), and landing gear of an aircraft and their accessories and controls. (14CFR1)

**AIRLINE TRANSPORT PILOT:** An airline transport pilot may act as a pilot - in - command of an aircraft engaged in air carrier service. (FAA2)

**AIRMAN:** A pilot, mechanic or other licensed aviation technician. (FAA2)

**AIRMAN'S INFORMATION MANUAL (AIM):** A primary Federal Aviation Administration (FAA) publication whose purpose is to instruct airmen about operating in the National Airspace System of the U.S. It provides basic flight information, Air Traffic Control (ATC) procedures and general instructional information concerning health, medical facts, factors affecting flight safety, accident and hazard reporting, and types of aeronautical charts and their use. (FAA4)

**AIRMAN'S METEOROLOGICAL INFORMATION (AIRMET):** In - flight weather advisories issued only to amend the 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. Airman's Meteorological Information's (AIRMET) concern weather of less severity than that covered by Significant Meteorological Convective Information's (SIGMET) or Convective SIGMET's. AIRMET's 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. (FAA4)

**AIRPLANE:** *See Term Index for additional airplane specific terms; See also Aircraft, Airframe, Airship.*

**AIRPLANE:** An engine - driven fixed - wing aircraft heavier than air, that is supported in flight by the dynamic reaction of the air against its wings. (14CFR1)

**AIRPLANE DESIGN GROUP:** A grouping of airplanes based on wingspan. (FAA12)

**AIRPLANE DESIGN GROUP I:** A wingspan up to but not including 49 feet (15 m). (FAA12)

**AIRPLANE DESIGN GROUP II:** A wingspan 49 feet (15m) up to but not including 79 feet (24 m). (FAA12)

**AIRPLANE DESIGN GROUP III:** A wingspan 79 feet (24m) up to but not including 118 feet (36 m). (FAA12)

**AIRPLANE DESIGN GROUP IV:** A wingspan 118 feet (36m) up to but not including 171 feet (52 m). (FAA12)

**AIRPLANE DESIGN GROUP V:** A wingspan 171 feet (52m) up to but not including 214 feet (65 m). (FAA12)

**AIRPLANE DESIGN GROUP VI:** A wingspan 214 feet (65 m) up to but not including 262 feet (80 m). (FAA12)

**AIRPORT:** *See Term Index for additional airport specific terms; See also Aerodrome, Heliport.*

**AIRPORT:** (*See also Aircraft Facility; Heliport*) 1) An area of 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; 2) Facility used primarily by conventional, fixed - wing aircraft; 3) A facility, either on land or water, where aircraft can take off and land. Usually consists of hard - surfaced landing strips, a control tower, hangars and accommodations for passengers and cargo; 4) A landing area regularly used by aircraft for receiving discharging passengers or cargo. (14CFR1)

**AIRPORT:** Facility used primarily by conventional, fixed - wing aircraft. (DOI3)(DOI4)

**AIRPORT ACCEPTANCE RATE**

**(AAR):** A dynamic input parameter specifying the number of arriving aircraft which an airport or airspace can accept from the Air Route Traffic Control Center per hour. The AAR is used to calculate the desired interval between successive arrival aircraft. (FAA4)

**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. (FAA4)

**AIRPORT ADVISORY SERVICE:** A service provided by flight service stations at airports not served by a control tower. This service consists of providing information to arriving and departing aircraft concerning wind direction / speed - favored runway, altimeter setting, pertinent known traffic / field conditions, airport taxi routes / traffic patterns, and authorized instrument approach procedures. This information is advisory in nature and does not constitute an Air Traffic Control (ATC) clearance. (FAA2)(FAA13)(FAA14)

**AIRPORT AND AIRWAYS TRUST**

**FUND:** Mechanism for funding capital improvements for the nation's air traffic control system and airports. The fund is supported by taxes contributed by users of the aviation system, including an 8 percent tax on airline passengers and a tax on the fuel used by general aviation. (FAA11)

**AIRPORT BOUNDARY LIGHTING:**

Lights defining the perimeter of an airport or landing area. (FAA4)

**AIRPORT ELEVATION:** The highest point on an airport's usable runways expressed in feet above mean sea level. (FAA4)(FAA12)

**AIRPORT IMPROVEMENT**

**PROGRAM:** Program which oversees the allocation of entitlements from the airport and airways trust fund. (FAA11)

**AIRPORT INFORMATION DESK:** An airport unmanned facility designed for pilot self - service briefing, flight planning, and filing of flight plans. (FAA4)

**AIRPORT LANDING RIGHTS:** Any aircraft may land at one of these airports after securing prior permission to land from U.S. Customs. (FAA2)

**AIRPORT LAYOUT PLAN (ALP):** The plan of an airport showing the layout of existing and proposed airport facilities. (FAA12)

**AIRPORT LIGHTING:** Various lighting aids that may be installed on an airport. (FAA4)

**AIRPORT LIGHTING (APPROACH LIGHTING 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 final approach for landing. Condenser - Discharge Sequential Flashing Lights / Sequenced Flashing Lights may be installed in conjunction with the Approach Lighting System (ALS) at some airports. Types of Approach Light Systems are: 1) (ALSF - 1) Approach Light System with Sequenced Flashing Lights in Instrument Landing System (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 a Simplified Short Approach Light System with Runway Alignment Indicator Lights (SSALR) when weather conditions permit. 3) Simplified Short Approach Light System with Sequenced Flashing Lights (SSALF). 4) Simplified Short Approach Light System with Runway Alignment Indicator Lights (SSALR). 5) (MALSF) Medium Intensity Approach Light System with Sequenced Flashing Lights. 6) Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR). 7) Lead - in - light system (LDIN): 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) Runway Alignment Indicator Lights (RAIL) (Sequenced Flashing Lights which are installed only in combination with other light systems). 9) Omnidirectional Approach Lighting System consists of seven omnidirectional flashing lights located in the approach area of a nonprecision runway (ODALS). 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 Visual Approach Slope Indicator (VASI). (FAA4)

#### **AIRPORT LIGHTING (RUNWAY LIGHTS/RUNWAY EDGE LIGHTS):**

Lights having a prescribed angle of emission used to define the lateral limits of a runway. Runway lights are uniformly spaced at intervals of approximately 200 feet, and the intensity may be controlled or prest. (FAA4)

**AIRPORT MARKING AIDS:** Markings used on runway and taxiway surfaces to identify a specific runway, a runway threshold, a centerline, a hold line, etc. A runway should be marked in accordance with its present usage such as: 1) Visual. 2) Nonprecision instrument. 3) Precision instrument. (FAA4)

**AIRPORT OPERATIONS:** The number of arrivals and departures from the airport at which the airport traffic control tower is located. There are two types of operations: local and itinerant. (FAA3)(FAA13)

**AIRPORT REFERENCE DATASET (AIRE):** Regenerated annually from data provided by National Flight Data Center (NFDC). (FAA11)

**AIRPORT REFERENCE POINT (ARP):** The position of the approximate center of mass of all usable runways. The Airport Reference Point (ARP) is not monumented, therefore not recoverable on the ground. (FAA12)

**AIRPORT RESERVATION OFFICE (ARO):** Office responsible for monitoring the operation of the high density rule.

Receives and processes requests for Instrument Flight Rules (IFR) operations at high density traffic airports. (FAA4)

**AIRPORT RUNWAY CENTERLINE LIGHTING:** Flush centerline lights spaced at 60 - foot intervals beginning 76 feet from the landing threshold and extending to within 75 feet of the opposite end of the runway. (FAA4)

**AIRPORT RUNWAY END IDENTIFIER LIGHTING (REIL):** Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway. (FAA4)

**AIRPORT SURFACE DETECTION EQUIPMENT (ASDE):** Radar equipment specifically designed to detect all principal features on the surface of an airport, including aircraft and vehicular traffic, and to present the entire image on a radar indicator console in the control tower. Used to augment visual observation by tower personnel of aircraft and / or vehicular movements on runways and taxiways. (FAA4)

**AIRPORT SURVEILLANCE RADAR (ASR):** (See also *Ground Controlled Approach, Precision Approach Radar*) Approach control radar used to detect and display an aircraft's position in the terminal area. Airport Surveillance Radar (ASR) provides range and azimuth information but does not provide elevation data. Coverage of the ASR can extend up to 60 miles. (FAA4)

**AIRPORT TAXI CHARTS:** Designed to expedite the efficient and safe flow of ground traffic at an airport. These are identified by the official airport name; (e.g, Washington National Airport). (FAA4)

**AIRPORT THRESHOLD LIGHTING:** Fixed green lights arranged symmetrically left and right of the runway centerline, identifying the runway threshold. (FAA4)

**AIRPORT TOUCHDOWN ZONE LIGHTING:** Two rows of transverse light bars located symmetrically about the the runway centerline normally at 100 foot intervals. The basic system extends 3,000 feet along the runway. (FAA4)

**AIRPORT TRAFFIC AREA:** Unless otherwise specifically designated in Part 93 in the Federal Aviation Regulations, that airspace within a horizontal radius of 5 statute miles from the geographical center of any airport at which a control tower is operating extending from the surface up to, but not including, an altitude of 3,000 feet above the elevation of the airport. (14CFR1)

**AIRPORT TRAFFIC CONTROL SERVICE:** Air traffic control service provided by an airport traffic control tower for aircraft operating on the movement area and in the vicinity of an airport. (FAA2)

**AIRPORT TRAFFIC CONTROL TOWER (ATCT):** A terminal facility that uses air - ground radio communications, visual signaling, and other devices to provide Air Traffic Control (ATC) services to aircraft operating in the vicinity of an airport or on the movement area. Authorizes aircraft to land or takeoff at the airport controlled by the tower or to transit the airport traffic area regardless of flight plan or weather conditions (Instrument Flight Rules (IFR) or Visual Flight Rules (VFR)). A tower may also provide approach control services. (FAA8)

**AIRPORT VISUAL APPROACH SLOPE INDICATOR LIGHTING (VASI):** An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing by radiating a directional pattern of high intensity red and white focused light beams which indicate to the pilot that he is "on path" if he sees red / white, "above path" if white / white, and "below path " if red / red. Some airports serving large aircraft have three-bar Visual Approach Slope Indicators (VASI) which provide two visual glide paths to the same runway. (FAA4)

**AIRPORT/FACILITY DIRECTORY:** A publication designed primarily as a pilot's operational manual containing all airports, seaplane bases, and heliports open to the public including communications data, navigational facilities, and certain special notices and procedures. This publication is issued in seven volumes according to geographical area. (FAA4)

**AIRPORTS (FLYING FIELDS AND AIRPORT TERMINAL SERVICE):** Establishments primarily engaged in operating and maintaining airports and flying fields, in servicing, repairing (except on a factory basis), maintaining and storing aircraft; and in furnishing coordinated handling services for airfreight or passengers at airports. This industry also includes private establishments primarily engaged in air traffic control operations. (BOCI)

**AIRPORTS GRANTS IN AID PROGRAM:** A grant of funds by the Secretary of Transportation under the Airport & Airway Improvement Act of 1982 to a sponsor for the accomplishment of one or more projects. (FAA2)

**AIRPORTS OF ENTRY:** Aircraft may land at these airports without prior permission to land from U.S. Customs. (FAA2)

**AIRSHIP:** *See also Aircraft, Airframe, Airplane.*

**AIRSHIP:** An engine - driven lighter - than - air aircraft that can be steered. (14CFR1)

**AIRSPACE:** *See Term Index for additional airspace specific terms.*

**AIRSPACE HIERARCHY:** Within the airspace classes, there is a hierarchy and, in the event of an overlap of airspace: Class A preempts Class B. Class B preempts Class C, Class C preempts Class D, Class D preempts Class E. and Class E preempts Class G. (FAA4)

**AIRSPEED:** *See Term Index for additional airspeed specific terms.*

**AIRSPEED:** The speed of an aircraft relative to its surrounding air mass. The unqualified term "airspeed", means one of the following. 1) Indicated Airspeed. The speed shown on the aircraft airspeed indicator. This is the speed used in pilot / controller communications under the general term "airspeed." 2) True Airspeed. The airspeed of an aircraft relative to undisturbed air. Used primarily in flight planning and en route portion of flight. When used in pilot / controller communications, it is referred to as "true airspeed" and not shortened to "airspeed." (FAA4)

**AIRSTART:** The starting of an aircraft engine while the aircraft is airborne, preceded by engine shutdown during training flights or by actual engine failure. (FAA4)

**AIRWAY:** A Class E airspace area established in the form of a corridor, the centerline of which is defined by radio navigational aids. (FAA4)

**AIRWAY BEACON:** Used to mark airway segments in remote mountain areas. The light flashes Morse Code to identify the beacon site. (FAA4)

**ALCOHOL:** See Term Index for additional alcohol specific terms; See also Alcohol Concentration, Blood Alcohol Concentration.

**ALCOHOL CONCENTRATION (AC):** The concentration of alcohol in a person's blood or breath. When expressed as a percentage it means grams of alcohol per 100 milliliters of blood or grams of alcohol per 210 liters of breath. (49CFR383)

**ALCOHOL INVOLVEMENT:** A fatality or fatal crash as alcohol-related or alcohol involved if 1) Either a driver or a nonmotorist (usually a pedestrian) had a measurable or estimated blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or above. Probabilities of alcohol involvement are now calculated for each driver, pedestrian, or crash. 2) Coded by police when evidence of alcohol is present. This code does not necessarily mean that a driver, passenger or nonoccupant was tested for alcohol. (NHTSA1)

**ALERT AREA:** Airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity, neither of which is hazardous to aircraft. Alert areas are depicted on aeronautical charts for the information of non-participating pilots. All activities within an Alert Area are conducted in accordance with Federal Aviation Regulations. Pilots of participating aircraft and pilots crossing the area are

equally responsible for collision avoidance. (FAA8)

**ALERT NOTICE:** A request originated by a Flight Service Station (FSS) or an air route traffic control center (ARTCC) for an extensive communication search for overdue, unreported, or missing aircraft. Also known as Alnot. (FAA4)

**ALERTING SERVICE:** A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid and assist such organizations as required. (FAA2)(FAA4)(FAA8)

**ALL CLEAR:** Term used in boating to mean 1) That a tow boat is ready to leave barge or 2) Is clear of an obstruction. (DOD/COE1)

**ALL SERVICE:** The total of scheduled and nonscheduled transport services. (FAA15)(RSPA2)(RSPA3)

**ALL-CARGO CARRIER:** An air carrier certificated in accordance with Federal Aviation Regulations (FAR) Part 121 to provide scheduled air freight, express, and mail transportation over specified routes, as well as to conduct nonscheduled operations that may include passengers. (FAA11)(FAA14)

**ALLOWANCE FOR DEPRECIATION:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Allowance for Depreciation is defined as an asset valuation account which includes the balance of the offsetting credit to be capitalized asset value-to represent the loss and deterioration in value of the asset over time, so that the asset is amortized over its useful life, and provisions are made for replacement of the asset at the end of its productive life. (RSPA1)

**ALLOWANCE FOR UNCOLLECTABLE ACCOUNTS:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Allowance for Uncollectable Accounts is defined as accruals for estimated losses from uncollectible accounts. *(RSPA1)*

**ALLUVIAL STREAM:** Any stream whose banks are subject to attack, allowing channel meander. The stream has the property of depositing material such as soil, sand, or gravel and building up land in one area while washing it away in another. *(DOD/COE1)*

**ALNOT:** *See Alert Notice.*

**ALONGSIDE:** A phrase referring to the side of a ship. Goods to be delivered "alongside" are to be placed on the dock or lighter within reach of the transport ship's tackle so that they can be loaded aboard the ship. Goods are delivered to the port of embarkation, but without loading fees. *(DOD/COE1)(USTTA1)*

**ALPHANUMERIC DISPLAY:** Letters and numerals used to show identification (ID), altitude, beacon code, and other information concerning a target on a radar display. *(FAA4)*

**ALTERNATE AIRPORT:** An airport at which an aircraft may land if a landing at the intended airport becomes inadvisable. *(14CFR1)*

**ALTIMETER SETTING:** The barometric pressure reading used to adjust a pressure altimeter for variations in existing atmospheric pressure or to the standard altimeter setting (29.92). *(FAA4)*

**ALTITUDE:** *See Term Index for additional altitude specific terms.*

**ALTITUDE:** The vertical distance of a level, a point or an object considered as a point measured in feet Above Ground Level (AGL) or from Mean Sea Level (MSL). 1) MSL Altitude. Altitude expressed in feet measured from mean sea level. 2) AGL Altitude. Altitude expressed in feet measured above ground level. 3) Indicated Altitude. The altitude as shown by an altimeter. On a pressure or barometric altimeter it is altitude as shown uncorrected for instrument error and uncompensated for variation from standard atmospheric conditions. *(FAA4)*

**ALTITUDE ENCODING:** An aircraft altitude transmitted via the Mode C transponder feature that is visually displayed in 100 feet increments on the ground radar scope having readout capability. *(FAA6)*

**ALTITUDE ENGINE:** A reciprocating aircraft engine having a rated takeoff power that is producible from sea level to an established higher altitude. *(14CFR1)*

**ALTITUDE READOUT:** An aircraft's altitude, transmitted via the Mode C transponder feature, that is visually displayed in 100 - foot increments on a radar scope having readout capability. *(FAA4)*

**ALTITUDE RESERVATION (ALTRV):** *(See also Formation Flight)* Airspace utilization under prescribed conditions normally employed for the mass movement of aircraft or other special requirements which cannot otherwise be accomplished. ALTRVs are approved by the appropriate Federal Aviation Administration (FAA) facility. *(FAA4)(FAA8)*

**ALTITUDE RESTRICTION:** An altitude or altitudes, stated in the order flown, which are to be maintained until reaching a specific point or time. Altitude

restrictions may be issued by Air Traffic Control (ATC) due to traffic, terrain, or other airspace considerations. (FAA4) (FAA8)

**ALTITUDE RESTRICTIONS ARE CANCELED:** Adherence to previously imposed altitude restrictions is no longer required during a climb or descent. (FAA4)

**AMBULANCE OR RESCUE SERVICE:** Establishments primarily engaged in furnishing ambulances or rescue services, except by air, where such operations are primarily within a single municipality, contiguous municipalities, or a single municipality and its suburban areas. (BOC1)

**AMERICAN TRACKS RAILROAD (AMTRAK):** Operated by the National Railroad Passenger Corporation of Washington, DC. This rail system was created by President Nixon in 1970, and was given the responsibility for the operation of intercity, as distinct from suburban, passenger trains between points designated by the Secretary of Transportation. (DOE6)(FHWA4)

**AMORTIZATION OF DEVELOPMENTAL AND PREOPERATING EXPENSES, ETC.:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Amortization of Developmental and Preoperating Expense, etc. is defined as charges to expense for the 1) Amortization of capitalized developmental and preoperating cost and other intangible assets; and 2) Obsolescence and deterioration of flight equipment spare parts (included under depreciation and amortization). (RSPA1)

**AMORTIZATION, CAPITAL LEASES:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements,

Amortization, Capital Leases is defined as charges applicable to assets recorded under capital leases. (RSPA1)

**AN EASY DISTANCE OFF:** A reasonably close (comfortable) distance off the bank, allowing ample room for maneuverability. This is a relative term depending upon size of stream and size of tow. The term "easy" pertains more to ease of mind than to closeness of distance and indicates that this portion of the river has no tight spots. (DOD/COE1)

**ANCHOR IT:** Apply brakes for an emergency stop. (ATA1)

**ANCHORAGE:** That portion of a harbor (or designated areas outside of harbor) in which ships are permitted to lie at anchor. (DOD/COE1)(DOI3)

**ANGLE COLLISION:** (1) Collisions which are not head on, rear end, rear to rear, or sideswipe. (2) A collision of the front of one vehicle with the side or corner of another vehicle. (NHTSA1) (NHTSA2)(NHTSA3)

**ANNUAL OPERATING FACTOR:** The annual fuel consumption divided by the product of design firing rate and hours of operation per year. (DOE5)

**ANTENNA:** A metallic apparatus for sending and receiving electromagnetic waves. (DOI4)

**ANTENNA ARRAY:** A group of directional antennas. (DOI4)

**APPLIANCE:** Any instrument, mechanism, equipment, part, apparatus, appurtenance or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is

installed in or attached to the aircraft, and is not part of an airframe, engine, or propeller. (14CFR1)

**APPLICANT:** A governmental entity, a non - profit public - purpose organization, or any responsible person having the legal, financial, and technical capacity to implement an intermodal passenger terminal project under 49 CFR 256. The applicant must have legal authority to receive and expend Federal funds. (49CFR256)

**APPORTIONMENT:** (See also *Passenger Facility Charge*) Distribution of Airport Improvement Plan (AIP) funds from the Airport & Airways Trust Fund to airport sponsors based on enplanements or gross landed weight of all - cargo aircraft. Also referred to as entitlement. (FAA11)

**APPROACH:** See *Term Index for additional approach specific terms.*

**APPROACH CLEARANCE:** Authorization by Air Traffic Control (ATC) for a pilot to conduct an instrument approach. The type of instrument approach for which a clearance and other pertinent information is provided in the approach clearance when required. (FAA4)

**APPROACH CONTROL FACILITY:** A terminal area traffic control facility providing approach control service. (FAA2)(FAA4)(FAA13)(FAA14)

**APPROACH CONTROL SERVICE:** Air traffic control service provided by an approach control facility for arriving and departing Visual Flight Rules (VFR) / Instrument Flight Rule (IFR) aircraft and, on occasion, en route aircraft. At some airports not served by an approach control facility, the Air Route Traffic

Control Center (ARTCC) provides limited approach control service. (FAA2)(FAA4)

**APPROACH GATE:** An imaginary point used within Air Traffic Control (ATC) as a basis for vectoring aircraft to the final approach course. The gate will be established along the final approach course 1 mile from the outer marker (or the fix used in lieu of the outer marker) on the side away from the airport for precision approaches and 1 mile from the final approach fix on the side away from the airport for nonprecision approaches. In either case when measured along the final approach course, the gate will be no closer than 6 miles from the landing threshold. (FAA4)

**APPROACH LOCKING:** (See also *Lock*) Electric locking effective while a train is approaching, within a specified distance, a signal displaying an aspect to proceed, and which prevents, until after the expiration of a predetermined time interval after such signal has been caused to display its most restrictive aspect, the movement of any interlocked or electrically locked switch, movable - point frog, or derail in the route governed by the signal, and which prevents an aspect to proceed from being displayed for any conflicting route. (49CFR236)

**APPROACH SEQUENCE:** The order in which aircraft are positioned while on approach or awaiting approach clearance. (FAA4)

**APPROACH SPEED:** The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration. (FAA4)

**APPROACHWAY:** The airspace through which aircraft approach or leave a landing area. (DO14)

**APPROPRIATE AIR TRAFFIC SERVICE (ATS) AUTHORITY:** The relevant authority designated by the State responsible for providing air traffic services (ATS) in the airspace concerned. In the United States, the "appropriate ATS authority" is the Director, Office of Air Traffic System Management, ATM-1. (FAA4)

**APPROPRIATE AUTHORITY:** (1) Regarding flight over the high seas: the relevant authority is the State of Registry. (2) Regarding flight over other than the high seas: the relevant authority is the State having sovereignty over the territory being overflown. (FAA4)

**APPROVED:** A term used to indicate Coast Guard approval of a specific item among the limited number that the Coast Guard has been directed by law to test and "approve." Some of these items are personal flotation devices, fire extinguishers, carburetor backfire flame arresters, distress signals, and certain types of life rafts. The standards program has not required "approval" of any boat or item of associated equipment. (USCG1)

**APRON:** (1) A floor or lining - of resistant material at the toe of a dam or bottom of a spillway to prevent erosion from turbulent water flow; (2) That portion of a pier and wharf measured between the outer edges of the water - facing side and the transit shed or other inshore structure; (3) A defined area on an airport or heliport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance. With regard to seaplanes, a ramp is used for access to the apron from the water. (DOD/COE1)

**APRON/TAXIWAY:** A paved area for aircraft parking for access to the runways. (DOI3)

**AQUEDUCT:** (*See also Canal / Ditch*) A structure designed to transport domestic or industrial water from a supply source to a distribution point, often by gravity. (DOI3)

**ARCH:** A curved structure that supports the weight of material over an open space. (DOI4)

**AREA:** *See Term Index for additional area specific terms.*

**AREA CONTROL CENTER:** An International Civil Aviation Organization (ICAO) term for an air traffic control facility primarily responsible for Air Traffic Control (ATC) services being provided Instrument Flight Rules (IFR) aircraft during the en route phase of flight. The U.S. equivalent facility is an air route traffic control center. (FAA4)

**AREA CONTROL COMPUTER COMPLEX (ACCC):** The common automation system equipment and software that support control of aircraft in a specific area, and which is located within each area control facility. The Area Control Computer Complex (ACCC) is one portion of the AAS. (FAA8)

**AREA CONTROL FACILITY (ACF):** The planned 23 facilities that result from consolidation of existing Air Route Traffic Control Center (ARTCC) and Terminal Radar Approach Control (TRACON) / Terminal Radar Approach Control in Tower Cab (TRACAB) facilities. An Area Control Facility (ACF) may be formed from an existing ARTCC or may be created in a new building. The number, location, and implementation dates of ACFs are in accordance with the National Airspace System Plan. There

will be 20 Continental U.S. (CONUS) ACFs converted from ARTCCs; plus Honolulu, Anchorage, and the New York TRACON. Each can accomplish an en route and approach / departure control. (FAA8)

**AREA FLIGHT PLAN (AFP):** The geographical area assigned by regional air traffic divisions to a flight service station for the purpose of search and rescue for Visual Flight Rule (VFR) aircraft, issuance of notams, pilot briefing, in - flight services, broadcast, emergency services, flight data processing, international operations, and aviation weather services. Three letter identifiers are assigned to every flight service station and are annotated in AFP's and Order 7350.6 as tie in facilities. (FAA4)

**AREA NAVIGATION (RNAV):** A method of navigation that permits aircraft operation on any desired course within the coverage of station referenced navigation signals or within the limits of a self - contained system capability. Random area navigation routes are direct routes, based on area navigation capability, between waypoints defined in terms of latitude / longitude coordinates, degree / distance fixes, or offsets from published or established routes / airways at a specified distance and direction. The major types of equipment are: 1) Combined VOR and TACAN navigational facility (VORTAC) referenced or Course Line Computer (CLC) systems, which account for the greatest number of Radio Navigation (RNAV) units in use. To function, the CLC must be within the service range of a VORTAC. 2) OMEGA / VLF, Although two separate systems, can be considered as one operationally. A long - range navigation system based upon Very Low Frequency (VLF) radio signals transmitted from a total of 17 stations worldwide. 3) Inertial navigation

systems (INS), which are totally self - contained and require no information from external references. They provide aircraft position and navigation information in response to signals resulting from inertial effects on components within the system. 4) Microwave Landing System (MLS) Area Navigation (MLS / RNAV), which provides area navigation with reference to an MLS ground facility. 5) LORAN-C is a long - range radio navigation system that uses ground waves transmitted at low frequency to provide user position information at ranges of up to 600 to 1,200 nautical miles at both en route and approach altitudes. The usable signal coverage areas are determined by the signal - to - noise ratio, the envelope - to - cycle difference, and the geometric relationship between the positions of the user and the transmitting stations. (FAA4)

**AREA TO BE SUBMERGED:** The known extent of the intended lake that will be created behind a dam under construction. (DOI3)

**AREA WIDE TEMPLATE:** A computerized format (spreadsheet) for data entry of system length, vehicle travel, population, net land area, fatal and injury accidents, and percent of travel by vehicle type. (FHWA2)

**ARISING FROM THE OPERATION OF A RAILROAD:** All activities of a railroad which are related to the performance of its rail transportation business. (49CFR225)

**ARMED FORCES:** The Army, Navy, Air Force, Marine Corps, and Coast Guard, including their regular and reserve components and members serving without component status. (14CFR1)

**ARMSTRONG STARTER:** Old - fashioned hand crank. (ATA1)

**ARMY AVIATION FLIGHT**

**INFORMATION BULLETIN:** A bulletin that provides air operation data covering Army, National Guard, and Army Reserve aviation activities. (FAA4)

**ARRANGEMENT OF PASSENGER (NOT ELSEWHERE CLASSIFIED)**

**TRANSPORTATION:** Establishments primarily engaged in arranging passenger transportation (other than travel agencies and tour operators), such as ticket offices (not operated by transportation companies) for railroads, buses, ships, and airlines. (BOCI)

**ARRANGEMENT OF PASSENGER**

**TRANSPORTATION:** Includes establishments engaged in providing travel information and acting as agents in arranging tours, transportation, car rentals, and lodging for travelers. (BEA1)

**ARRESTING SYSTEM:** A safety device consisting of two major components, name, engaging or catching devices and energy absorption devices for the purpose of arresting both tailhook and / or nontailhook - equipped aircraft. It is used to prevent aircraft from overrunning runways when the aircraft cannot be stopped after landing or during aborted takeoff. Arresting systems have various names; (e.g., arresting gear, hook device, wire barrier cable). (FAA4)

**ARRIVAL AIRCRAFT INTERVAL**

**(AAI):** An internally generated program in hundredths of minutes based upon the Airport Acceptance Rate. Arrival Airport Interval is the desired optimum interval between successive arrival aircraft over the vertex. (FAA4)

**ARRIVAL CENTER:** The air route traffic control center having jurisdiction for the impacted airport. (FAA4)

**ARRIVAL DELAY:** A parameter which specifies a period of time in which no aircraft will be metered for arrival at the specified airport. (FAA4)

**ARRIVAL POST:** A signboard placed approximately 1/2 mile below the lock on the upstream and the downstream side to inform the pilot of the towboat that he has arrived at the lock and his preference is rated upon his first arrival either below or above. This term is falling into disuse since the advent of radio communications between towboats and the lock. (DOD/COE1)

**ARRIVAL PROGRAM SEQUENCING:**

The automated program designed to assist in sequencing aircraft destined for the same airport. (FAA4)

**ARRIVAL SECTOR:** An operational control sector containing one or more meter fixes. (FAA4)

**ARRIVAL TIME:** The time an aircraft touches down on arrival. (FAA4)

**ARTERIAL:** See Term Index for additional arterial specific terms.

**ARTERIAL:** (See also Arterial Highway, Minor Arterial, Principal Arterial) A major highway, primarily for through traffic, usually on a continuous route. (NHTSA1)

**ARTERIAL HIGHWAY:** (See also Arterial, Minor Arterial, Principal Arterial) Arterial highways serve major traffic movements or major traffic corridors. While they may provide access to abutting land, their primary function is to serve traffic moving through the area. (FHWA5)

**ASPECT:** The appearance of a roadway signal conveying an indication as viewed from the direction of an approaching train; the appearance of a cab signal conveying an indication as viewed by an observer in the cab. (49CFR236)

**ASSIGNED VEHICLE:** A vehicle provided to an organizational element of a government agency or contractor by General Services Administration's (GSA) Interagency Fleet Management System for a period of more than 30 days. (GSA1)

**ASSOCIATED EQUIPMENT:** Any system, part or component of a boat as originally manufactured or any similar part or component manufactured or sold for replacement, repair, or improvement of such system, part, or component; any accessory or equipment for, or appurtenance to, a boat; and any marine safety article, accessory, or equipment intended for use by a person on board a boat; but excluding radio equipment, as designated by the Secretary under 46 U.S.C. 2101. (USCG1)

**AT ANCHOR:** Held in place in the water by an anchor. Includes "moored" to a buoy or anchored vessel and "dragging anchor". (USCG2)

**AUTHORITY:** See *Term Index for additional authority specific terms.*

**AUTHORIZED ALTITUDE:** A published altitude representing the maximum usable altitude or flight level for an airspace structure or route segment. It is the highest altitude on a federal airway, jet route, area navigation low or high route, or other direct route for which a Minimum En Route Instrument Flight Rules (IFR) Altitude (MEA) is designated in Part 95 at which adequate reception of navigation aid signals is assured. (FAA4)

**AUTOLAND APPROACH:** (See also *Coupled Approach*) An autoland approach is a precision instrument approach to touchdown and, in some cases, through the landing rollout. An autoland approach is performed by the aircraft autopilot which is receiving position information and / or steering commands from onboard navigation equipment. (FAA4)

**AUTOMATED FLIGHT SERVICE STATION:** A station that provides interactive alphanumeric and graphic work stations for the flight service specialist. (FAA8)

**AUTOMATED GUIDEWAY:** One or more automatically controlled vehicles operating over an exclusive guideway. (FTA1)(FTA3)

**AUTOMATED MUTUAL ASSISTANCE VESSEL RESCUE SYSTEM (AMVER):** A facility which can deliver, in a matter of minutes, a Surface Picture (SURPIC) of vessels in the area of a potential or actual search and rescue incident, including their predicted positions and their characteristics. (FAA4)

**AUTOMATED RADAR TERMINAL SYSTEM (ARTS):** The generic term for the ultimate in functional capability afforded by several automation systems. Each differs in functional capabilities and equipment. Automated Radar Terminal System (ARTS) plus a suffix roman numeral denotes a specific system. A following letter indicates a major modification to that system. In general, an ARTS displays for the terminal controller aircraft identification, flight plan data, other flight associated information; e.g. altitude, speed, and aircraft position symbols in conjunction with his radar presentation. Normal radar co - exists with the alphanumeric

display. In addition to enhancing visualization of the air traffic situation, ARTS facilitate intra / inter - facility transfer and coordination of flight information. These capabilities are enabled by specially designed computers and subsystems tailored to the radar and communications equipments and operational requirements of each automated facility. Modular design permits adoption of improvements in computer software and electronic technologies as they become available while retaining the characteristics unique to each system. (FAA4)

**AUTOMATED RADAR TERMINAL TYPE II SYSTEM (ARTS II):** A programmable nontracking computer - aided display subsystem capable of modular expansion. Automated Radar Terminal System (ARTS) II systems provide a level of automated air traffic control capability at terminals having low to medium activity. Flight identification and altitude may be associated with the display of secondary radar targets. The system has the capability of communicating with Air Route Traffic Control Centers (ARTCC) and other ARTS II, IIA, II and IIA facilities. (FAA4)

**AUTOMATED RADAR TERMINAL TYPE IIA SYSTEM (ARTS IIA):** A programmable radar - tracking computer subsystem capable of modular expansion. The Automated Radar Terminal System (ARTS) IIA detects, tracks, and predicts secondary radar targets. The targets are displayed by means of computer - generated symbols, ground speed, and flight plan data. Although it does not track primary radar targets, they are displayed coincident with the secondary radar as well as the symbols and alphanumerics. The system has the capability of communicating with ARTCC's and other ARTS II, IIA, III, and IIIA facilities. (FAA4)

**AUTOMATED RADAR TERMINAL TYPE III SYSTEM (ARTS III):** The Beacon Tracking Level of the modular programmable automated radar terminal system in use at medium to high activity terminals. ARTSIII detects, tracks, and predicts secondary radar - derived aircraft targets. These are displayed by means of computer - generated symbols and alpha numeric characters depicting flight identification, aircraft altitude, ground speed, and flight plan data. Although it does not track primary targets, they are displayed coincident with the secondary radar as well as the symbols and alphanumerics. The system has the capability of communicating with ARTCC's and other Automated Radar Terminal System (ARTS) III facilities. (FAA4)

**AUTOMATED RADAR TERMINAL TYPE IIIA SYSTEM (ARTS IIIA):** The Radar Tracking and Beacon Tracking Level (RT&BTL) of the modular, programmable automated radar terminal system. Automated Radar Terminal System (ARTS) IIIA detects, tracks, and predicts primary as well as secondary radar - derived aircraft targets. This more sophisticated computer - driven system upgrades the existing ARTS III system by providing improved tracking, continuous data recording, and fail-soft capabilities. (FAA4)

**AUTOMATED RADAR TRACKING SYSTEM:** An automated radar and radar beacon tracking system. Its functional capabilities and design are essentially the same as the terminal Automated Radar Terminal System (ARTS) IIIA system except for the En Route Automated Radar Systems (EARTS) capability of employing both short-range Airport Surveillance Radar (ASR) and long - range Air Route Surveillance Radar (ARSR) radars, use of full digital radar displays, and fail - safe design. (FAA4)

**AUTOMATED TRANSFER**

**INFORMATION:** A precoordinated process, specifically defined in facility directives, during which a transfer of altitude control and / or radar identification is accomplished without verbal coordination between controllers using information communicated in a full data block. *(FAA4)*

**AUTOMATIC ALTITUDE**

**REPORTING:** That function of a transponder which responds to Mode C interrogations by transmitting the aircraft's altitude in 100 - foot increments. *(FAA4)*

**AUTOMATIC BLOCK SIGN SYSTEM:**

A block signal system wherein the use of each block is governed by an automatic block signal, cab signal, or both. *(49CFR236)*

**AUTOMATIC CARRIER LANDING**

**SYSTEM:** U.S. Navy final approach equipment consisting of precision tracking radar coupled to a computer data link to provide continuous information to the aircraft, monitoring capability to the pilot, and a backup approach system. *(FAA4)*

**AUTOMATIC DIRECTION FINDER**

**(ADF):** An aircraft radio navigation system which senses and indicates the direction to a Low / Medium Frequency (L / MF) nondirectional radio beacon (NDB) ground transmitter. Direction is indicated to the pilot as a magnetic bearing or as a relative bearing to the longitudinal axis of the aircraft depending on the type of indicator installed in the aircraft. In certain applications, such as military, ADF operations may be based on airborne and ground transmitters in the VHF / UHF frequency spectrum. *(FAA1)(FAA4)(FAA6)*

**AUTOMATIC INTERLOCKING:** An arrangement of signals, with or without other signal appliances, which functions through the exercise of inherent powers as distinguished from those whose functions are controlled manually, and which are so interconnected by means of electric circuits that their movements must succeed each other in proper sequence, train movements over all routes being governed by signal indication. *(49CFR236)*

**AUTOMATIC PILOT:** The roll, pitch, and yaw axis of an aircraft can be controlled by use of an automatic pilot. Information from very high frequency omni - directional radio range (VOR), instrument landing systems (ILS), microwave landing systems (MLS), and other navigation aids can be coupled to the automatic pilot for en route and approach flights. *(FAA1)(FAA10)*

**AUTOMATIC RESTRAINT SYSTEM:**

Any restraint system that requires no action on the part of the driver or passengers to be effective in providing occupant crash protection (e.g., air bags or passive belts). *(NHTSA1)*

**AUTOMATIC TERMINAL**

**INFORMATION SERVICE:** The continuous broadcast of recorded noncontrol information in selected terminal areas. Its purpose is to improve controller effectiveness and to relieve frequency congestion by automating the repetitive transmission of essential but routine information. *(FAA4)*

**AUTOMATIC TRAIN CONTROL**

**SYSTEM:** A system so arranged that its operation will automatically result in the following; 1) A full service application of the brakes which will continue either until the train is brought to a stop, or, under control of the engineman, its speed is reduced to a predetermined rate;

2) When operating under a speed restriction, an application of the brakes when the speed of the train exceeds the predetermined rate and which will continue until the speed is reduced to that rate. (49CFR236)

**AUTOMATIC TRAIN STOP SYSTEM:**

A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop. (49CFR236)

**AUTOMOBILE:** See Term Index for additional automobile specific terms; See also Bus, Car, Minivan, Moped, Motorcycle, Motor Vehicle, Taxi, Vehicle.

**AUTOMOBILE:** (1) Any automobile which is a 4 - wheeled vehicle propelled by fuel which is manufactured primarily for use on public streets, roads, and highways (except any vehicle operated exclusively on a rail or rails), and that either a) rated at 6,000 pounds gross vehicle weight or less; or b) which is rated more than 6,000 pound gross vehicle weight, but less than 10,000 pounds gross vehicle weight; is a type of vehicle for which the administrator determines, under paragraph (b) of 49 CFR 523, average fuel economy standards are feasible, or c) is a type of vehicle for which the Administrator determines, under paragraph (b) of 49 CFR 523, average fuel economy standards will result in significant energy conservation, or (2) The following vehicles rated at more than 6,000 pounds and less than 10,000 pounds gross vehicle weight and which would satisfy the criteria in 49 CFR 523.4 (relating to passenger automobiles) but for their gross vehicle weight rating and those vehicles which would satisfy the criteria in 49 CFR 523.5 (relating to light trucks) but for their gross vehicle weight rating,

and which have a basic vehicle frontal area of 45 square feet or less, a curb weight of 6,000 pounds or less, a gross vehicle weight rating of 8,500 pounds or less, and are manufactured during the 1980 model year or thereafter. (3) Includes standard passenger car, 2 - seater car and station wagons; excludes passenger vans, cargo vans, motor homes, pickup trucks, and jeeps or similiar vehicles. (4) A privately owned and / or operated licensed motorized vehicle including cars, jeeps and station wagons. Also includes leased and rented cars if they are privately operated and not picking up passengers in return for fare. (49CFR523)(DOE4)(DOE5)(FHWA3)

**AUTOMOBILE SIZE**

**CLASSIFICATION:** (See also Car)

Automobile size classifications as established by the Environmental Protection Agency (EPA): Minicompact - less than 85 cubic feet of passenger and luggage volume. Subcompact - between 85 to 100 cubic feet of passenger and luggage Volume Compact - between 100 to 110 cubic feet of passenger and luggage Volume Midsize - between 110 to 120 cubic feet of passenger and luggage volume. Large - more than 120 cubic feet of passenger and luggage volume. Two seater - automobiles designed primarily to seat only two adults. Station wagons are included with the size class for the sedan of the same name. (DOE6)

**AUTOMOBILE TRANSPORTER**

**BODY:** Truck body designed for the transportation of other vehicles. (ATA1)

**AUTOMOTIVE BILLING MODULE**

**(AUTOBILL):** This module creates non - GSA customer billing tapes and General Services Administration (GSA) interfund transactions from billing records generated in the Transportation Interface and Reporting System (TIRES) and generates monthly accounting transaction

information to send to the NEAR (National Electronic Accounting and Reporting) system. (GSA2)

**AUTOMOTIVE PAYMENT MODULE (AUTOPAY):** This module processes all maintenance and extended warranty vendor invoices entered into the Fleet Service Station (FSS) Fleet Management System by the Maintenance Control Centers and processes the rental authorization records for commercial rent - a - car rentals from the Fleet Management Center. (GSA2)

**AUTOROTATION:** A rotorcraft flight condition in which the lifting rotor is driven entirely by action of the air when the rotorcraft is in motion. 1. Autorotative Landing / Touchdown Autorotation. Used by a pilot to indicate that he will be landing without applying power to the rotor. 2. Low Level Autorotation. Commences at an altitude well below the traffic pattern, usually below 100 feet AGL and is used primarily for tactical military training. 3. 180 degrees Autorotation. Initiated from a downwind heading and is commenced well inside the normal traffic pattern. "Go around" may not be possible during the latter part of this maneuver. (49CFR523)(FAA4)

**AUXILIARY LOCK:** (See also Lock) [with respect to rail operations] A smaller secondary lock adjacent to the main lock. (DOD/COE1)

**AUXILIARY ROTOR:** A rotor that serves either to counteract the effect of the main rotor torque on a rotorcraft or to maneuver the rotorcraft about one or more of its three principal axes. (14CFR1)

**AVAILABLE SEAT MILE (ASM):** The aircraft miles flown in a flight stage, multiplied by the number of seats

available on that stage for revenue passenger use. (FAA14)(RSPA2)(RSPA3)

**AVERAGE FLIGHT STAGE LENGTH:** The average distance covered per aircraft hop in revenue services, from take-off to landing. Derived by dividing the total aircraft miles flown in revenue service by the number of aircraft revenue departures performed. (RSPA3)

**AVERAGE LENGTH OF HAUL:** (See also Ton Mile) The average distance in miles one ton is carried. Computed by dividing total ton - miles by tons of freight originated. (FRA2)

**AVERAGE PER AIRCRAFT NUMBER OF AVAILABLE SEATS:** Available seat-miles divided by the number of aircraft revenue miles in passenger service. (RSPA2)(RSPA3)

**AVERAGE ROAD WIDTH:** The average width of the travelway. (DOI2)

**AVERAGE TRAVELED VEHICLE MILE:** A ratio estimate defined as total miles traveled by all vehicles, divided by: 1) The total number of vehicles (for average miles traveled per vehicle) or 2) The total number of households (for average miles traveled per household). (DOE5)

**AVERAGE VEHICLE FUEL CONSUMPTION:** A ratio estimate defined as total gallons of fuel consumed by all vehicles, divided by: 1) The total number of vehicles (for average fuel consumption per vehicle) or 2) The total number of households (for average fuel consumption per household). (DOE4)(DOE5)

**AVERAGE VEHICLE MILES TRAVELED:** A ratio estimate defined as total miles traveled by all vehicles, divided by: 1) the total number of

vehicles (for average miles traveled per vehicle) or 2) the total number of households (for average miles traveled per household). (DOE4)

**AVERAGE WEEKDAY:** A representative weekday in the operation of the transit system computed as the mathematical average of several typical weekdays selected at random throughout the year. A typical weekday is one where there are no anomalies such as high ridership due to extra service added for a convention, or low ridership due to a snowstorm. Determine average Saturday and Sunday data, including holiday service, the same way. (FTA1)

#### **AVIATION COMPONENTS**

**BLENDING GASOLINE:** Naphthas that are used for blending or compounding into finished aviation gasoline (e.g., straight - run gasoline, alkylate, and reformate). Excludes oxygenates (alcohols and ethers), butane, and pentanes plus. (DOE3)

**AVIATION GASOLINE:** All special grades of gasoline for use in aviation reciprocating engines, as given in American Society for Testing and Materials (ASTM) Specification D910 and Military Specification MIL-G5572. Excludes blending components, which will be used in blending or compounding into finished aviation gasoline. (DOE5)(DOE6)

**AVIATION MODE:** Consists of airways and airports; airplanes, helicopters, and other flying craft for carrying passengers and cargo. (BTS1)(BTS2)

**AVIATION WEATHER SERVICE:** A service provided by the National Weather Service (NWS) and Federal Aviation Administration (FAA) which collects and disseminates pertinent weather information for pilots, aircraft operators,

and Air Traffic Control (ATC). Available aviation weather reports and forecasts are displayed at each NWS office and FAA Flight Service Station (FSS). (FAA4)

**AVIATOR:** Speeding driver. (ATA1)

**AZIMUTH:** A magnetic bearing extending from an microwave landing system navigation facility. (FAA4)

**BACK CHUTE:** An old channel no longer used that may be located behind an island adjacent to the present navigable channel. It is sometimes used during high water stages to navigate without having to buck the strong currents in the main channel. (DOD/COE1)

**BACK UP:** To kill headway; to flank or twist tow at foot of crossing or head of bend. (DOD/COE1)

**BACKER DOWN:** To stop headway of a tow. (DOD/COE1)

**BACKING LINE:** A line used on a tow to keep barges from running ahead. (DOD/COE1)

**BACKING RUDDERS:** *See Flanking Rudder.*

**BACKWATER:** (1) Water backed up by a tributary stream. (2) An area of calm water unaffected by the current of a stream. (DOD/COE1)(DOI4)

**BACKWATER CURVE:** The term applied to the profile of the water surface above a dam or other obstruction in a channel. This may also be stated as the effect on the natural water surface profile of either of two confluent streams upstream from their confluence due to flow conditions in the other stream. (DOD/COE1)

**BACKYARD BOATBUILDER:** Person that builds a boat for his own use and not for the purposes of sale. A backyard boatbuilder may subcontract all work. (USCG1)

**BALANCE OF TRADE:** The difference between a country's total imports and exports; if the exports exceed the imports, a "favorable" balance of trade exists. (DOD/COE1)

**BALANCED TRANSPORTATION:** See *Intermodalism (3)*.

**BALLOON:** A lighter-than-air aircraft that is not engine driven. (14CFR1)

**BALLOON FREIGHT:** Lightweight freight. (ATA1)

**BAR:** (1) Sand or gravel deposits in or near the channel. (2) A submerged or emerged mound, ridge, or succession of ridges of sand or other material extending across the bottom and which may obstruct navigation. (DOI4)

**BAREBRACK:** Tractor without its semitrailer. (ATA1)

**BARGE:** See *Term Index for additional barge specific terms*.

**BARGE:** A non - motorized water vessel, usually flat - bottomed and towed or pushed by other craft, used for transporting freight. (DOD/COE1)

**BARGE CARRYING VESSEL:** Ships specifically designed to carry barges. The type of barge carried by this vessel is smaller than those used in short sea or river fleetings. (MARAD1)

**BARREL:** (See also *Gallon*) A volumetric unit of measure for crude oil and petroleum products equivalent to 42 U.S. gallons at 60 degrees Fahrenheit. This

measure is used in most statistical reports. (DOE5)

**BASIC GRANT:** The funds available to a State for carrying out an approved State Enforcement Plan (SEP), which include, but are not limited to:

- 1) Recruiting and training of personnel, payment of salaries and fringe benefits, the acquisition and maintenance of equipment except those at fixed weigh scales for the purposes of weight enforcement, and reasonable overhead costs needed to operate the program;
- 2) Commencement and conduct of expanded systems of enforcement;
- 3) Establishment of an effective out-of-service and compliance enforcement system, and
- 4) Retraining and replacing staff and equipment. (49CFR350)

**BASIC UTILITY STAGE I AIRPORT:** This type of airport serves 75 percent of the single - engine and small twin - engine airplanes used for personal and business purposes. Precision approach operations are not usually anticipated. This airport is designed for small airplanes in Airport Reference Code B - I. (FAA12)

**BASIC UTILITY STAGE II AIRPORT:** This type of airport serves all the airplanes of stage I plus some small business and air taxi - type twin - engine airplanes. Precision approach operations are not usually anticipated. This airport is also designed for small airplanes in Aircraft Reference Code B-I. (FAA12)

**BASIN:** See *Term Index for additional basin specific terms*.

**BASIN:** (See also *Inundation Area*)

- 1) Drainage area of a stream, as a river basin.
- 2) Any bowl - shaped depression in the surface of the land or ocean floor. (DOD/COE1)(DOI4)

**BASTARD TOW:** A tow made up of uneven or dissimilar barges. (DOD/COE1)

**BATTURE:** The land on either side of a river between the low water stage of the river and the top of a levee. (DOD/COE1)

**BAY/INLET:** A water area that is an opening of the sea / ocean into the land, or of an estuary, lake, or river into its shore. (DOI3)

**BBC DIMENSION:** The distance from the front of the front bumper to the back of the truck cab. (GSA2)

**BEACON:** See *Term Index for additional beacon specific terms.*

**BEACON:** A fixed signal, mark, or light and associated facilities erected for the guidance of mariners or airplane pilots. (DOI4)

**BEAN HAULER:** A driver who transports fruits and vegetables. (ATA1)

**BEAR TRAP:** A section of movable dam with concrete piers in either side (generally about 100 feet wide) and provided with a gate which may be raised or lowered by compressed air. The bear trap serves as a type of safety valve. When the pool level maintained at the dam becomes too high, the bear trap is lowered to permit the excess water to run out. This pool control feature of movable wicket - type dams is found on the Ohio and Illinois rivers. The Bear trap will always be located on the opposite side of the river from the lock and is very dangerous to approach when open. (DOD/COE1)

**BEARING:** (See also *Course, Flight Path*) The horizontal direction to or from any point, usually measured clockwise

from true north, magnetic north, or some other reference point, through 360 degrees. (FAA8)

**BED-LOAD MOVEMENT:** Solids which are transported along the riverbed as a semi suspended sediment. (DOD/COE1)

**BEGINNING MILEPOST:** The continuous milepost notation to the nearest 0.01 mile that marks the beginning of any road or trail segment. (DOI2)

**BELOW MINIMUMS:** Weather conditions below the minimums prescribed by regulation for the particular action involved; (e.g., landing minimums, takeoff minimums). (FAA4)

**BEND:** Curve in the river, analogous to a curve in a highway. (DOD/COE1)

**BERM:** The sharp definitive edge of a dredged channel such as in a rock cut. (DOD/COE1)

**BERTH:** (See also *Wharfage*) 1) A specific segment of wharfage where a ship ties up alongside at a pier, quay, wharf, or other structure that provides a breasting surface for the vessel. Typically, this structure is a stationary extension of an improved shore and intended to facilitate the transfer of cargo or passengers. 2) The place where a ship lies when at anchor secured to a pier or wharf. (DOI4)(MARAD1)

**BIBLE:** The "Golden Rule" safe driving book. (ATA1)

**BICYCLES:** Includes bicycles of all speeds and sizes that do not have a motor. (FHWA3)

**BIG HAT:** State Trooper. (ATA1)

**BIG RIGGER:** Arrogant driver, or one who will drive only long trailers. (ATA1)

**BIGHT OF A BEND:** Deepest portion of a bend (not in depth of water); sharpest part of a curve. (DOD/COE1)

**BILATERAL TRADE AGREEMENT:** Commerce between two countries based on a reciprocal trade agreement which specifies the quantity of goods to be traded, the time limit of the agreement and that the balances due be remitted directly between the countries. (DOD/COE1)

**BILL OF LAD:** *See Term Index for additional bill of lading specific terms.*

**BILL OF LADING:** A shipping document serving several important purposes, including: 1) Contract between the shipper and the carrier describing the terms and conditions of carriage; 2) Receipt for goods, signed by an authorized person on behalf of the carrier; 3) Certificate of ownership to the goods described therein. (DOD/COE1) (MARAD1)

**BILLING:** A transaction conducted by a carrier involving the determination of the proper rate and total charges for a shipment and the issuance of a freight bill. (MARAD1)

**BINDERS:** Brakes. (ATA1)

**BIRDYBACK:** Intermodal transportation system using highway freight containers carried by aircraft. (ATA1)

**BLANKET CERTIFICATE (AUTHORITY):** Permission granted by the Federal Energy Regulatory Commission (FERC) for a certificate holder to engage in an activity (such as transportation service or sales) on a self implementing or prior notice basis, as

appropriate, without case - by - case approval from FERC. (DOE1)

**BLIND SIDE:** Right side of truck and trailer. (ATA1)

**BLIND SPEED:** The rate of departure or closing of a target relative to the radar antenna at which cancellation of the primary radar target by moving target indicator (MTI) circuits in the radar equipment causes a reduction or complete loss of signal. (FAA4)

**BLIND SPOT:** An area from which radio transmissions and / or radar echoes cannot be received. The term is also used to describe portions of the airport not visible from the control tower. (FAA4)

**BLIND VELOCITY:** The radial velocity of a moving target such that the target is not seen on primary radars fitted with certain forms of fixed echo suppression. (FAA4)

**BLIND ZONE:** *See Blind Spot.*

**BLOCK:** A length of track of defined limits, the use of which by trains is governed by block signals, cab signals, or both. (49CFR236)

**BLOCK SIGNAL:** A roadway signal operated either automatically or manually at the entrance to a block. (49CFR236)

**BLOCK SIGNAL SYSTEM:** A method of governing the movement of trains into or within one or more blocks by block signals or cab signals. (49CFR236)

**BLOCK TO BLOCK TIME:** *See Flight Time.*

**BLOCKED:** Phraseology used to indicate that a radio transmission has been distorted or interrupted due to multiple simultaneous radio transmissions. (FAA4)

**BLOOD ALCOHOL:** *See also Alcohol, Alcohol Concentration, Blood Alcohol Concentration.*

**BLOOD ALCOHOL CONCENTRATION (BAC):** Is measured as a percentage by weight of alcohol in the blood (grams / deciliter). A positive BAC level (0.01 g/dl and higher) indicates that alcohol was consumed by the person tested. Levels of alcohol involvement are defined as some (0.01 - 0.05 g/dl), impaired (0.06 - 0.09 g/dl), or intoxicated (0.10 g/dl or more). (NHTSA1)

**BLOW HIM DOWN:** To sound the danger signal in case of misunderstood passing signals, when the pilot on the other boat refuses to obey signals, or when just desiring to pass information. (DOD/COE1)

**BLUE SIGNAL:** A clearly distinguishable blue flag or blue light by day and a blue light at night. When attached to the operating controls of a locomotive, it need not be lighted if the inside of the cab area of the locomotive is sufficiently lighted so as to make the blue signal clearly distinguishable. (49CFR218)

**BLUFF BAR:** (1) A sandbar having a sharp drop-off into deep water. Also called a "bluff reefs." (2) Colloquial term describing a steep bank on the lower Mississippi River. A bold reef that has come dry at low water. (DOD/COE1)

**BOARD OF COMMISSIONERS:** A legal body of 3 to 9 individuals having broad administrative authority over a river port's operation. This board is

primarily concerned with the development and determination of policies of the port authority. (DOD/COE1)

**BOARDING AND ALIGHTING VEHICLE PERSONAL CASUALTIES:**

A non - collision incident boarding or alighting a transit agency vehicle (slips, falls, door closings, lifts) in which one or more persons are injured or die. (FTA1) (FTA3)

**BOAT:** *See Term Index for additional boat specific terms; See also Barge, General Cargo Ship, Motorboat, Towboat, Tugboat, Vessel.*

**BOAT TRAILER:** A trailer designed with cradle-type mountings to transport a boat and configured to permit launching of the boat from the rear of the trailer. (49CFR571)

**BOATING SAFETY CIRCULAR (BSC):** Published by COMDT (G-NAB) for free distribution to boat and equipment manufacturers, dealers, marinas, yacht clubs, OCMI personnel and other boating organizations. Information in the BSC concerns boating standards and boating safety in general. (USCG1)

**BOBTAIL:** (1) A truck - tractor driven without a trailer attached to it. (2) Also referred to as a straight truck. (BOC3)

**BODILY INJURY:** Injury to the body, sickness, or disease including death resulting from continuous or repeated exposure to the same conditions resulting in public liability which the insured neither expected nor intended. (49CFR387)

**BODY:** *See Term Index for additional body specific terms; See also Automobile, Chassis, Motor Vehicle, Vehicle.*

**BODY:** Semitrailer. (ATA1)

**BODY TYPE:** (1) The appearance of the vehicle. (2) Detailed type of motor vehicle within a vehicle type. (BOC3)(NHTSA3)

**BODY TYPE:** Individual types of motor vehicles coded in Fatal Accident Reporting System (FARS) file. (NHTSA1)

**BOGEY:** An assembly of two or more axles. (ATA1)

**BOIL:** Turbulence in the water caused by deep holes, ends of dikes, channel changes, or other submerged obstructions. Indicates a changing channel condition. A boil is easily detected by electronic depth sounders by rapidly changing depths appearing as waves on the tracing paper. (DOD/COE1)

**BOILER DECK:** See *Cabin Deck*.

**BOLD REEF:** A bluff reef which acts like a weir and is plainly visible for quite some distance. (DOD/COE1)

**BOLD RIGHT-HAND REEF:** A sandbar or group of rocks which can be seen or detected by water turbulence, located on the right bank of the channel. (DOD/COE1)

**BOLL WEEVIL:** A novice truck driver. (ATA1)

**BOLT LOCK:** (See also *Lock*)  
A mechanical lock so arranged that if a switch, derail or movable - point frog is not in the proper position for a train movement, the signal governing that movement cannot display an aspect to proceed; and that will prevent a movement of the switch, derail or movable - point frog unless the signal displays its most restrictive aspect. (49CFR236)

**BONDED PETROLEUM IMPORTS:** Petroleum imported and entered into Customs bonded storage. These imports are not included in the import statistics until they are: 1) Withdrawn from storage free of duty for use as fuel for vessels and aircraft engaged in international trade; or 2) Withdrawn from storage with duty paid for domestic use. (DOE5)

**BONDS, REVENUE:** The most common form of financing for port authorities. The bonds usually name a specific facility whose income is pledged as security. The power to issue revenue bonds, as well as any other fiscal power, must come from the authority's charter or legislative acts authorizing the creation of such an authority. (DOD/COE1)

**BOOKING:** Arrangements with steamship companies for the acceptance and carriage of freight. (DOD/COE1)

**BOOM IT DOWN:** Tighten chains around freight. (ATA1)

**BOOMERS:** Binder devices used to tighten chains around cargo on flatbed trailers. (ATA1)

**BORDER CARGO SELECTIVITY (BCS):** An automated cargo selectivity system based on historical and other information. The system is designed to facilitate cargo processing and to improve Customs enforcement capabilities by providing targeting information to border locations. The system is used for the land - border environment. (USTTA1)

**BOTTLERS BODY:** Truck body designed for hauling cased, bottled beverages. (ATA1)

**BOTTOM:** The portion of the ground surface which lies below water. (DOI4)

**BOTTOM DROPPED OUT:** Expression describing a sudden fall in the river. (DOD/COE1)

**BOTTOM DUMPS:** Trailer that unloads through bottom gates. (ATA1)

**BOTTOM SHELL:** That portion of a tank car tank surface, excluding the head ends of the tank car tank, that lies within two feet, measured circumferentially, of the bottom longitudinal center line of the tank car tank. (49CFR171)

**BOUNDARY:** A nonphysical line indicating the limit or extent of an area or territory. (DOI4)

**BOX:** (1) Semitrailer; (2) The transmission part of the tractor. (ATA1)

**BRAKE:** See Term Index for additional brake specific terms.

**BRAKE:** An energy conversion mechanism used to stop, or hold a vehicle stationary. (49CFR393)

**BRAKE HORSEPOWER:** The power delivered at the propeller shaft (main drive or main output) of an aircraft engine. (14CFR1)

**BRAKE PIPE:** A pipe running from the engineman's brake valve through the train, used for the transmission of air under pressure to charge and actuate the automatic brake equipment and charge the reservoirs of the electro - pneumatic brake equipment on each vehicle of the train. (49CFR236)

**BRAKE TUBING/HOSE:** Metallic brake tubing, nonmetallic brake tubing and brake hose are conduits or lines used in a brake system to transmit or contain the medium (fluid or vacuum) used to apply the motor vehicle's brakes. (49CFR393)

**BRAKING ACTION:** A report of conditions on the airport movement area providing a pilot with a degree / quality of braking that he might expect. Braking action is reported in terms of good, fair, poor, or nil. (FAA4)

**BRAKING ACTION ADVISORIES:** When tower controllers have received runway braking action reports which include the terms "poor" or "nil," or whenever weather conditions are conducive to deteriorating or rapidly changing runway braking conditions, the tower will include on the Automated Terminal Information Service (ATIS) broadcast the statement, "BRAKING ACTION ADVISORIES ARE IN EFFECT." During the time Braking Action Advisories are in effect, Air Traffic Control (ATC) will issue the latest braking action report for the runway in use to each arriving and departing aircraft. Pilots should be prepared for deteriorating braking conditions and should request current runway condition information if not volunteered by controllers. Pilots should also be prepared to provide a descriptive runway condition report to controllers after landing. (FAA4)

**BREAK:** A fracture resulting in complete separation into parts. (49CFR229)

**BREAK:** A surface disturbance of the water similar to a boil, caused by an underwater obstruction. (DOD/COE1)

**BREAK THE UNIT:** Uncouple the tractor from the trailer. (ATA1)

**BREAK UP TOW:** To disassemble the tow either at the end of the voyage or inadvertently on a sandbar. (DOD/COE1)

**BREAK-BULK:** Packages of hazardous materials that are handled individually, palletized, or unitized for purposes of transportation as opposed to bulk and containerized freight. (49CFR171)

**BREAK-BULK CARGO:** (1) General cargo packaged or handled as separate units. Grain, for example, becomes breakbulk if it is packaged in sacks. (2) Packaged products that can be utilized into larger parcels and assembled together, for example, on pallet boards bound by wire, or gathered up in rope cargo slings as a means of lifting on and off a vessel. (DOD/COE1)(MARAD1)

**BREAKDOWN BAR:** A length of pipe used to increase the leverage in setting up ratchets when connecting tow rigging. Also called a "cheater bar". (DOD/COE1)

**BREAKOUT TANK:** A tank used to: 1) relieve surges in an oil pipeline system or 2) receive and store oil transported by a pipeline for reinjection and continued transportation by pipeline. (49CFR194) (49CFR195)

**BREAKWATER:** A structure built to break the force of waves so as to protect a beach, harbor, or other waterfront facility. (DOI4)

**BREAST LINE:** Any line that leads straight in or square. Keeps a barge from moving out from its mooring facilities. (DOD/COE1)

**BRIDGE:** See Term Index for additional bridge specific terms.

**BRIDGE:** A structure spanning and providing passage over a waterway, railroad, or other obstacle. (DOI3)

**BRIDGE:** A structure erected over a depression or obstacle to carry traffic or some facility such as a pipeline. (DOI4)

**BRIDGE FOUNDATION BEARING MATERIAL:** The type of material supporting the substructure of a bridge. Code as follows: GW - well graded gravel, GP - poorly graded gravel, GM - silty gravel, GC - clay gravel, SW - well graded sand, SP - poorly graded sand, SM - silty sand, SC - clay sand, RK - bedrock, UK - unknown, O - other. (DOI2)

**BRIDGE NUMBER:** The number of the installation, consisting of the full route number (including segment and spur) plus the milepost location of the bridge to the nearest one hundredth of a mile. (DOI2)

**BRIDGE POSTED LOAD RESTRICTIONS:** Load restrictions posted at a bridge structure. Entry order: single axle, dual axle, load type 3, load type 3S2, load type 3 - 3 and Special. (DOI2)

**BRIDGE POSTED SPEED RESTRICTIONS:** A speed limit posted at a bridge structure, in miles per hour. (DOI2)

**BRIDGE SUPERSTRUCTURE:** Those elements of the bridge structure which are above the uppermost deck. (DOI4)

**BRIDGE TYPE:** A one - character code for identifying the type of bridge. Enter R (road) or T (trail). (DOI2)

**BRIDGES STRUCTURE:** A two character code for recording the type of bridge structure. Code as follows: SS - simple span, CS - continuous span, SC - combination simple and cantilever, CC - combination continuous and cantilever, O - other. (DOI2)

**BRIDLE LINE:** The wire cable used to connect a barge in trailing fashion behind the towboat. (DOD/COE1)

**BRITISH THERMAL UNIT (BTU):** *(See also Conversion Factor)* The amount of energy required to raise the temperature of 1 pound of water 1 degree Fahrenheit (F) at or near 39.1 degrees F and 1 atmosphere of pressure. One British Thermal Unit (BTU) is about equal to the heat given off by a blue-tip match. *(DOE4)*

**BROADCAST:** Transmission of information for which an acknowledgement is not expected. *(FAA4)*

**BROKEN TRAIN COLLISION:** A collision in which a moving train breaks into parts and an impact occurs between these parts, or when a portion of the broken train collides with another consist. *(FRA3)*

**BROKER:** *(See also Customs House Broker; Freight Forwarder)* An intermediary between the shipper and the carrier. The broker arranges transportation for shippers and represents carriers. *(MARAD1)*

**BROWNIE:** Auxiliary transmission. *(ATA1)*

**BRUSH OUT:** *(See also Landscaping)* To clear out the brush or vegetation around a light or day mark so that the structure is visible to navigation in all necessary directions. An aid should be cleared or brushed out so as to be completely visible to navigation from the beginning of its use in a set of marks until it is no longer being used in that or another set of marks. *(DOD/COE1)*

**BUG IT:** To carry freight from the front to the back of a truck. *(ATA1)*

**BUILDING RESTRICTION LINE (BRL):** A line which identifies suitable building area locations on airports. *(FAA12)*

**BULK CARGO:** (1) Cargo not packaged or broken into smaller units. Bulk cargo is either dry (grain) or liquid (petroleum) and cannot be counted. (2) The tonnes of bulk cargo assessed at the Bulk rate of tolls as defined in the St. Lawrence Seaway Tariff of Tolls. *(DOD/COE1)* *(SLSDC1)*

**BULK CARGO:** Cargo that is unbound as loaded and carried aboard ship; it is without mark or count, in a loose unpackaged form, and has homogeneous characteristics. *(USTTA1)*

**BULK CARRIER:** A ship designed with specialized holds for carrying dry or liquid commodities, in unpackaged bulk form, such as oil, grain, ore, and coal. Bulk carriers may be designed to carry a single bulk product (crude oil tanker), or accommodate several bulk product types (ore / bulk / oil carrier) on the same voyage or on a subsequent voyage after its holds are cleaned. *(MARAD1)*

**BULK PACKAGING:** A packaging, other than a vessel or a barge, including a transport vehicle or freight container, in which hazardous materials are loaded with no intermediate form of containment and which has: (1) A maximum capacity greater than 450 L (119 gallons) as a receptacle for a liquid; 2) A maximum net mass greater than 400 kg (882 pounds) and a maximum capacity greater than 450 L (119 gallons) as a receptacle for a solid; or 3) A water capacity greater than 454 kg (1000 pounds) as a receptacle for a gas as defined in 49 CFR 173.115 of this subchapter. *(49CFR171)*

**BULK TERMINAL:** A facility used primarily for the storage and / or marketing of petroleum products, which has a total bulk storage capacity of

50,000 barrels or more and / or receives petroleum products by tanker, barge, or pipeline. (DOE5)

**BULK TERMINAL:** A purpose - designed berth or mooring for handling liquid or dry commodities, in unpackaged bulk form, such as oil, grain, ore, and coal. Bulk terminals typically are installed with specialized cargo handling equipment such as pipelines, conveyors, pneumatic evacuators, cranes with clamshell grabs, and rail lines to accommodate cargo handling operations with ships or barges. Commodity - specific storage facilities such as grain silos, petroleum storage tanks, and coal stock yards are also located at these terminals. (MARAD1)

**BULL HAULER:** One who hauls livestock. (ATA1)

**BULLETIN BOARD:** A board located at each dam upon which is displayed information concerning the navigability of the dam, such as indicating when movable dams are down and open river conditions exist. Also located elsewhere such as at gages to publish gage readings and river level trend. (DOD/COE1)

**BULLNOSE:** A slanted river ward end of the intermediate lock wall. (DOD/COE1)

**BUMBLE BEE:** A two-cycle engine. (ATA1)

**BUMP:** Usually used in the phrase "watch the bump," a term used on board tows when one or more barges are likely to make contact. May also mean a momentary grounding, usually due to excess speed in shallow water. (DOD/COE1)

**BUMPERS:** (See also *Possum, Rubbing Stake or Timber*) 1) Fenders; 2) Pads made out of Styrofoam, old ropes, old tires, or similar material, which are hung over the side of a water vessel to prevent damage to the vessel when berthing or locking through dams. (DOD/COE1)

**BUNKER:** A storage tank. (DOE6)

**BUNKER FUEL OIL C/NUMBER 6:** A high viscosity oil used mostly by ships, industry, and large - scale heating installations. This heavy fuel requires preheating in the storage tank to permit pumping and additional preheating to permit atomizing at the burners. (DOD/COE1)

**BUNKERS:** Fuels supplied to ships and aircraft in international transportation, irrespective of the flag of the carrier, consisting primarily of residual, distillate, and jet fuel oils. (DOE5)

**BUOY:** A float moored or anchored in water. (DOI4)

**BUOY LINE:** A line formed by two or more buoys marking a contour edge of a channel. (DOD/COE1)

**BUOY RANGE MARKERS:** Painted stakes set up on shore so placed as to form a range through the exact location of a buoy. Used only on the Tennessee River to mark buoys in dredged cuts. (DOD/COE1)

**BUREAU OF TRANSPORTATION STATISTICS (BTS):** The Bureau was organized pursuant to section 6006 of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (49 U.S.C. 111), and was formally established by the Secretary of Transportation on December 16, 1992. BTS has an intermodal transportation focus whose missions are to compile, analyze and make accessible

information on the Nation's transportation systems; to collect information on intermodal transportation and other areas; and to enhance the quality and effectiveness of DOT's statistical programs through research, the development of guidelines, and the promotion of improvements in data acquisition and use. The programs of BTS are organized in six functional areas and are mandated by ISTEA to: 1) Compile, analyze, and publish statistics 2) Develop a long - term data collection program. 3) Develop guidelines to improve the credibility and effectiveness of the Department's statistics 4) Represent transportation interests in the statistical community 5) Make statistics accessible and understandable and 6) Identify data needs. (OFR1)

**BUS:** See Term Index for additional bus specific terms; See also Automobile, Minivan, Motor Vehicle, Vehicle.

**BUS:** (1) Any of several types of self - propelled vehicles, generally rubber-tired, intended for use on city streets, highways, and busways, including but not limited to minibuses, forty and thirty - foot buses, articulated buses, double - deck buses, and electrically powered trolley buses, used by public entities to provide designated public transportation service and by private entities to provide transportation service including, but not limited to, specified public transportation services. Self - propelled, rubber - tired vehicles designed to look like antique or vintage trolleys are considered buses. (2) Any motor vehicle designed, constructed, and or used for the transportation of passengers, including taxicabs. (3) A vehicle designed to carry more than 15 passengers, including the driver. (4) All vehicles manufactured as traditional passenger - carrying buses with two - axles, six - tires and three or more axles. This category includes only traditional

buses (including school buses) functioning as passenger - carrying vehicles. All two - axle, four - tire minibuses should be classified as other two - axle, four tire, single unit vehicles (type "3"). Modified buses should be considered as trucks and be appropriately classified. (5) Includes intercity buses, mass transit systems, and shuttle buses that are available to the general public. Also includes Dial - A - Bus and Senior Citizen buses operated by a government agency or private industry for the convenience of employees, contracted or chartered buses or school buses. (6) Large motor vehicles used to carry more than ten passengers, including school buses, inter - city buses, and transit buses. (49CFR37)(49CFR390)(49CFR393)(FHWA2)

**BUSINESS DISTRICT:** The territory contiguous to and including a highway when within any 600 feet along such highway there are buildings in use for business or industrial purposes, including but not limited to hotels, banks, or office buildings which occupy at least 300 feet of frontage on one side or 300 feet collectively on both sides of the highway. (49CFR390)

**BUSINESS FLYING:** The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business. (NTSB1)

**BUSINESS TRANSPORTATION:** Use of an aircraft not for compensation or hire by individuals for the purpose of transportation required by businesses in which they are engaged. (FAA10)

**BUTTON:** (1) A heavy steel casting found mostly on lock walls, designed to hold the eye of a line or wire. (2) Used as

deck fittings on towboat and on barges.  
(3) A short mushroom - shaped bit or a short timberhead. *(DOD/COE1)*

**BUTTON HER UP:** Tie down the load on a truck or trailer. *(ATA1)*

**CAB:** See Term Index for additional cab specific terms.

**CAB:** (1) That portion of the superstructure designed to be occupied by the crew operating the locomotive. (2) The compartment of a locomotive from which the propelling power and power brakes of the train are manually controlled. (3) Portion of truck where the driver sits; tractor. The passenger compartment of a vehicle. *(49CFR229)*  
*(49CFR236)(ATA1)(BOC3)*

**CAB BESIDE ENGINE:** The cab is located to left or right side of the engine. *(BOC3)*

**CAB FORWARD OF THE ENGINE:** The engine is directly behind the cab. *(BOC3)*

**CAB OVER:** A vehicle with a substantial part of its engine located under the cab. Also known as snubnose. *(ATA1)*

**CAB SIGNAL:** A signal located in engineman's compartment or cab, indicating a condition affecting the movement of a train and used in conjunction with interlocking signals and in conjunction with or in lieu of block signals. *(49CFR236)*

**CAB-OVER-ENGINE (COE):** A truck or truck-tractor, having all, or the front portion, of the engine under the cab. *(49CFR399)*

**CAB-OVER-ENGINE (COE) HIGH PROFILE:** A COE having the door sill step above the height of the front tires. *(49CFR399)*

**CAB-TO-AXLE DIMENSION (CA):** The distance from the back of a truck cab to the center line of the rear axle. For trucks with tandem rear axles, the CA dimension is given midway between the two rear axles. *(GSA2)*

**CABIN DECK:** The second deck on most river steamboats. It was lined with staterooms surrounding the main cabin. It was also called the Boiler deck even though the boilers were on the cargo deck below. *(DOD/COE1)*

**CABIN MOTORBOAT:** Motorboats with a cabin which can be completely closed by means of doors or hatches. Large motorboats with cabins, even though referred to as yachts, are considered to be cabin motorboats. *(USCG2)*

**CABLEWAY:** A conveyor system in which carrier units run on wire cables strung between supports. *(DOI4)*

**CABOOSE:** A car in a freight train intended to provide transportation for crew members. *(49CFR223)*

**CABOTAGE:** A law which requires coastal and intercoastal traffic to be carried by vessels belonging to the country owning the coast. *(USTTA1)*

**CAKLE CRATE:** Truck that hauls live poultry. *(ATA1)*

**CALCULATED LANDING TIME:** A term that may be used in place of tentative or actual calculated landing time, whichever applies. *(FAA4)*

**CALENDAR YEAR:** The period of time between January 1 and December 31 of any given year. *(DOE6)*

**CALIBRATED AIRSPEED:** The indicated airspeed of an aircraft, corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level. *(14CFR1)*

**CALL FOR RELEASE:** Wherein the overlying Air Route Traffic Control Center (ARTCC) requires a terminal facility to initiate verbal coordination to secure Air Route Traffic Control Center (ARTCC) approval for release of a departure into the en route environment. *(FAA4)*

**CALL UP:** Initial voice contact between a facility and an aircraft, using the identification of the unit being called and the unit initiating the call. *(FAA4)*

**CAMEL BACK BODY:** Truck body with floor curving downward at the rear. *(ATA1)*

**CAMP CAR:** Any on - track vehicle, including outfit, camp, or bunk cars or modular homes mounted on flat cars used to house rail employees. It does not include wreck trains. *(49CFR218)*

**CAMPAIGN:** A Defect / Noncompliance Campaign Program carried out by the manufacturer and initiated under 46 U.S.C. 4310. *(USCG1)*

**CANADIAN EXPORTS:** Outbound domestic merchandise and re - export of foreign merchandise from a U.S. foreign trade zone destined for Canada. *(DOD/COE2)*

**CANADIAN IMPORTS:** Inbound merchandise for direct consumption and entries into custom bonded storage and manufacturing warehouses originating in Canada. *(DOD/COE2)*

**CANADIAN MINIMUM NAVIGATION PERFORMANCE SPECIFICATION AIRSPACE:** That portion of Canadian domestic airspace within which Minimum Performance Specifications Airspace (MNPSA) separation may be applied. *(FAA4)*

**CANAL/DITCH:** *(See also Aqueduct)* An artificial open waterway constructed to transport water, to irrigate or drain land, to connect two or more bodies of water, or to serve as a waterway for watercraft. *(DOI3)*

**CANARD:** The forward wing of a canard configuration and may be a fixed, movable, or variable geometry surface, with or without control surfaces. *(14CFR1)*

**CANARD CONFIGURATION:** A configuration in which the span of the forward wing is substantially less than that of the main wing. *(14CFR1)*

**CANCELLATION OF INSURANCE:** The withdrawal of insurance coverage by either the insurer or the insured. *(49CFR387)*

**CAPACITY:** *See Term Index for additional capacity specific terms.*

**CAPACITY OF AN INLAND WATERWAYS TRANSPORT TRANSIT (IWT):** Maximum permissible number of passengers that a vessel may carry in accordance with its documents. *(DOD/COE1)*

**CAPACITY PER AIRCRAFT MILE:**

The average total passenger / cargo carrying capacity (tons) offered for sale per aircraft in revenue services, derived by dividing the overall available ton - miles by the total aircraft miles flown in revenue services. (RSPA2)

**CAPE:** A relatively extensive land area jutting into a water body, which prominently marks a change in or notably interrupts the coastal trend of that water body. (DOI4)

**CAPITAL GAINS OR LOSSES, OPERATING PROPERTY:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Capital Gains or Losses, Operating Property is defined as gains or losses on retirements of operating property and equipment, flight equipment expendable parts or miscellaneous materials and supplies when sold or otherwise retired in connection with a general retirement program as opposed to incidental sales performed as a service to others. (RSPA1)

**CAPITAL GAINS OR LOSSES, OTHER:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Capital Gains or Losses, Other is defined as gains or losses on no operating assets, investments in other than marketable equity securities, and troubled debt restructuring. (RSPA1)

**CAPITAL INTEREST:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Capital Interest is defined as adjustment to income for interest capitalized on funds actually committed as equipment purchase deposits or actually used to finance the construction or acquisition of operating property. (RSPA1)

**CAPSIZING:** Overturning of a vessel. The bottom must be uppermost, except on the case of a sailboat, which lies on its side. (USCG2)

**CAPTAIN OF THE PORT (COTP):** The officer of the Coast Guard, under the command of a District Commander, designated by the Commandant for the purpose of giving immediate direction to Coast Guard law enforcement activities within an assigned area. The term Captain of the Port includes an authorized representative of the Captain of the Port. (49CFR171)

**CAPTIVE IMPORTS:** Products produced overseas specifically for domestic manufacturers. (DOE6)

**CAR:** See Term Index for additional car specific terms; See also Automobile, Minivan, Motor Vehicle, Taxi, Vehicle.

**CAR:** (1) Any unit of on - track equipment designed to be hauled by locomotives; (2) Any unit of on - track work equipment such as a track motorcar, highway - rail vehicle, push car, crane, ballast tamping machine, etc; (3) A railway car designed to carry freight, railroad personnel, or passengers. This includes boxcars, covered hopper cars, flatcars, refrigerator cars, gondola cars, hopper cars, tank cars, cabooses, stock cars, ventilation cars. It also includes on - track maintenance equipment. (FRA3)(FRA4)

**CAR CAPACITY:** Load limitation of a freight car in terms of volume or weight. (FRA2)

**CAR-MILE:** The movement of a car a distance of one mile. (FRA2)

**CAR SHOP REPAIR TRACK AREA:**

One or more tracks within an area in which the testing, servicing, repair, inspection, or rebuilding of railroad rolling equipment is under the exclusive control of mechanical department personnel. (49CFR218)

**CARBON DIOXIDE (CO<sub>2</sub>):** (1) A fluid consisting of more than 90 percent carbon dioxide molecules compressed to a supercritical state. (2) A colorless, odorless, non - poisonous gas that is a normal part of the ambient air. Carbon dioxide is a product of fossil fuel combustion. (49CFR195)(DOE6)

**CARBON MONOXIDE (CO):** A colorless, odorless, highly toxic gas that is a normal by - product of incomplete fossil fuel combustion. Carbon monoxide, one of the major air pollutants, can be harmful in small amounts if breathed over a certain period of time. (DOE6)

**CARBURETOR:** (See also *Diesel Fuel System, Fuel Injection*) A fuel delivery device for producing a proper mixture of gasoline vapor and air, and delivering it to the intake manifold of an internal combustion engine. Gasoline is gravity fed from a reservoir bowl into a throttle bore, where it is allowed to evaporate into the stream of air being inducted by the engine. The fuel efficiency of carburetors is more temperature dependent than fuel injection systems. (DOE4)(DOE5)

**CARDINAL ALTITUDE:** (See also *Flight Level*) "Odd" or "Even" thousand-foot altitudes or flight levels; e.g., 5,000, 6,000, 7,000, FL 250, FL 260, FL 270. (FAA4)

**CARFLOAT:** A vessel that operates on a short run on an irregular basis and serves one or more points in a port area as an extension of a rail line or highway

over water, and does not operate in ocean, coastwise, or ferry service. (49CFR171)

**CARGO:** See *Term Index* for additional cargo specific terms; See also *Commodity, Freight, Goods, Product*.

**CARGO:** (1) Freight carried by a barge. (2) Property, mail and express; other than passengers transported. (DOD/COE1)(RSPA3)

**CARGO AGENT:** Any person (other than a supplemental air carrier or one of its bona fide regular employees or an indirect air carrier lawfully engaged in air transportation under authority conferred by any applicable part of the economic regulations of the Board) who for compensation or profit 1) solicits, obtains, receives, or furnishes directly or indirectly, property or consolidated shipments of property for transportation upon the aircraft of supplemental air carriers; or 2) procures or arranges for air transportation of property or consolidated shipments of property upon aircraft of a supplemental air carrier by charter, lease, or any other arrangement. (14CFR208)

**CARGO AIRCRAFT:** An aircraft that is used to transport cargo and is not engaged in carrying passengers. The terms cargo aircraft only, cargo-only aircraft and cargo aircraft have the same meaning. (49CFR171)

**CARGO CRANE:** A crane especially adapted to the transferring of cargo between a vessel's hold and a wharf. (DOD/COE1)

**CARGO INSURANCE AND FREIGHT (CIF):** Refers to cargos for which the seller pays for the transportation and insurance up to the port of destination. (DOE5)

**CARGO TANK:** A bulk packaging which: 1) Is a tank intended primarily for the carriage of liquids or gases and includes appurtenances, reinforcements, fittings, and closures; 2) Is permanently attached to or forms a part of a motor vehicle, or is not permanently attached to a motor vehicle but which, by reason of its size, construction or attachment to a motor vehicle is loaded or unloaded without being removed from the motor vehicle; and 3) Is not fabricated under a specification for cylinders, portable tanks, tank cars, or multi - unit tank car tanks. (49CFR171)

**CARGO TANK MOTOR VEHICLE:** A motor vehicle with one or more cargo tanks permanently attached to or forming an integral part of the motor vehicle. (49CFR171)

**CARGO TON-MILES:** One ton of cargo transported one mile. (RSPA3)

**CARGO TONNES:** The tonnes of cargo carried by a vessel on each or any transit. (SLSDC1)

**CARGO TRANSFER SYSTEM:** A component, or system of components functioning as a unit, used exclusively for transferring hazardous fluids in bulk between a tank car, tank truck, or marine vessel and a storage tank. (49CFR193)

**CARGO VESSEL:** (1) Any vessel other than a passenger vessel; (2) any ferry being operated under authority of a change of character certificate issued by a Coast Guard Officer in Charge, Marine Inspection. (49CFR171)

**CARLOAD:** A shipment of not less than 10,000 pounds of one commodity from one consignor to one consignee. (FRA2)

**CARRIED CARLOAD:** Any carload which travels on a particular railroad. (FRA2)

**CARRIER:** See *Term Index* for additional carrier specific terms.

**CARRIER:** A person engaged in the transportation of passengers or property by land or water, as a common, contract, or private carrier, or civil aircraft. (49CFR171)

**CARRIER GROUP:** A grouping of certificated air carriers determined by annual operating revenues as shown below: Majors \$1 billion +, Nationals \$100 million to \$1 billion, Large regionals \$10 million to \$99.9 million, Medium regionals 0 to \$9.9 million or that operate aircraft with 60 or less seats or maximum payload capacity of 18,000 lbs. (FAA2)(FAA15)

**CARRIER LIABILITY:** A common carrier is liable for all loss, damage, and delay with the exception of act of God, act of a public enemy, act of a public authority, act of the shipper, and the inherent nature of the goods. Carrier liability is specified in the terms of the bill of lading. (MARAD1)

**CARRIER TYPE:** "For - hire", private or "other." (FHWA2)(FHWA4)

**CARRYING CAPACITY:** Maximum permissible weight or goods expressed in tones, which a vessel may carry in accordance with its documents. (DOD/COE1)

**CASE:** An investigation of a particular boating problem or incident to determine if there is a substantial risk to the public or violation of the regulations. A case may become a campaign. (USCG1)

**CASUALTIES BOARDING AND ALIGHTING VEHICLE:** A non - collision incident boarding or alighting a transit agency vehicle (slips, falls, door closings, lifts) in which one or more persons are injured or die. (FTA1)

**CASUALTIES IN STATIONS/BUS STOPS:** A non - collision incident (involving stairs, escalators, elevators, passageways, platforms) at a station or bus stop in which one or more persons are injured or die. (FTA1)

**CASUALTIES INSIDE VEHICLE:** A non - collision incident (sudden braking, unexpected swerving) in which one or more persons within the transit vehicle are injured or die. (FTA1)

**CASUALTY:** See Term Index for additional casualty specific terms; See also Accident, Collision, Crash, Derailment, Fatality, Event, Incident, Injury.

**CASUALTY:** (1) A fatality, a nonfatal injury, or an occupational illness resulting from railroad operations. (2) A reportable death, injury, or illness arising from the operation of a railroad. Casualties may be classified as either fatal or nonfatal. (FRA1)(FRA3)(FRA4)

**CASUALTY ASSOCIATED WITH ESCALATOR:** An incident in which a person is hurt while using an escalator in a transit facility. Any incident in this category is included in Personal Casualty in Stations / Bus Stops. (FTA2)

**CASUALTY ASSOCIATED WITH LIFTS:** An incident in which a person is hurt while using a lift to get on or off a transit vehicle, but not as a result of a collision, derailment / left roadway, or fire. (FTA2)

**CASUALTY ENTERING/EXITING A VEHICLE:** An incident in which a person is hurt while getting on or off a transit vehicle (e.g., falls or door incidents), but not as a result of a collision, derailment / left roadway, or fire. (FTA2)

**CASUALTY IN STATIONS/BUS STOPS:** An incident in which a person is hurt while using a transit facility. This includes anyone on transit property (e.g., patrons, transit employees, trespassers) but does not include incidents resulting from illness or criminal activity. (FTA2)

**CASUALTY ON VEHICLE:** An incident in which a person is injured on a transit vehicle, but not as a result of a collision, derailment / left roadway, or fire. (FTA2)

**CATEGORY:** (1) As used with respect to the certification, ratings, privileges, and limitations of airmen, means a broad classification of aircraft. Examples include: airplane; rotor craft; glider; and lighter - than - air; and (2) As used with respect to the certification of aircraft, means a grouping of aircraft based upon intended use or operating limitations. Examples include: transport, normal, utility, acrobatic, limited, restricted, and provisional. (14CFR1)

**CATEGORY A:** With respect to transport category rotor craft, means multi - engine rotorcraft designed with engine and system isolation features specified in 14CFR Part 29 and utilizing scheduled takeoff and landing operations under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight in the event of engine failure. (14CFR1)

**CATEGORY B:** With respect to transport category rotorcraft, means single - engine or multi - engine rotorcraft which do not fully meet all Category A standards. Category B rotorcraft have no guaranteed stay - up ability in the event of engine failure and unscheduled landing is assumed. (14CFR1)

**CATEGORY II OPERATIONS:** With respect to the operation of aircraft, means a straight - in Instrument Landing System (ILS) approach to the runway of an airport under a Category II ILS instrument approach procedure issued by the Administrator or other appropriate authority. (14CFR1)

**CATEGORY III OPERATIONS:** With respect to the operation of aircraft, means an Instrument Landing System (ILS) approach to, and landing on, the runway of an airport using a Category III ILS instrument approach procedure issued by the Administrator or other appropriate authority. (14CFR1)

**CATTAIL:** One strand of manila rope used to serve the end of a line. Also has many other uses. (DOD/COE1)

**CAVAL:** *See Kevel.*

**CAVING BANK:** A bank which is eroding because of swift running currents along the shore or because of eddies below bends or along the shoreline whether on right - or left - handed drafts. More prevalent on rivers with unstable channels and during periods of high water; very common occurrence on the Lower Mississippi River. (DOD/COE1)

**CEILING:** (1) The height above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken", "overcast", or "obscuration", and not classified as "thin"

or "partial". (2) The height above the ground or water of the base of the lowest layer of the cloud below 6,000 meters (20,000 feet) covering more than half the sky. (14CFR1)(FAA4)

**CEMENT MIXER:** Truck with a noisy engine or transmission. (ATA1)

**CENSUS:** The complete enumeration of a population or groups at a point in time with respect to well - defined characteristics: for example, population, production, traffic on particular roads. In some connection the term is associated with the data collected rather than the extent of the collection so that the term sample census has a distinct meaning. The partial enumeration resulting from a failure to cover the whole population, as distinct from a designed sample enquiry, may be referred to as an "incomplete census." (DOE5)

**CENSUS DIVISION:** The nine geographic divisions of the United States established by the Bureau of the Census, U.S. Department of Commerce, for statistical analysis. The boundaries of Census divisions coincide with State boundaries. The Pacific Division is subdivided into the Pacific Contiguous and Pacific Noncontiguous areas. (DOE4)(DOE5)

**CENTER:** *See Term Index for additional center specific terms.*

**CENTER AREA:** The specified airspace within which an Air Route Traffic Control Center (ARTCC) provides air traffic control and advisory service. (FAA4)(FAA14)

**CENTER RADAR APPROACH CONTROL (CERAP):** A combined Air Route Traffic Control Center (ARTCC) and a Terminal Radar Approach Control facility (TRACON). *(FAA14)*

**CENTER WEATHER ADVISORY (CWA):** An unscheduled weather advisory issued by Center Weather Service Unit meteorologists for Air Traffic Control (ATC) use to alert pilots of existing or anticipated adverse weather conditions within the next 2 hours. A CWA may modify or redefine a SIGMET. *(FAA4)*

**CENTRAL CITY:** *(See also Metropolitan Statistical Area, Standard Metropolitan Statistical Area)* Usually one or more legally incorporated cities within the Metropolitan Statistical Area (MSA) that is significantly large by itself or large relative to the largest city in the MSA. Additional criteria for being classified as "Central City" include having at least 75 jobs for each 100 employed residents and having at least 40 percent of the resident workers employed within the city limits. Every MSA has at least one central city, usually the largest city. Central cities are commonly regarded as relatively large communities with a denser population and a higher concentration of economic activities than the outlying or suburban areas of the MSA. "Outside Central City" are those parts of the MSA not designated as central city. *(DOE4)*

**CENTRAL EAST PACIFIC:** An organized route system between the U.S. West Coast and Hawaii. *(FAA4)*

**CERTIFICATE OF INSPECTION:** A document certifying that merchandise (such as perishable goods) was in good condition immediately prior to shipment. Preshipment inspection is a requirement for importation of goods into many developing countries. *(USTTA1)*

**CERTIFICATE OF ORIGIN:** A form showing the country of production of export shipment, frequently required by customs officials of an importing country. The certificate enables customs officials to determine which goods being imported are entitled to preferential tariff treatment. It is usually endorsed by a consular official of the country of destination at the port of shipment. *(DOD/COE1)*

**CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY:** (1) A certificate issued to an air carrier under Section 401 of the Federal Aviation Act by Department of Transportation (DOT) authorizing the carrier to engage in air transportation. (2) The grant of operating authority (issued by the Interstate Commerce Commission, ICC; and the Federal Maritime Commission, (FMC) that is given to common carriers. A carrier must prove that a public need exists and that the carrier is fit, willing and able to provide the needed service. The certificate may specify the commodities to be hauled, the area to be served, and the routes to be used. *(FAA4)* *(MARAD1)*

**CERTIFICATED:** Holding a currently valid Certificate of Public Convenience and Necessity. *(FAA15)*

**CERTIFICATED AIR CARRIER:** An air carrier holding a Certificate of Public Convenience and Necessity issued by DOT to conduct scheduled services interstate. Nonscheduled or charter operations may also be conducted by these carriers. These carriers operate large aircraft (30 seats or more or a maximum payload capacity of 7,500 pounds or more) in accordance with Federal Aviation Regulations (FAR) Part 121. *(FAA2)(FAA4)(FAA9)*

**CERTIFICATED AIRPORT:** An airport operating under Federal Aviation Regulations (FAR) Part 139. The Federal Aviation Administration (FAA) issues airport operating certificates to all airports serving scheduled air carrier aircraft designed for more than 30 passenger seats. Certificated airports must meet minimum safety standards in accordance with Federal Aviation Regulations (FAR) Part 139. (FAA3)

**CERTIFICATION:** A manufacturer's statement that the boat he manufactures is subject to the Federal regulations indicated in the certification statement and has been designed and constructed to comply with those regulations. (USCG1)

**CERTIFICATION OF PUBLIC ROAD MILEAGE:** An annual document (certification) that must be furnished by each state to Federal Highway Administration (FHWA) certifying the total public road mileage (kilometers) in the state as of December 31 of the preceding year. (FHWA2)

**CERTIFIED CAPACITY:** (*See also Design Capacity*) The capability of a pipeline project to move gas volumes on a given day, based on a specific set of flowing parameters (operating pressures, temperature, efficiency, and fluid properties) for the pipeline system as stated in the dockets filed (and subsequently certified) in the application for the Certificate of Public Convenience and Necessity at the Federal Energy Regulatory Commission. Generally, the certificated capacity represents a level of service that can be maintained over an extended period of time and may not represent the maximum throughput capability of the system on any given day. (DOE1)

**CHAFF:** Thin, narrow metallic reflectors of various lengths and frequency responses, used to reflect radar energy. These reflectors when dropped from aircraft and allowed to drift downward result in large targets on the radar display. (FAA4)

**CHAIR:** *See Sidecar.*

**CHAMBER TIME:** Total time to tow is in the chamber from entry to exit. (DOD/COE1)

**CHANNEL:** *See Term Index for additional channel specific terms.*

**CHANNEL BOTTOM:** Project depth or trade elevation. (DOD/COE1)

**CHANNEL GRADIENT:** The slope of the water surface of a stream channel through the bridge site to the nearest one tenth of a percent. (DOI2)

**CHANNEL MEANDER:** An unstable river channel which changes its location after high water periods. (DOD/COE1)

**CHANNEL REPORT:** A report of channel conditions, soundings, etc., found by an aids to navigation tender on routine patrol; includes report of courses steered. The channel report is issued only for open rivers and is written in pilots' jargon. (DOD/COE1)

**CHANNEL WIDTH:** The upstream channel width (bank to bank dimensions of the defined channel, not the flood plain) at a bridge site; to the nearest foot. (DOI2)

**CHANNOINE WEIR:** A section of a dam, built in the form of a spillway, lying between the anchor weir proper on the land side of a lock wall and the bear trap which is adjacent to the navigable path. (DOD/COE1)

**CHARGE IT:** Let brake air flow into semitrailer lines. *(ATA1)*

**CHARTED VISUAL FLIGHT PROCEDURE APPROACH:** An approach wherein a radar - controlled aircraft on an Instrument Flight Rules (IFR) Flight plan, operating in Visual Flight Rules (VFR) conditions and having an Air Traffic Control (ATC) authorization, may proceed to the airport of intended landing via visual landmarks and altitudes depicted on a charted visual flight procedure. *(FAA4)*

**CHARTED VISUAL FLIGHT RULES (VFR) FLYWAYS:** Flight paths recommended for use to bypass areas heavily traversed by large turbine - powered aircraft. Pilot compliance with recommended flyways and associated altitudes is strictly voluntary. Visual Flight Rules (VFR) Flyway Planning charts are published on the back of existing Visual Flight Rules (VFR) Terminal Area charts. *(FAA4)*

**CHARTER FLIGHT:** Air transportation performed by supplemental air carriers in accordance with 49 CFR 208.6. *(14CFR208)*

**CHARTER GROUP:** That body of individuals who shall actually participate in the charter flight. *(14CFR208)*

**CHARTER PARTY:** Contract between the owner of a vessel and a shipper for letting of the vessel or a part thereof. *(DOD/COE1)*

**CHARTER SERVICE:** A commercial passenger vehicle trip not scheduled, but specially arranged. The charter contract normally commits the carrier to furnish the agreed to transportation service at a specified time between designated locations. *(FHWA2)*

**CHARTER TRANSPORTATION OF PASSENGERS:** Transportation, using a bus, of a group of persons who pursuant to a common purpose, under a single contract, at a fixed charge for the vehicle, have acquired the exclusive use of the vehicle to travel together under an itinerary either specified in advance or modified after having left the place of origin. *(49CFR390)*

**CHARTER, BUS (EXCEPT LOCAL) SERVICE:** Establishments primarily engaged in furnishing passenger transportation charter service where such operations are principally outside a single municipality, outside one group of contiguous municipalities, or outside a single municipality and its suburban areas. *(BOC1)*

**CHASE:** An aircraft flown in proximity to another aircraft normally to observe its performance during training or testing. *(FAA4)*

**CHASSIS:** *See Term Index for additional chassis specific terms; See also Automobile, Body, Motor Vehicle, Vehicle.*

**CHASSIS:** The load - supporting frame in a truck or trailer, exclusive of any appurtenances which might be added to accommodate cargo. *(49CFR393)*

**CHASSIS:** A trailer constructed to accommodate containers which are moved over - the - road. *(MARAD1)*

**CHEATER BAR:** *See Breakdown Bar.*

**CHECK LINE:** A line used to help check a boat's headway when landing or entering a lock. *(DOD/COE1)*

**CHECK POST:** A mooring bit on a lock wall. *(DOD/COE1)*

**CHICAGO GRIPS:** A colloquial term used for a wire come-along used in hoisting wire rope. (DOD/COE1)

**CHIEF HOOD LIFTER:** Garage superintendent. (ATA1)

**CHUNK:** Differential housing on powered axles. (ATA1)

**CHUTE:** (1) Section of river that is narrower than ordinary and through which the river current increases, often navigable from bank to bank. (2) a narrow sloping passage by which water falls or flows to a lower level (between an island and a bank). (DOD/COE1)

**CIRCLE TO LAND MANEUVER:** A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight - in landing from an instrument approach is not possible or is not desirable. This maneuver is made only after Air Traffic Control (ATC) authorization has been obtained and the pilot has established required visual reference to the airport. (FAA4)

**CIRCLE TO RUNWAY (RUNWAY NUMBER) MANEUVER:** Used by Air Traffic Control (ATC) to inform the pilot that he must circle to land because the runway in use is other than the runway aligned with the instrument approach procedure. When the direction of the circling maneuver in relation to the airport / runway is required, the controller will state the direction (eight cardinal compass points) and specify a left or right downwind or base leg as appropriate; (e.g., "Cleared Very High Frequency Omni - Directional Radio Range (VOR) Runway Three Six Approach circle to Runway Two Two," or "Circle northwest of the airport for a right downwind to Runway Two Two."). (FAA4)

**CIRCLING APPROACH:** See *Circle to Land Maneuver*.

**CIRCUIT:** See *Term Index for additional circuit specific terms*.

**CIRCUIT:** A conductor or a system of conductors through which electric current flows. (DOE5)

**CIRCUIT CONTROLLER:** A device for opening and closing electric circuits. (49CFR236)

**CIRCUIT-MILE:** The total length in miles of separate circuits regardless of the number of conductors used per circuit. (DOE5)

**CIRCUS WAGON:** Low sided trailer with high bow tarp. (ATA1)

**CITY FLYER:** Short, low trailer with high bow tarp. (ATA1)

**CITY GATE:** A point or measuring station at which a distribution gas utility receives gas from a natural gas pipeline company or transmission system. (DOE3)

**CITY TRIP:** A commercial vehicle trip within a single city, town, county, or other geographic jurisdiction. (FHWA2)

**CITY GATE:** A point or measuring station at which a distributing gas utility receives gas from a natural gas pipeline company or transmission system. (DOE5)

**CIVIL AIRCRAFT:** Aircraft other than public aircraft. (14CFR1)

**CLASS:** (1) With respect to the certification, ratings, privileges, and limitations of airmen, means a classification of aircraft within a category having similar operating characteristics. Examples include: single engine; multiengine; land; water; gyroplane;

helicopter; airship; and free balloon; and (2) With respect to the certification of aircraft, means a broad grouping of aircraft having similar characteristics of propulsion, flight, or landing. Examples include: airplane; rotorcraft; glider; balloon; landplane; and seaplane. (14CFR1)

**CLASS 1 ROAD:** Hard surface highways including Interstate and U.S. numbered highways (including alternates), primary State routes, and all controlled access highways. (DOI3)

**CLASS 2 ROAD:** Hard surface highways including secondary State routes, primary county routes, and other highways that connect principal cities and towns, and link these places with the primary highway system. (DOI3)

**CLASS 3 ROAD:** Hard surface roads not included in a higher class and improved, loose surface roads passable in all kinds of weather. These roads are adjuncts to the primary and secondary highway systems. Also included are important private roads such as main logging or industrial roads which serve as connecting links to the regular road network. (DOI3)

**CLASS 4 ROAD:** Unimproved roads which are generally passable only in fair weather and used mostly for local traffic. Also included are driveways, regardless of construction. (DOI3)

**CLASS 5 ROAD:** Unimproved roads passable only with 4 wheel drive vehicles. (DOI3)

**CLASS A AND B EXPLOSIVES IN BULK:** The transportation, as cargo, of any Class A or B explosive(s) in any quantity. (49CFR387)

**CLASS A BY INLAND AND COASTAL WATERWAYS CARRIER:** A class A carrier by water is one with an average annual operation revenue that exceeds \$500,000. (DOD/COE1)

**CLASS B BY INLAND AND COASTAL WATERWAYS CARRIER:** A class B carrier by water is one with an average annual operating revenue greater than \$100,000 but less than \$500,000. (DOD/COE1)

**CLASS I FREIGHT RAILROAD:** Defined by the Interstate Commerce Commission each year based on annual operating revenue. For 1988, the threshold for Class I railroads was \$87.9 million. A railroad is dropped from the Class I list if it fails to meet the annual earnings threshold for three consecutive years. (DOE6)

**CLASS I RAILROAD:** A railroad with an annual gross operating revenue in excess of \$250 million based on 1991 dollars. (FRA1)(FRA4)

**CLAUSED BILL OF LADING:** A bill of lading which has exceptions to the receipt of merchandise in apparent good order noted. (DOD/COE1)

**CLEAN BILL OF LADING:** A bill of lading which covers goods received in apparent good order and condition and without qualification. (DOD/COE1)

**CLEAN BORE:** A single tank without compartments inside. (ATA1)

**CLEAN FUEL VEHICLE:** Vehicle meeting the clean fuel vehicle exhaust emissions standards with no restriction on fuel type. (DOE6)

**CLEAR AIR TURBULENCE (CAT):** Turbulence encountered in air where no clouds are present. This term is commonly applied to high - level turbulence associated with wind shear. CAT is often encountered in the vicinity of the jet stream. (FAA4)

**CLEAR OF THE RUNWAY:** (1) A taxiing aircraft, which is approaching a runway, is clear of the runway when all parts of the aircraft are held short of the applicable holding position marking. (2) A pilot or controller may consider an aircraft, which is exiting or crossing a runway, to be clear of the runway when all parts of the aircraft are beyond the runway edge and there is no Air Traffic Control (ATC) Federal Aviation Administration (FAA) Glossary C 2 restriction to its continued movement beyond the applicable holding position marking. (3) Pilots and controllers shall exercise good judgement to ensure that adequate separation exists between all aircraft on runways and taxiways at airports with inadequate runway edge lines or holding position markings. (FAA4)

**CLEARANCE:** *See Term Index for additional clearance specific terms; See also Cleared.*

**CLEARANCE LAMP:** A lamp used on the front and the rear of a motor vehicle to indicate its overall width and height. (49CFR393)

**CLEARANCE LIMIT:** The fix, point, or location to which an aircraft is cleared when issued an air traffic clearance. (FAA4)

**CLEARANCE TRAFFIC CONTROL:** Authorization for an aircraft to proceed under conditions specified by an air traffic control unit. (FAA4)

**CLEARANCE VOID IF NOT OFF BY TIME:** Used by Air Traffic Control (ATC) to advise an aircraft that the departure clearance is automatically canceled if takeoff is not made prior to a specified time. The pilot must obtain a new clearance or cancel his Instrument Flight Rules (IFR) flight plan if not off by the specified time. (FAA4)

**CLEARANCE VOID TIME:** A time specified by an air traffic control unit at which a clearance ceases to be valid unless the aircraft concerned has already taken action to comply therewith. (FAA4)

**CLEARED:** *See Term Index for additional cleared specific terms; See also Clearance.*

**CLEARED APPROACH:** Air Traffic Controller (ATC) authorization for an aircraft to execute any standard or special instrument approach procedure for that airport. Normally, an aircraft will be cleared for a specific instrument approach procedure. (FAA4)

**CLEARED AS FILED:** Means the aircraft is cleared to proceed in accordance with the route of flight filed in the flight plan. This clearance does not include the altitude, standard instrument departure (SID), or SID transition. (FAA4)

**CLEARED FOR TAKEOFF:** Air Traffic Control (ATC) authorization for an aircraft to depart. It is predicated on known traffic and known physical airport conditions. (FAA4)

**CLEARED FOR THE OPTION:** Air Traffic Control (ATC) authorization for an aircraft to make a touch-and-go, low approach, missed approach, stop and go, or full stop landing at the discretion of the pilot. It is normally used in training so that an instructor can evaluate a

student's performance under changing situations. Also known as Option Approach. (FAA4)

**CLEARED THROUGH:** Air Traffic Control (ATC) authorization for an aircraft to make intermediate stops at specified airports without refiling a flight plan while enroute to the clearance limit. (FAA4)

**CLEARED TO LAND:** Air Traffic Control (ATC) authorization for an aircraft to land. It is predicated on known traffic and known physical airport conditions. (FAA4)

**CLEARWAY:** (1) For turbine engine powered airplanes certificated after August 29, 1959, an area beyond the runway, not less than 500 feet wide, centrally located about the extended centerline of the runway, and under the control of the airport authorities. The clearway is expressed in terms of a clearway plane, extending from the end of the runway with an upward slope not exceeding 1.25 percent, above which no object nor any terrain protrudes. However, threshold lights may protrude above the plane if their height above the end of the runway is 26 inches or less and if they are located to each side of the runway. and (2) For turbine engine powered airplanes certificated after September 30, 1958, but before August 30, 1959, an area beyond the takeoff runway extending no less than 300 feet on either side of the extended centerline of the runway, at an elevation no higher than the elevation of the end of the runway, clear of all fixed obstacles, and under the control of the airport authorities. (14CFR1)

**CLIMB TO VFR:** Air Traffic Control (ATC) authorization for an aircraft to climb to Visual Flight Rules (VFR) conditions within clause B, C, D, and E

surface areas when the only weather limitation is restricted visibility. The aircraft must remain clear of clouds while climbing to Visual Flight Rules (VFR). (FAA4)

**CLIMBOUT:** That portion of flight operation between takeoff and the initial cruising altitude. (FAA4)

**CLIMBOUT SPEED:** With respect to rotorcraft, means a referenced airspeed which results in a flight path clear of the height velocity envelope during initial climbout. (14CFR1)

**CLOSE THE GATES:** Close rear doors of trailer. (ATA1)

**CLOSED RUNWAY:** A runway that is unusable for aircraft operations. Only the airport management / military operations office can close a runway. (FAA4)

**CLOSED TRAFFIC:** Successive operations involving takeoffs and landings or low approaches where the aircraft does not exit the traffic pattern. (FAA4)

**CLOSING DAM:** An earthen, sand, rock, or rock and brush structure built across slough or back channel to stop current flow at water stages below the crest elevation of the structure. Low flows are thus diverted to the main channel. (DOD/COE1)

**CLUTTER:** In radar operations, clutter refers to the reception and visual display of radar returns caused by precipitation, chaff, terrain, numerous aircraft targets, or other phenomena. Such returns may limit or preclude Air Traffic Control (ATC) from providing services based on radar. (FAA4)

**COACH PASSENGER REVENUE:**

Revenues from the air transportation of passengers moving at fares reduced from the first class or premium fares which are predicated upon both the operation of specifically designated aircraft space and a reduction in the quality of service regularly and ordinarily provided. (RSPA1)

**COACH SERVICE:** Transport service established for the carriage of passengers at special reduced passenger fares that are predicated on both the operation of specifically designed aircraft space and a reduction in the quality of service regularly and ordinarily provided. (RSPA2)

**COAL:** A black or brownish - black solid, combustible substance formed by the partial decomposition of vegetable matter without access to air. The rank of coal, which includes anthracite, bituminous coal, subbituminous coal, and lignite, is based on fixed carbon, volatile matter, and heating value. Coal rank indicates the progressive alteration, or coalification, from lignite to anthracite. Lignite contains approximately 9 to 17 million British Thermal Unit (BTU) per ton. The heat contents of subbituminous and bituminous coal range from 16 to 24 million BTU per ton, and from 19 to 30 million BTU per ton, respectively. Anthracite contains approximately 22 to 28 million BTU per ton. (DOE3)

**COASTAL:** Means transits to or from the Maritimes and U.S. Atlantic Ports. (SLSDC1)

**COASTAL AIR DEFENSE**

**IDENTIFICATION ZONE (ADIZ):** An Air Defense Identification Zone (ADIZ) over the coastal waters of the United States. (FAA4)

**COASTAL FIX:** A navigation aid or intersection where an aircraft transitions between the domestic route structure and the oceanic route structure. (FAA4)

**COASTAL ZONE:** All United States waters subject to the tide, waters of the Great Lakes and Lake Champlain, specified ports and harbors on inland rivers, waters of the contiguous zone, other waters of the high seas subject to the National Contingency Plan, and the land surface or land substrate, ground waters, and ambient air proximal to those waters. The term "coastal zone" delineates an area of federal responsibility for response action. Precise boundaries are determined by agreements between the Environmental Protection Agency (EPA) and the U.S. Coast Guard (USCG), and are identified in Federal Regional Contingency Plans and Area Contingency Plans. (49CFR194)

**COASTWISE TRAFFIC:** Domestic traffic which moves over the ocean, or the Gulf of Mexico, e.g., between New Orleans and Baltimore, New York and Puerto Rico, San Francisco and Hawaii, Puerto Rico and Hawaii. Traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean, is also deemed to be coastwise. The Chesapeake Bay and Puget Sound are considered internal bodies of water rather than arms of the ocean; traffic confined to these areas is deemed to be "internal rather than coastwise." (DOD/COE1)

**CODE:** See Term Index for additional code specific terms.

**CODE:** (See also Decoder, Discrete Code) The number assigned to a particular multiple pulse reply signal transmitted by a transponder. (FAA4)

**CODE OF FEDERAL REGULATIONS (CFR):** A compilation of the general and permanent rules of the executive departments and agencies of the Federal Government as published in the Federal Register. The code is divided into 50 titles that represent broad areas subject to Federal regulation. *(DOE5)*

**CODED TRACK CIRCUIT:** A track circuit in which the energy is varied or interrupted periodically. *(49CFR236)*

**COFFERDAM:** An enclosure from which the water can be pumped to expose the bottom of a river for the purposes of construction. *(DOD/COE1)*

**COFFIN-BOX:** Sleeper compartment independent of truck cab. *(ATA1)*

**COGNIZANT OFFICER IN CHARGE OF MARINE INSPECTION (OCMI):** The Officer in Charge Marine Inspection in which the manufacturer responsible for defect notification (or other corrective action) is located. Commandant (G-MVI) directs specific actions for OCMI's to take in cases where a single cognizant OCMI cannot be identified. *(USCG1)*

**COINCIDENTAL PEAK-DAY FLOW:** The volume of gas that moves through a pipeline or section thereof or is delivered to a customer on the day of the year when the pipeline system handles the largest volume of gas. *(DOE1)*

**COLLECTOR HIGHWAY:** Collector highways are those highways which link local highways to arterial highways. *(FHWA5)*

**COLLECTORS:** In rural areas, routes serving intra-county, rather than statewide travel. In urban areas, streets providing direct access to neighborhoods as well as direct access to arterial. *(NHTSA1)(NHTSA3)*

**COLLISION:** *See Term Index for additional collision specific terms; See also Accident, Casualty, Crash, Derailment, Fatality, Incident, Injury.*

**COLLISION:** (1) A collision is defined as an impact between on - track equipment consists while both are on rails and where one of the consists is operating under train movement rules or is subject to the protection afforded to trains. This definition includes instances where a portion of a consist occupying a siding is fouling the main line and is struck by an approaching train. It does not include impacts occurring while switching within yards, as in making up or breaking up trains, shifting or setting out cars, etc. (2) Manner of a classification for crashes in which the first harmful event was a collision between two motor vehicles in transport. *(FRA3)(NHTSA1)*

**COLLISION ACCIDENT:** An accident involving a collision between a commercial motor vehicle and another object. Collision objects include trains, other motor vehicles pedestrians, bicyclists, animals and fixed objects. *(FHWA2)(FHWA4)*

**COLLISION BETWEEN AIRCRAFT:** Is so classified only when both aircraft are occupied. This includes collisions wherein both aircraft are airborne (midair); both on the ground or where one is airborne and the other on the ground. *(NTSB1)(NTSB2)*

**COLLISION WITH ANOTHER VESSEL:** Any striking together of two or more vessels, regardless of operation at time of the accident, is a collision. (Also includes colliding with the tow of another vessel, regardless of the nature of the tow, i.e., surfboard, ski ropes, tow line, etc.) *(USCG2)*

**COLLISION WITH FIXED OBJECT:** The striking of any fixed object, above or below the surface of the water. (USCG2)

**COLLISION WITH FLOATING OBJECT:** Collision with any waterborne object above or below the surface that is free to move with the tide, current, or wind, except another vessel. (USCG2)

**COLLISION WITH OBJECT:** An incident in which a transit vehicle strikes an obstacle other than a vehicle or person (e.g., building, utility pole). Reports are made if the accident results in a death, injury, or property damage over \$1,000. (FTA1)(FTA2)(FTA3)

**COLLISION WITH OBJECTS:** Where an occupied aircraft collides with a parked unoccupied aircraft or some other object. (NTSB1)(NTSB2)

**COLLISION WITH OTHER VEHICLES:** An incident involving one or more transit agency vehicles and any other vehicle. Report collisions between rail cars from coupling operations. Report fatalities or injuries that occur inside the transit vehicle as well as fatalities or injuries that occur inside other vehicles. (FTA1)(FTA3)

**COLLISION WITH OTHER VEHICLES:** An incident involving one or more transit agency vehicles and any other vehicle. Report collisions between rail cars from coupling operations. Report fatalities or injuries that occur inside the transit vehicle as well as fatalities or injuries that occur inside other involved vehicles. (FTA1)

**COLLISION WITH PEOPLE:** An incident in which a transit vehicle strikes a person. Except where specifically indicated, collisions with people do not include suicide attempts. Reports are made if the incident results in death,

injury, or property damage over \$1,000. (FTA2)

**COLLISION WITH PEOPLE:** An incident in which one or more persons are involved in a collision with a transit agency vehicle or attempted / successful suicides. (FTA3)

**COLLISION WITH VEHICLE:** An incident in which a transit vehicle strikes or is struck by another vehicle. Reports are made if the accident results in death, injury, or property damage over \$1,000. (FTA2)

**COMBINATION EXPORT MANAGER:** A firm which acts as an export sales agent for two or more U.S. manufacturers, all of which are noncompetitive with the others. (DOD/COE1)

**COMBINATION PACKAGING:** A combination of packaging, for transport purposes, consisting of one or more inner packagings secured in a non-bulk outer packaging. It does not include a composite packaging. (49CFR171)

**COMBINATION TRUCK:** Consists of a power unit (a truck tractor) and one or more trailing units (a semi-trailer or trailer). The most frequently used combination is popularly referred to as a "tractor-semitrailer" or "tractor trailer". (DOE6)

**COMBINATION TRUCK:** A tractor not pulling a trailer; a tractor pulling at least one full or semi - trailer or a single-unit truck pulling at least one trailer. (NHTSA4)

**COMBINED CENTER:** An air traffic facility which combines the functions of an air route traffic control center and a radar approach control facility. (FAA4)

**COMBINED HOUSEHOLD ENERGY EXPENDITURES:** (1) The total amount of funds spent for energy consumed in, or delivered to, a housing unit during a given period of time and for fuel used to operate the motor vehicles that are owned or used on a regular basis by the household; (2) The total dollar amount for energy consumed in a housing unit includes state and local taxes but excludes merchandise repairs or special service charges. Electricity, and natural gas expenditures are for the amount of those energy sources consumed. Fuel oil, kerosene, and LPG expenditures are for the amount of fuel purchased, which may differ from the amount of fuel consumed; (3) The total dollar amount of fuel spent for vehicles is the product of fuel consumption and price. *(DOE5)*

**COME ABOARD:** A greeting when guests come on the boat. *(DOD/COE1)*

**COMMERCE:** *See Term Index for additional commerce specific terms.*

**COMMERCE:** Any trade, traffic or transportation within the jurisdiction of the United States between a place in a State and a place outside of such State, including a place outside of the United States and trade, traffic, and transportation in the United States which affects any trade, traffic, and transportation described in the first part of this definition. *(49CFR383)*

**COMMERCIAL AIR CARRIER:** An air carrier certificated in accordance with Federal Aviation Regulations (FAR) Part 121 or 127 to conduct scheduled services on specified routes. These air carriers may also provide nonscheduled or charter services as a secondary operation. Four carrier groupings have been designated for statistical and financial data aggregation and analysis. Majors (annual operating revenues greater than \$1

billion), Nationals (annual operating revenues between \$100 million and \$1 billion), Large Regionals (annual operating revenues between \$10 million and \$99,999,999), Medium Regionals (annual operating revenues less than \$10 million). *(FAA14)*

**COMMERCIAL AIRPORT:** *(See also Commercial Service Airport)* A public airport which is determined to enplane annually 2,500 or more passengers and receive scheduled passenger service of aircraft. *(FAA2)*

**COMMERCIAL BODY:** A body type not normally furnished by the original equipment manufacturer as a standard option but available from other manufacturers; (e.g., dump, compactor tank, and utility). *(GSA2)*

**COMMERCIAL DRIVER'S LICENSE (CDL):** A license issued by a State or other jurisdiction, in accordance with the standards contained in 49 CFR 383, to an individual which authorizes the individual to operate a class of a commercial motor vehicle. *(49CFR383)*

**COMMERCIAL DRIVER'S LICENSE INFORMATION SYSTEM (CDLIS):** Established by Federal Highway Administration (FHWA) pursuant to section 12007 of the Commercial Motor Vehicle Safety Act of 1986. *(49CFR383) (49CFR393)*

**COMMERCIAL INVOICE:** A document of the transaction between a buyer and a seller. *(DOD/COE1)*

**COMMERCIAL MOTOR VEHICLE (CMV):** A motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the motor vehicle: 1) Has a gross combination weight rating of 26,001 or more pounds inclusive of a towed unit with a gross

vehicle weight rating of more than 10,000 pounds; or 2) Has a gross vehicle weight rating of 26,001 or more pounds, or 3) Is designed to transport 16 or more passengers, including the driver; or 4) Is of any size and is used in the transportation of materials found to be hazardous for the purposes of the Hazardous Materials Transportation Act and which require the motor vehicle to be placarded under the Hazardous Materials Regulations (49 CFR 172, subpart F). (49CFR350)(49CFR383)(49CFR393)

**COMMERCIAL MOTOR VEHICLE (CMV):** Any self-propelled or towed vehicle used on public highways in interstate commerce to transport passengers or property when: 1) The vehicle has a gross vehicle weight rating or gross combination weight rating of 10,001 or more pounds; or 2) The vehicle is designed to transport more than 15 passengers, including the driver; or 3) The vehicle is used in the transportation of hazardous materials in a quantity requiring placarding under regulations issued by the Secretary under the Hazardous Materials Transportation Act (49 U.S.C. App. 1801-1813). (49CFR390)

**COMMERCIAL OPERATOR:** A person who, for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier or foreign air carrier or under the authority of Part 375 of this title. Where it is doubtful that an operation is for "compensation or hire", the test applied is whether the carriage by air is merely incidental to the person's other business or is, in itself, a major enterprise for profit. (14CFR1)(FAA2)

**COMMERCIAL PILOT:** A commercial pilot may act as pilot in command of an aircraft carrying passengers for compensation or hire and act as pilot in command in an aircraft that is being

operated for compensation or hire. (FAA2)

**COMMERCIAL RENTAL MOTOR VEHICLE:** A motor vehicle obtained from a commercial source such as Military Traffic Management Command (MTMC) rental car agreements for a period of 60 days or less. (GSA2)

**COMMERCIAL SECTOR:** As defined economically, consists of business establishments that are not engaged in transportation or in manufacturing or other types of industrial activity (agriculture, mining, or construction). Commercial establishments include hotels, motels, restaurants, wholesale businesses, retail stores, laundries, and other service enterprises; religious and nonprofit organizations; health, social, and educational institutions; and Federal, State, and local governments. Street lights, pumps, bridges, and public services are also included if the establishment operating them is considered commercial. (DOE3)(DOE5)

**COMMERCIAL SERVICE AIRPORT:** (See also *Commercial Airport*) Classification of a public airport which enplanes at least 2,500 passengers annually and operates scheduled service flights. Commercial Service Airports are further classified as primary or non-primary according to the Airport and Airway Improvement Act of 1982. (FAA11)

**COMMERCIAL SERVICE NON-PRIMARY AIRPORT:** Classification for a commercial service airport which does not enplane a minimum number of passengers as determined by the Secretary of Transportation. (FAA11)

**COMMERCIAL SERVICE PRIMARY AIRPORT:** Classification for a commercial service airport enplaning at least the minimum number of enplanements to be eligible for entitlement (Minimum to be determined by the Secretary of Transportation, currently 10,000). *(FAA11)*

**COMMERCIAL/INSTITUTIONAL:** Firms engaged in transportation, wholesale or retail trade, finance, insurance, and real estate. Also included are apartment buildings / complexes and other multi - family dwellings, hotels, and office buildings; or complexes; local, state, or Federal facilities or organizations including the military; and schools, hospitals, religious institutions, universities and all other government - supported organizations. *(DOE5)*

**COMMISSIONED AGENT:** An agent who wholesales or retails a refined petroleum product under a commission arrangement. The agent does not take title to the product or establish the selling price, but receives a percentage of fixed fee for serving as an agent. *(DOE5)*

**COMMODITY:** *See also Cargo, Freight, Goods, Product.*

**COMMODITY:** The classification of commodities is based on that prescribed by the Canadian Transport Commission and the Interstate Commerce Commission of the U.S. *(SLSDC1)*

**COMMODITY CLASSES:** The primary commodities involved in waterways transportation: fuels, chemicals, grains and metals. *(DOD/COE1)*

**COMMON CARRIER:** (1) A common, contract, or private carrier of property by motor vehicle. (2) A company which provides commercial for hire transportation service. (3) A class of for -

hire that offers its services to any shipper to transport his goods between designated points. (4) A regulated person or company engaged in carrying people or freight for a fee. *(49CFR387)(BOC2)(BOC3)(DOC/COE1)*

**COMMON INSTRUMENT FLIGHT RULES (IFR) ROOM:** A highly automated terminal radar control facility. It provides terminal radar service in an area encompassing more than one major airport that accommodates instrument flight rule (IFR) operations. *(FAA14)*

**COMMON POINT:** A significant point over which two or more aircraft will report passing or have reported passing before proceeding on the same or diverging tracks. To establish / maintain longitudinal separation, a controller may determine a common point not originally in the aircraft's flight plan and then clear the aircraft to fly over the point. *(FAA4)*

**COMMON RETURN CIRCUIT:** A term applied where one wire is used for the return of more than one electric circuit. *(49CFR236)*

**COMMON ROUTE:** That segment of a North American Route between the inland navigation facility and the coastal fix. *(FAA4)*

**COMMON TRAFFIC ADVISORY FREQUENCY (CTAF):** A frequency designed for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower. The CTAF may be a UNICOM, Multicom, F99, or I tower frequency and is identified in appropriate aeronautical publications. *(FAA4)*

**COMMUNICATIONS:** *See Term Index for additional communication specific terms.*

**COMMUNITY:** A city, group of cities, or a Standard Metropolitan Statistical Area receiving scheduled air service by a certificated route air carrier. *(FAA15)*

**COMMUTER AIR CARRIER:** An air carrier certificated in accordance with Federal Aviation Regulations (FAR) Part 135 or 121 that operates aircraft with a maximum of 60 seats, and that provides at least five scheduled round trips per week between two or more points, or that carries mail. *(FAA14)*

**COMMUTER AUTHORITY:** Any state, local, regional authority, corporation, or other entity established for purposes of providing commuter rail transportation (including, but not necessarily limited to, the New York Metropolitan Transportation Authority, the Connecticut Department of Transportation, the Maryland Department of Transportation, the Southeastern Pennsylvania Transportation Authority, the New Jersey Transit Corporation, the Massachusetts Bay Transportation Authority, the Port Authority Trans - Hudson Corporation, and any successor agencies) and any entity created by one or more such agencies for the purposes of operating, or contracting for the operation of, commuter rail transportation *(49CFR37)*

**COMMUTER BUS SERVICE:** Fixed route bus service, characterized by service predominantly in one direction during peak periods, limited stops, use of multi - ride tickets, and routes of extended length, usually between the central business district and outlying suburbs. Commuter bus service may also include other service, characterized by a limited route structure, limited stops, and a coordinated relationship to another mode of transportation. *(49CFR37)*

**COMMUTER RAIL:** Urban passenger train service for short distance travel between a central city and adjacent suburbs. Does not include rapid rail transit or light rail service. *(FTA1)(FTA3)*

**COMMUTER RAIL CAR:** A rail passenger car obtained by a commuter authority for use in commuter rail transportation. *(49CFR37)*

**COMMUTER RAIL TRANSPORTATION:** Short - haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation. *(49CFR37)*

**COMMUTER RAILROAD:** Those portions of mainline railroad (not electric railway) transportation operations which encompass urban passenger train service for local travel between a central city and adjacent suburbs. Commuter railroad service using both locomotive hauled and self - propelled railroad passenger cars is characterized by multi - trip tickets, specific station - to - station fares, and usually only one or two stations in the central business district. Also known as suburban railroad. *(DOE6)*

**COMMUTER TRAIN:** A short haul passenger train operating on track which is part of the general railroad system of transportation, within an urban, suburban or metropolitan area. It includes a passenger train provided by an instrumentality of a State or political subdivision thereof. *(49CFR221)*

**COMMUTER TRAINS:** Includes commuter trains and passenger trains other than elevated trains and subways. Includes local and commuter train service. Does not include intercity service by Amtrak. (*FHWA3*)

**COMPANY AUTOMOTIVE OUTLET:** Any retail outlet selling motor fuel under a reporting company brand name. 1) Company operated. A company retail outlet which is operated by salaried or commissioned personnel paid by the reporting company. 2) Lessee. An independent marketer who leases the station and land and has use of tanks, signs, etc. A lessee dealer typically has a supply agreement with a refiner or a distributor and purchases products at dealer tank wagon prices. The term "lessee dealer" is limited to those dealers who are supplied directly by a refiner or any affiliate or subsidiary company of a refiner. "Direct supply" includes use of commission agent common carrier delivery. 3) Open. An independent marketer who owns or leases (from a third party who is not a refiner) the station or land of a retail outlet and has use of tanks, pumps, signs, etc. An open dealer typically has a supply agreement with a refiner or a distributor and purchases products at or below dealer tank wagon prices. (*DOE5*)

**COMPANY OUTLET:** Any retail outlet (e.g., service station) selling gasoline or diesel fuel that has the ability to set the retail product price and directly collect all or part of the retail margin. This category includes retail outlets: 1) being operated by salaried employees of the company and / or its subsidiaries and affiliates, and / or 2) involving personnel services contracted by the company. (*DOE5*)

**COMPASS LOCATOR:** (*See also Middle Marker, Outer Marker*) A low power, low or medium frequency (L / MF) radio beacon installed at the site of the outer or middle marker of an instrument landing system (ILS). It can be used for navigation at distances of approximately 16 miles or as authorized in the approach procedure. (*FAA4*)

**COMPASS ROSE:** A circle, graduated in degrees, printed on some charts or marked on the ground at an airport. It is used as a reference to either true or magnetic direction. (*FAA4*)

**COMPATIBLE OR COMPATIBILITY:** In relation to State laws and regulations pertaining to commercial motor vehicle safety, having the same effect as the Federal Motor Carrier Safety Regulations (FMCSR) or Federal Hazardous Materials Regulations (FHMR) in that those State rules are either identical or fall within the tolerance guidelines in appendix C, 49CFR350. (*49CFR350*)

**COMPETENT AUTHORITY:** A national agency responsible under its national law for the control or regulation of a particular aspect of the transportation of hazardous materials (dangerous goods). To term Appropriate Authority, as used in the International Civil Aviation Organization (ICAO) Technical Instructions, has the same meaning as Competent Authority. For purposes of this subchapter, the Associate Administrator for Hazardous Materials Safety is the Competent Authority for the United States. (*49CFR171*)

**COMPLETION:** The installation of permanent equipment for the production of oil or gas. If a well is equipped to produce only oil or gas from one zone or reservoir, the definition of a well (classified as an oil well or gas well) and

the definition of a completion are identical. However, if a well is equipped to produce oil and / or gas separately from more than one reservoir, a well is not synonymous with a completion. (DOE3)

**COMPONENT:** (1) Any part, or system of parts functioning as a unit, including, but not limited to, piping, processing equipment, containers, control devices, impounding systems, lighting, security devices, fire control equipment, and communication equipment, whose integrity or reliability is necessary to maintain safety in controlling, processing, or containing a hazardous fluid. (2) Any part of a pipeline which may be subjected to pump pressure including, but not limited to, pipe, valves, elbows, tees, flanges, and closures. (49CFR193)(49CFR195)

**COMPOSITE FLIGHT PLAN:** A flight plan which specifies Visual Flight Rules (VFR) operation for one portion of flight and Instrument Flight Rules (IFR) for another portion. It is used primarily in military operations. (FAA4)

**COMPOSITE PACKAGING:** A packaging consisting of an outer packaging and an inner receptacle, so constructed that the inner receptacle and the outer packaging form an integral packaging. Once assembled it remains thereafter an integrated single unit; it is filled, stored, shipped and emptied as such. (49CFR171)

**COMPOSITE ROUTE SYSTEM:** An organized oceanic route structure, incorporating reduced lateral spacing between routes, in which composite separation is authorized. (FAA4)

**COMPOSITE SEPARATION:** A method of separating aircraft in a composite route system where, by management of

route and altitude assignments, a combination of half the lateral minimum specified for the area concerned and half the vertical minimum is applied. (FAA4)

**COMPREHENSIVE TRANSPORTATION:** *See Intermodalism (3).*

**COMPRESSED NATURAL GAS (CNG):** Natural gas which is comprised primarily of methane, compressed to a pressure at or above 2,400 pounds per square inch and stored in special high-pressure containers. It is used as a fuel for natural gas powered vehicles. (DOE5)

**COMPULSORY REPORTING POINTS:** Reporting points which must be reported to Air Traffic Control (ATC). They are designated on aeronautical charts by solid triangles or filed in a flight plan as fixes selected to define direct routes. These points are geographical locations which are defined by navigation aids / fixes. Pilots should discontinue position reporting over compulsory reporting points when informed by (ATC) that their aircraft is in "radar contact". (FAA4)

**CONDITIONS:** *See Term Index for additional conditions specific terms.*

**CONFLICT ALERT:** (*See also Mode C Intruder Alert*) A function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between tracked targets that require immediate attention / action. (FAA4)

**CONFLICT RESOLUTION:** The resolution of potential conflictions between aircraft that are radar identified and in communication with Air Traffic Control (ATC) by ensuring that radar targets do not touch. Pertinent traffic

advisories shall be issued when this procedure is applied. Note: This procedure shall not be provided utilizing mosaic radar systems. (FAA4)

**CONFLICTING MOVEMENT:**

Movements over conflicting routes. (49CFR236)

**CONFLICTING ROUTE:** Two or more routes, opposing, converging or intersecting, over which movements cannot be made simultaneously without possibility of collision. (49CFR236)

**CONSIGNEE:** The receiver of a freight shipment, usually the buyer. (MARAD1)

**CONSIGNEE MARK:** A symbol placed on packages for export identification purposes; generally consisting of a triangle, square, circle, diamond, or cross, with letters and / or numbers as well as port of discharge. (DOD/COE1)

**CONSIGNMENT:** The physical transfer of goods from a seller (the consignor), who retains title, to the consignee, who acts as selling agent by selling the goods for commission, remitting the net proceeds to the consignor. (DOD/COE1)

**CONSIGNOR:** The sender of a freight shipment, usually the seller. (MARAD1)

**CONSIST:** On-track railroad equipment such as a train, locomotive, group of rail cars, or a single rail car not coupled to another car or to a locomotive. (FRA1)

**CONSIST RESPONSIBILITY:** The railroad employing the crew members operating the consist at time of the accident determines the consist owner for reporting purposes only. (FRA3)

**CONSOLAN:** A low frequency, long - distance NAVAID used principally for transoceanic navigation. (FAA4)

**CONSOLIDATED METROPOLITAN STATISTICAL AREA (CMSA):** A metropolitan complex of 1 million or more population, containing two or more component parts designated as primary metropolitan statistical areas (PMSAs). (FHWA3)

**CONSOLIDATED VEHICLE:** A vehicle transferred, with or without reimbursement, to General Services Administration (GSA) by another government agency for participating in the Introductory Fleet Management System (IFMS). (GSA2)

**CONSTRUCTION PIPELINE:** The various stages involved in the acquisition of a nuclear reactor by a utility. The events that define these stages are the ordering of a reactor, the licensing process, and the physical construction of the nuclear generating unit. A reactor is said to be "in the pipeline" when the reactor is ordered and "out of the pipeline" when it completes low - power testing and begins operation toward full power. (DOE5)

**CONSTRUCTION/MAINTENANCE ZONE:** An area, usually marked by signs, barricades, or other devices indicating that highway construction or highway maintenance activities are ongoing. (NHTSA1)

**CONSULAR INVOICE:** An invoice covering a shipment of export goods certified by a consular official of the country of destination. The invoice shows the value of the shipment in the currency of the country of export. It is used by customs officials of the country of entry to verify the value, quantity, and nature of the shipment. (DOD/COE1)

**CONSUMER COMMODITY:** A material that is packaged and distributed in a form intended or suitable for sale

through retail sales agencies or instrumentalities for consumption by individuals for purposes of personal care or household use. This term also includes drugs and medicines. (49CFR171)

**CONSUMER COMPLAINT:** Oral or written communication from a consumer indicating a possible problem with a product. (USCG1)

**CONSUMER PRICE INDEX (CPI):** An index issued by the U.S. Department of Labor, Bureau of Labor Statistics. The CPI is designed to measure changes in the prices of goods and services bought by wage earners and clerical workers in urban areas. It represents the cost of a typical consumption bundle at current prices as a ratio to its cost at a base year. (DOE6)

**CONSUMER PRODUCT SAFETY ACT:** Establishes the Consumer Product Safety Commission. Definition of consumer product does not include boats which are covered under the statutes. (USCG1)

**CONSUMPTION:** See Term Index for additional consumption specific terms.

**CONSUMPTION UNIT VALUE:** Total price per specified unit, including all taxes, at the point of consumption. (DOE5)

**CONTACT:** (See also Contact Approach)  
1) Establish communication with (followed by the name of the facility and, if appropriate, the frequency to be used).  
2) A flight condition wherein the pilot ascertains the attitude of his aircraft and navigates by visual reference to the surface. (FAA4)

**CONTACT APPROACH:** (See also Contact) An approach wherein an aircraft on an Instrument Flight Rules (IFR)

flight plan, having an air traffic control authorization, operating clear of clouds with at least 1 mile flight visibility and a reasonable expectation of continuing to the destination airport in those conditions, may deviate from the instrument approach procedure and proceed to the destination airport by visual reference to the surface. This approach will only be authorized when requested by the pilot and the reported ground visibility at the destination airport is at least 1 statute mile. (FAA4)

**CONTAINER:** See Term Index for additional container specific terms.

**CONTAINER:** (1) A component other than piping that contains a hazardous fluid. (2) Large boxes which hold goods. Usually 8 by 8 feet and either 20, 30 or 40 feet in length. Construction may be of steel, aluminum, reinforced fiberglass, or plywood. Goods are stored in the container at the shipper's location and require no further handling until final destination, thus reducing handling and shrinkage cost. (3) A large standard size metal box into which cargo is packed for shipment aboard specially configured oceangoing containerships and designed to be moved with common handling equipment enabling high - speed intermodal transfers in economically large units between ships, railcars, truck chassis, and barges using a minimum of labor. The container, therefore, serves as the transfer unit rather than the cargo contained therein. (49CFR193) (DOD/COE1)(MARAD1)

**CONTAINER CARGO:** (1) The tonnes of containerized cargo assessed at the Container rate of tools as defined in the St. Lawrence Seaway Tariff of Tolls. (2) Cargo shipped or stored in containers. (3) Cargo which is practical to transport in a container, and result in a more economical shipment than could be

effected by shipping the cargo in some other form of unitization (e.g., breakbulk). (*SLSDC1*)

**CONTAINER CHASSIS:** A semitrailer of skeleton construction limited to a bottom frame, one or more axles, specially built and fitted with locking devices for the transport of cargo containers, so that when the chassis and container are assembled, the units serve the same function as an over the road trailer. (*49CFR393*)

**CONTAINER ON FLATCAR (COFC):** This is accomplished with containers resting on railway flatcars. (*MARAD1*)

**CONTAINER TERMINAL:** An intermodal facility designed to accommodate the receipt, storage, and delivery of containerized freight effected through the interchange between containerships and land modes of transport. (*MARAD1*)

**CONTAINERIZED CARGO:** Cargo shipped or stored in containers. (*DOD/COE1*)

**CONTAINERIZED CARGO:** Cargo which is practical to transport in a container, and result in a more economical shipment than could be effected by shipping the cargo in some other form of unitization (e.g., breakbulk). (*MARAD1*)

**CONTAINERSHIP:** There are two types of containerships -- full and partial. Full containerships are equipped with permanent container cells with little or no space for other types of cargo. Partial containerships are considered multi-purpose container vessels, where one or more but not all compartments are fitted with permanent container cells, and the remaining compartments are used for other types of cargo. This

category also includes container / car carriers, container / rail car carriers, and container / roll-on / roll-off vessels. (*MARAD1*)

**CONTERMINOUS U.S.:** The 48 adjoining States and the District of Columbia. (*FAA4*)

**CONTINENT:** One of the large, unbroken masses of land into which the Earth's surface is divided. (*DOI4*)

#### **CONTINUOUS DISCHARGE**

**CAPACITY:** Measured as percent of rated energy capacity. Energy delivered in a constant power discharge required by an electric vehicle for hill climbing and / or high - speed cruise, specified as the percent of its rated energy capacity delivered in a one hour constant - power discharge. (*DOE6*)

**CONTRACT CARRIER:** (1) A vehicle hired for service on a contractual basis. (2) A trucking company that serves a very limited number of shippers under specific contractual arrangements and cannot offer its services to the public at large. (*BOC2*)(*BOC3*)

**CONTRACT DEMAND:** The level of service in terms of the maximum daily and / or annual volumes of natural gas sold and / or moved by the pipeline company to the customer holding the contract. Failure of a pipeline company to provide service at the level of the contract demand specified in the contract can result in a liability for the pipeline company. (*DOE1*)

**CONTRACTED GAS:** Any gas for which Interstate Pipeline has a contract to purchase from any domestic or foreign source that cannot be identified to a specific field or group. This includes tailgate plant purchases, single meter

point purchases, pipeline purchases, natural gas imports, SNG purchases, and LNG purchases. (DOE5)

**CONTRACTOR EMPLOYEE:** A person employed by a contractor hired by a railroad to perform normal maintenance work to railroad rolling stock, track structure, bridges, buildings, etc. (FRA1)(FRA3)

**CONTROL:** See Term Index for additional control specific terms.

**CONTROL AREA:** A controlled airspace extending upwards from a specified limit above the earth. (FAA4)

**CONTROL CAB LOCOMOTIVE:** A locomotive without propelling motors but with one or more control stands. (49CFR229)

**CONTROL CIRCUIT:** An electrical circuit between a source of electric energy and a device which it operates. (49CFR236)

**CONTROL MACHINE:** An assemblage of manually operated devices for controlling the functions of a traffic control system; it may include a track diagram with indication lights. (49CFR236)

**CONTROL OPERATOR:** An employee assigned to operate the control machine of a traffic control system. (49CFR236)

**CONTROL SECTOR:** An airspace area of defined horizontal and vertical dimensions for which a controller or group of controllers has air traffic control responsibility, normally within an air route traffic control center or an approach control facility. Sectors are established based on predominant traffic flows, altitude strata, and controller workload. Pilot - communications during

operations within a sector are normally maintained on discrete frequencies assigned to the sector. (FAA4)

**CONTROL SLASH:** A radar beacon slash representing the actual position of the associated aircraft. Normally, the control slash is the one closest to the interrogating radar beacon site. When Air Route Traffic Control Center (ARTCC) radar is operating in narrow band (digitized) mode, the control slash is converted to a target symbol. (FAA4)

**CONTROL STATION:** The place where the control machine of a traffic control system is located. (49CFR236)

**CONTROL SYSTEM:** A component, or system of components functioning as a unit, including control valves and sensing, warning, relief, shutdown, and other control devices, which is activated either manually or automatically to establish or maintain the performance of another component. (49CFR193)

**CONTROLLABLE EMERGENCY:** An emergency where reasonable and prudent action can prevent harm to people or property. (49CFR193)

**CONTROLLED AIRSPACE:** (1) Airspace designated as a continental control area, control area, control zone, terminal control area or transition area, within which some or all aircraft may be subject to air traffic control; (2) An airspace of defined dimensions within which air traffic control service is provided to Instrument Flight Rules (IFR) flights and to Visual Flight Rules (VFR) flights in classification. (14CFR1)

**CONTROLLED DEPARTURE TIME PROGRAMS (CDT PROGRAMS):** These programs are the flow control process whereby aircraft are held on the ground at the departure airport when

delays are projected to occur in either the en route system or the terminal of intended landing. The purpose of these programs is to reduce congestion in the air traffic system or to limit the duration of airborne holding in the arrival center or terminal area. A CDT is a specific departure slot shown on the flight plan as an expected departure clearance time (EDCT). (FAA4)

**CONTROLLED FIRING AREA:**

Airspace wherein activities are conducted and controlled as to eliminate hazards to nonparticipating aircraft and to ensure the safety of persons and property on the ground. (FAA8)

**CONTROLLED POINT:** A location where signals and / or other functions of a traffic control system are controlled from the control machine. (49CFR236)

**CONTROLLED TIME OF ARRIVAL:**

The original estimated time of arrival adjusted by the ATCSCC ground delay factor. (FAA4)

**CONTROLLER:** (See also *Air Traffic Control Specialist, Final Controller*) A person authorized to provide air traffic control services. (FAA4)

**CONTROLLING DEPTH:** The least available water in a navigable channel which limits the amount of cargo which may be carried by the vessel. (DOD/COE1)

**CONTROLLING LOCOMOTIVE:** A locomotive arranged as having the only controls over all electrical, mechanical and pneumatic functions for one or more locomotives, including controls transmitted by radio signals if so equipped. It does not include two or more locomotives coupled in multiple which can be moved from more than one set of locomotive controls. (49CFR218)

**CONVERSION FACTOR:** (See also *British Thermal Unit*) A number that translates units of one system into corresponding values of another system. Conversion factors can be used to translate physical units of measure for various fuels into British Thermal Unit (BTU) equivalents. (DOE3)(DOE4)(DOE5)

**CONVERTER DOLLY:** A motor vehicle consisting of a chassis equipped with one or more axles, a fifth wheel and / or equivalent mechanism, and drawbar, the attachment of which converts a semitrailer to a full trailer. (49CFR393)

**CONVERTIBLE:** A truck or trailer that can be used either as a flatbed or open-top by removing side panels. (ATA1)

**COORDINATES:** The intersection of lines of reference, usually expressed in degrees / minutes / seconds of latitude and longitude, used to determine position or location. (FAA4)

**COORDINATION FIX:** The fix in relation to which facilities will handoff, transfer control of an aircraft, or coordinate flight progress data. For terminal facilities, it may also serve as a clearance for arriving aircraft. (FAA4)

**COPTER:** See *Helicopter*.

**CORDELLE:** A hawser; a towline such as those used to pull keelboats in the French - speaking parts of North America. (DOD/COE1)

**CORPORATE/EXECUTIVE FLYING:** The use of aircraft owned or leased, and operated by a corporate or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by compensation for piloting. (NTSB1)

**CORRECTION:** An error has been made in the transmission and the correct version follows. (FAA4)

**COST INSURANCE FREIGHT (CIF):** A type of sale in which the buyer of the product agrees to pay a unit price that includes the f.o.b. value of the product at the point of origin plus all costs of insurance and transportation. This type of transaction differs from a delivered purchase in that the buyer accepts the quantity as determined at the loading port (as certified by the Bill of Lading and Quality Report) rather than pay on the basis of the quantity and quality ascertained at the unloading port. It is similar to the terms of an f.o.b. sale, except that the seller, as a service for which he is compensated, arranges for transportation and insurance. (DOD/COE1)(DOE3)(DOE5)

**COUPLED APPROACH:** (See also *Autoland Approach*) A coupled approach is an instrument approach performed by the aircraft autopilot which is receiving position information and / or steering commands from onboard navigation equipment. In general, coupled nonprecision approaches must be discontinued and flown manually at altitudes lower than 50 feet below the minimum descent altitude, and coupled precision approaches must be flown manually below 50 feet ALG. Note: Coupled and autoland approaches are flown in Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). It is common for carriers to require their crews to fly coupled approaches and autoland approaches (if certified) when the weather conditions are less than approximately 4,000 Runway Visual Range (RVR). (FAA4)

**COURIER (EXCEPT LOCAL OR BY AIR) SERVICE:** Establishments primarily engaged in furnishing delivery of individually addressed letters, parcels and packages (generally under 100 pounds) by truck or other land vehicle, except locally or by the U.S. Postal Service. (BOC1)

**COURSE:** (See also *Bearing; Flight Path*) (1) The intended direction of flight in the horizontal plane measured in degrees from north. (2) The Instrument Landing System (ILS) localizer signal pattern usually specified as the front course or the back course. (3) The intended track along a straight, curved, or segmented Microwave Landing System (MLS) path. (FAA4)

**COVENTIONAL CAB:** The engine is forward of the cab. (BOC3)

**COWBOY:** Reckless driver. (ATA1)

**CRACK:** A fracture without complete separation into parts, except that castings with shrinkage cracks or hot tears that do not significantly diminish the strength of the member are not considered to be cracked. (49CFR229)

**CRANE:** A mechanical handling device used for lifting and moving heavy items. (MARAD1)

**CRASH:** See *Term Index for additional crash specific terms; See also Accident, Casualty, Collision, Derailment, Fatality, Event, Incident, Injury.*

**CRASH:** (See also *Vehicle Maneuver, Vehicle Role*) An event that produces injury and / or damage, involves a motor vehicle in transport, and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway. (NHTSA2)

**CRASH ONLY PROPERTY DAMAGE:**

A police - reported crash involving a motor vehicle in transport on a traffic way in which no one involved in the crash suffered any injuries. *(NHTSA3)*  
*(NHTSA4)*

**CRASH SEVERITY:** The most severe injury sustained in the crash as recorded on the police accident report, ie. Property Damage Only (no injuries), Minor or Moderate (Evident, but not incapacitating; complaint of injury; or injured, severity unknown), Severe or Fatal (killed or incapacitating).  
*(NHTSA2)*

**CRASH TYPE:** Single vehicle or multiple vehicle crash. *(NHTSA3)*

**CREEPER GEAR:** Lowest gear or combination of gears used for extra power. Also known as Grandma. *(ATA1)*

**CREST OF FLOOD:** Rise in river has reached its peak. *(DOD/COE1)*

**CREVASSE:** A deep fissure in snow or ice. *(DOI4)*

**CREVASSE FIELD:** An area of deep fissures in the surface of an ice mass caused by breaking or parting. *(DOI3)*

**CREWMEMBER:** A person assigned to perform duty in an aircraft during flight time. *(14CFR1)*

**CRIB:** (1) A box like timber structure, possibly rock filled, used as a fender type of protection for bridge piers or other marine structures, or for mooring purposes. (2) A crate like construction of logs or beams, usually filled with stones, placed in water as a free standing mooring device or as the foundation of a pier or wharf. *(DOD/COE1)(DOI4)*

**CRIB AREA:** An area identified as a danger to maritime navigation containing one or more cribs, (frames of logs or beams filled with heavy material that are sunk and used as foundations or retaining walls for docks, piers or similar structures, or as supports for pipelines).  
*(DOI3)*

**CRITICAL ALTITUDE:** The maximum altitude at which, in standard atmosphere, it is possible to maintain, a specified power or a specified manifold pressure at a specified rotational speed. Unless otherwise stated, the critical altitude is the maximum altitude at which it is possible to maintain, at the maximum continuous rotational speed, one of the following: 1) The maximum continuous power, in the case of engines for which this power rating is the same at sea level and at the rated altitude; 2) The maximum continuous rated manifold pressure, in the case of engines, the maximum continuous power of which is governed by a constant manifold pressure. *(14CFR1)*

**CRITICAL ENGINE:** The engine whose failure would most adversely affect the performance or handling qualities of an aircraft. *(14CFR1)(FAA4)*

**CROSS (FIX) AT (ALTITUDE):** Used by Air Traffic Control (ATC) when a specific altitude restriction at a specified fix is required. *(FAA4)*

**CROSS (FIX) AT OR ABOVE (ALTITUDE):** Used by Air Traffic Control (ATC) when an altitude restriction at a specified fix is required. It does not prohibit the aircraft from crossing the fix at a higher altitude than specified; however, the higher altitude may not be one that will violate a succeeding altitude restriction or altitude assignment. *(FAA4)*

**CROSS (FIX) AT OR BELOW (ALTITUDE):** Used by Air Traffic Control (ATC) when a maximum crossing altitude at a specific fix is required. It does not prohibit the aircraft from crossing the fix at a lower altitude; however, it must be at or above the minimum Instrument Flight Rules (IFR) altitude. *(FAA4)*

**CROSS PROTECTION:** An arrangement to prevent the improper operation of a signal, switch, movable - point frog, or derail as the result of a cross in electrical circuits. *(49CFR236)*

**CROSS-SERVICING:** Petroleum products, repairs, supplies, and services provided to General Services Administration (GSA) by other Federal agencies, or vice versa. Cross servicing may also refer to commercial firms where GSA or other Federal agencies have agreements with these firms to supply services repairs, or fuel. *(GSA2)*

**CROSS-WAYS INLAND WATERWAYS TRANSPORT:** International Inland Waterways Transport (IWT) performed by an IWT vessel registered in a third country. *(DOD/COE1)*

**CROSSBOARD:** A simple type of daymark in the shape of a "X" formerly used extensively on the Missouri River only. *(DOD/COE1)*

**CROSSCURRENT:** Stream flow across navigable portion of river. *(DOD/COE1)*

**CROSSING:** *See Term Index for additional crossing specific terms.*

**CROSSING:** A place where a channel moves from along one bank of the river over to the other bank of the river. *(DOD/COE1)*

**CROSSING DAYMARK:** A diamond - shaped daymark erected at the head and foot of crossings and used by pilots to steer on. *(DOD/COE1)*

**CROSSING LIGHT:** A light located at the head and foot of crossings used by pilots to steer on; may be equipped with an additional high intensity directional light. *(DOD/COE1)*

**CROSSWIND:** (1) When used concerning the traffic pattern, the word means "crosswind leg." (2) When used concerning wind conditions, the word means a wind not parallel to the runway or the path of an aircraft. *(FAA4)*

**CROSSWIND COMPONENT:** The wind component measured in knots at 90 degrees to the longitudinal axis of the runway. *(FAA4)*

**CRUDE OIL IMPORTS:** The volume of crude oil imported into the 50 States and the District of Columbia, including imports from U.S. territories, but excluding imports of crude oil into the Hawaiian Foreign Trade Zone. *(DOE6)*

**CRUDE OIL PETROLEUM:** A naturally occurring, oily, flammable liquid composed principally of hydrocarbons. Crude oil is occasionally found in springs or pools but usually is drilled from wells beneath the earth's surface. *(DOE5)*

**CRUDE OIL PRODUCTION:** The volume of crude oil produced from oil reservoirs during given periods of time. The amount of such production for a given period is measured as volumes delivered from lease storage tanks (i.e., the point of custody transfer) to pipelines, trucks, or other media for transport to refineries or terminals with

adjustments for 1) net differences between opening and closing lease inventories, and 2) basic sediment and water (BS&W). (DOE5)

**CRUISE:** (See also *Instrument Approach Procedure*) Used in an Air Traffic Control (ATC) clearance to authorize a pilot to conduct flight at any altitude from the minimum Instrument Flight Rules (IFR) altitude up to and including the altitude specified in the clearance. The pilot may level off at any intermediate altitude within this block of airspace. Climb / descent within the block is to be made at the discretion of the pilot. However, once the pilot starts descent and verbally reports leaving an altitude in the block, he may not return to that altitude without additional ATC clearance. Further, it is approval for the pilot to proceed to and make an approach at destination airport and can be used in conjunction with: 1) An airport clearance limit at locations with a standard special instrument approach procedure. The Federal Aviation Regulations (FAR) require that if an instrument letdown to an airport is necessary, the pilot shall make the letdown in accordance with a standard / special instrument approach procedure for that airport, or 2) An airport clearance limit at locations that are within / below / outside controlled airspace and without a standard / special instrument approach procedure. Such a clearance is NOT AUTHORIZATION for the pilot to descend under Instrument Flight Rules (IFR) conditions below the applicable minimum IFR altitude nor does it imply that ATC is exercising control over aircraft in Class G airspace; however, it provides a means for the aircraft to proceed to destination airport, descend, and land in accordance with applicable FAR's governing Visual Flight Rules (VFR) flight operations. Also, this

provides search and rescue protection until such time as the IFR Right plan is closed. (FAA4)

**CRUISE CLIMB:** A climb technique employed by aircraft, usually at a constant power setting, resulting in an increase of altitude as the aircraft weight decreases. (FAA4)

**CRUISING:** Proceeding normally, unrestricted, with an absence of drastic rudder or engine changes. (USCG2)

**CRUISING ALTITUDE:** An altitude or Right level maintained during en route level flight. This is a constant altitude and should not be confused with a cruise clearance. (FAA4)

**CRUISING LEVEL:** A level maintained during a significant portion of a flight. (FAA4)

**CUBIC FOOT:** Conversion equivalents: 1.728 cubic inches, 60 pints, 8 / 10 bushel, 0.028 cubic meter, 28.32 liters. (DOD/COE1)

**CUBIC INCH DISPLACEMENT (CID):** A measure of the physical size of the engine. (BOC3)

**CUL-DE-SAC:** The round or circular section of the end of a dead - end street. (DOI3)

**CURB WEIGHT:** The weight of a motor vehicle with standard equipment, maximum capacity of fuel, oil, and coolant: and, if so equipped, air conditioning and additional weight of optional engine. Curb weight does not include the driver. (49CFR393) (49CFR571)

**CURRENT:** See *Drift*.

**CURRENT ASSETS:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Current Assets is defined as cash and cash equivalents, as well as current receivables and short - term investments, deposits and inventories. (RSPA1)

**CURRENT FLIGHT PLAN:** The flight plan, including changes, if any, brought about by subsequent clearances. (FAA4)

**CURRENT LIABILITIES:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Current Liabilities is defined as current portion of long - term debt and of capital leases, air travel liabilities and other short - term trade accounts payable. (RSPA1)

**CURRENT OF TRAFFIC:** The movement of trains on a specified track in a designated direction. (49CFR236)

**CUSTOM HOUSE:** The government office where duties and / or tolls are placed on imports or exports and are paid on vehicles or vessels entered or cleared. (DOD/COE1)

**CUSTOMS:** Duties, tolls, or taxes imposed by a government on commodities imported into or exported from that country. (DOD/COE1)

**CUSTOMS FACILITY:** (See also *Customs Station*) An area having facilities for the enforcement of customs laws by United States Customs Service. (DOI3)

**CUSTOMS HOUSE BROKER:** (See also *Broker; Freight Forwarder*) A person licensed by the Treasury Department to transact business at a customhouse on behalf of other persons. (DOD/COE1)

**CUSTOMS STATION:** (See also *Customs Facility*) For the carrying out of

customs duties as defined by Code of Federal Regulations No. 19. Also known as Port of Entry. (DOI3)

**CUSTOMS TARIFF:** A schedule of charges assessed by the federal government on imported and / or exported goods. (DOD/COE1)

**CUT:** An excavation of the Earth's surface to provide passage for a road, railway, canal, etc. (DOI4)

**CUT HER LOOSE:** To untie all lines. (DOD/COE1)

**CUT-IN CIRCUIT:** A roadway circuit at the entrance to automatic train stop, train control or cab signal territory by means of which locomotive equipment of the continuous inductive type is actuated so as to be in operative condition. (49CFR236)

**CUT-SECTION:** A location other than a signal location where two adjoining track circuits end within a block. (49CFR236)

**CUTOFF:** A cut made by dredging that eliminates a bend in the river or curve. Usually refers to a new channel made by entering at the head of a bend, passing through the cut, and emerging at the end of the bend on the downstream side. (DOD/COE1)

**CYCLE/REACTOR HISTORY:** A group of assemblies that have been irradiated in the same cycles in an individual reactor and are said to have the same cycle / reactor history. (DOE5)

**CYLINDER:** A pressure vessel designed for pressures higher than 40 psi and having a circular cross section. It does not include a portable tank, multi-unit car tank, cargo tank, or tank car. (49CFR171)

**CYLINDER:** *(See also Engine Displacement, Engine Size)* In a reciprocating engine, a cylinder is the chamber in which combustion of fuel occurs and the piston moves, ultimately delivering power to the wheels. Common engine configurations include 4, 6, and 8 cylinders. Generally, the more cylinders a vehicle has, the greater the amount of engine power it has. However, more cylinders often result in less fuel efficiency. *(DOE4)(DOE5)*

**DAILY AVERAGE FLOW:** The volume of gas that moves through a section of pipe determined by dividing the total annual volume of gas that moves through a section of pipe by 365 days. Volumes are expressed in million cubic feet per day measured at a pressure of 14.73 psia and a temperature of 60 degrees Fahrenheit. For pipes that operate with bi - directional flow, the volume used in computing the average daily flow rate is the volume associated with the direction of flowing gas on the peakday. *(DOE1)*

**DAILY VEHICLE TRAVEL:** Is the amount of vehicle travel (in thousands) accumulated over a 24 - hour day, midnight to midnight, traversed along a "public road" by motorized vehicles, excluding construction equipment or farm tractors. Vehicle travel not occurring on public roads, such as that occurring on private land roads (private roads in parking lots, shopping centers, etc.) must be also be excluded. *(FHWA2)*

**DAM:** *See Term Index for additional dam specific terms.*

**DAM:** A physical barrier constructed across a river or waterway to control the flow of or raise the level of water. The purpose of construction may be for flood control, irrigation needs, hydroelectric

power production, and / or recreation usage. *(DOE5)(DOI4)*

**DAM BULLETIN BOARD:** A bulletin board located at certain dams to give stage readings and indicate whether to use lock or go over the dam. "N.P." means use the lock. "P" means go over the dam. Largely obsolete in use since the advent of radio communications. *(DOD/COE1)*

**DAM OPEN:** The situation when the gates are open so as to pass water unimpeded. *(DOD/COE1)*

**DAM WARNING BUOYS:** Buoys placed above the face of a dam to warn traffic of danger. These buoys may be of peculiar shape and generally have the word "danger" posted on them. *(DOD/COE1)*

**DAM/WEIR:** A barrier constructed to control the flow or raise the level of water. *(DOI3)*

**DAMAGE:** *See Term Index for additional damage specific terms.*

**DANGER AREA:** An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. Note: The term "Danger Area" is not used in reference to areas within the United States or any of its possessions or territories. *(FAA4)*

**DANGER SIGNAL:** Four or more short blasts of the boat's or lockmaster's whistle to indicate danger or the need for special caution. *(DOD/COE1)*

**DATUM:** Reference point for elevations of structures and water level. *(DOD/COE1)*

**DAY:** From 6 a.m. to 5:59 p.m. *(NHTSA3)*

**DAYMARK:** An unlighted shore aid to navigation, either diamond, square, or triangle shaped. *(DOD/COE1)*

**DEAD AXLE:** Non powered rear axle on tandem truck or tractor. *(ATA1)*

**DEAD FREIGHT:** The freight charges paid by the charterer of a vessel for contracted space which is left partially unoccupied. *(DOD/COE1)*

**DEAD HEADING:** Running empty. *(ATA1)*

**DEAD LOCOMOTIVE:** A locomotive other than a control cab locomotive that does not have any traction device supplying tractive power; or a control cab locomotive that has a locked and unoccupied cab. *(49CFR229)*

**DEAD RECKONING:** As applied to flying, the navigation of an airplane solely by means of computations based on airspeed, course, heading, wind direction, speed, groundspeed, and elapsed time. *(FAA4)*

**DEAD SECTION:** A section of track, either within a track circuit or between two track circuits, the rails of which are not part of a track circuit. *(49CFR236)*

**DEADHEAD:** (1) Any water - soaked wooden pile, tree, or log that is floating just awash in a nearly vertical position. A menace to small boats and to the propellers of vessels. (2) A tow returning from a trip without barges or with empty barges. *(DOD/COE1)*

**DEADHEAD:** Miles and hours that a vehicle travels when out of revenue service. This includes leaving and returning to the garage, changing routes, etc., and when there is no reasonable expectation of carrying revenue passengers. However, it does not include

charter service, school bus service, operator training, maintenance training, etc. For non - scheduled, non - fixed-route service (demand responsive), deadhead mileage also includes the travel between the dispatching point and passenger pick - up or drop - off. *(FTA1)*

**DEADHEAD TRANSPORTATION:** Occurs when an employee is traveling at the direction or authorization of the carrier to or from an assignment, or the employee is involved with a means of conveyance furnished by the carrier or compensated for by the carrier. *(FRA3)*

**DEADWEIGHT TONS:** The lifting capacity of a ship expressed in long tons (2,240 lbs.), including cargo, commodities, and crew. *(DOE5)*

**DEBRIS BASIN:** Area to catch and temporarily store debris and sediment from roadway runoff. *(DOI3)*

**DECISION HEIGHT (DH):** With respect to the operation of aircraft, means the height at which a decision must be made, during an Instrument Landing System (ILS) or Precision Approach Radar (PAR) instrument approach, to either continue the approach or to execute a missed approach. *(14CFR1)*

**DECK CONSTRUCTION:** The type of bridge deck construction. Codes: C - concrete, EF - earth fill, O - other, TP - treated plank, UP - untreated plank, S - steel, TL - treated laminated, UL - untreated laminated. *(DOI2)*

**DECK PLATE:** A horizontal surface designed to provide a person with stable footing for the performance of work such as the connection and disconnection of air and electrical lines, gaining access to

permanently - mounted equipment or machinery or for similar needs. (49CFR399)

**DECODER:** (See also Code; Discrete Code) The device used to decipher signals received from Air Traffic Control Radar Beacon System (ATCRBS) transponders to effect their display as select codes. (FAA4)

**DECORATIVE POOL:** A constructed basin for improving the aesthetic appearance of the landscape. (DOI3)

**DEDICATED TOW:** A single commodity moved from origin to destination by the same towboat without picking up or dropping off other barges. Often used in the movement of grain, coal, and bulk liquid. (DOD/COE1)

**DEEP SEA DOMESTIC TRANSPORTATION FREIGHT:** Establishments primarily engaged in operating vessels for transportation of freight on the deep seas between ports of the United States, the Panama Canal Zone, Puerto Rico, and United States island possessions or protectorates. (BOC1)

**DEEP SEA TRANSPORTATION OF PASSENGER:** Establishments primarily engaged in operating vessels for the transportation of passengers on the deep seas except by ferry. (BOC1)

**DEFECT NOTIFICATION SYSTEM:** A computerized system that enables the Coast Guard to monitor the efforts of boat and equipment manufacturers in complying with 46 U.S.C. 4310. (USCG1)

**DEFENSE VISUAL FLIGHT RULES (DVFR):** A flight within an Air Defense Identification Zone conducted under the visual flight rules in Federal Aviation Regulation, Part 99. (FAA2)(FAA4) (FAA13)

**DEFERRED CREDITS:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Deferred Credits is defined as items for which additional information or events are required to determine their ultimate disposition and accounting classification, including deferred taxes, deferred investment tax credits, and other suspense items. (RSPA1)

**DEFERRED INCOME TAXES:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Deferred Income Taxes is defined as tax effects which are deferred for allocation to income tax expense of future periods. (RSPA1)

**DEFERRED INVESTMENT TAX CREDITS:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Deferred Investment Tax Credits is defined as investment tax credits deferred for amortization over the service life of the related equipment. (RSPA1)

**DEFINED MANDATORY USE SERVICE AREA:** That listed in the determination of each Fleet Management Center or Fleet Management Subcenter. (GSA2)

**DEGREE OF (CRITICAL) HAZARD:** A situation in which collision avoidance was due to chance rather than an act on the part of the pilot. Less than 100 feet of aircraft separation would be considered critical. (FAA10)

**DEGREE OF (NO HAZARD) HAZARD:** A situation in which direction and altitude would have made a midair collision improbable regardless of evasive action taken. (FAA10)

**DEGREE OF (POTENTIAL) HAZARD:**

An incident which would have resulted in a collision if no action had been taken by either pilot. Closest proximity of less than 500 feet would usually be required in this case. (FAA10)

**DELAY:** See Term Index for additional delay specific terms.

**DELAY:** Delays are incurred when any action is taken by a controller that prevents an aircraft from proceeding normally to its destination for an interval of 15 minutes or more. This includes actions to delay departing, enroute, or arriving aircraft as well as actions taken to delay aircraft at departing airports due to conditions en route or at destination airports. (FAA3)

**DELAY INDEFINITE (REASON IF KNOWN) EXPECT FURTHER CLEARANCE (TIME):**

Used by Air Traffic Control (ATC) to inform a pilot when an accurate estimate of the delay time and the reason for the delay cannot immediately be determined; (e.g., a disabled aircraft on the runway, terminal or center area saturation, weather below landing minimums, etc). (FAA4)

**DELAY TIME:** As applied to an automatic train stop or train control system, the time which elapses after the onboard apparatus detects a more restrictive indication until the brakes start to apply. (49CFR236)

**DELAY TIME:** The amount of time that the arrival must lose to cross the meter fix at the assigned meter fix time. This is the difference between Actual Calculated Landing Time (ACLT) and Vertex Time of Arrival (VTA). (FAA4)

**DELIVERABILITY:** Represents the number of future years during which a pipeline company can meet its annual

requirements for its presently certificated delivery capacity from presently committed sources of supply. The availability of gas from these sources of supply shall be governed by the physical capabilities of these sources to deliver gas by the terms of existing gas - purchase contracts, and by limitations imposed by State or Federal regulatory agencies. (DOE5)

**DELIVERED:** The physical transfer of natural, synthetic, and / or supplemental gas from facilities operated by the responding company to facilities operated by others or to consumers. (DOE5)

**DELIVERED ENERGY:** The amount of energy delivered to the site (building); no adjustment is made for the fuels consumed to produce electricity or district sources. This is also referred to as net energy. (DOE5)

**DEMAND AIR TAXI:** Use of an aircraft operating under Federal Aviation Regulations, part 135, passenger and cargo operations, including charter and excluding commuter air carrier. (FAA9)

**DEMAND RESPONSIVE:** Personal transit service operated on roadways to provide service on demand. Vehicles are normally dispatched and used exclusively for this service. (FTA1)

**DEMAND RESPONSIVE SYSTEM:** Any system of transporting individuals, including the provision of designated public transportation service by public entities and the provision of transportation service by private entities, including but not limited to specified public transportation service, which is not a fixed route system. (49CFR37)

**DEMURRAGE:** Excess time taken for loading or unloading a vessel. Demurrage refers only to situations in which the charter or shipper, rather than the vessel's operator, is at fault. *(USTTA1)*

**DEPARTMENT OF TRANSPORTATION (DOT):** Establishes the nation's overall transportation policy. Under its umbrella there are eleven administrations whose jurisdictions include highway planning, development and construction; urban mass transit; railroads; aviation; and the safety of waterways, ports, highways, and oil and gas pipelines. Department of Transportation (DOT) was established by act of October 15, 1966 (49 U.S.C. app. 1651 note), "to assure the coordinated, effective administration of the transportation programs of the Federal Government" and to develop "national transportation policies and programs conducive to the provision of fast, safe, efficient, and convenient transportation at the lowest cost consistent therewith." *(OFR1)*

**DEPARTURE:** *See Term Index for additional departure specific terms.*

**DEPARTURE ANGLE:** The smallest angle, in a plane side view of an automobile, formed by the level surface on which the automobile is standing and a line tangent to the rear tire static loaded radius arc and touching the underside of the automobile rearward of the rear tire. *(49CFR523)*

**DEPARTURE CENTER:** The air route traffic control center having jurisdiction for the airspace that generates a flight to the impacted airport. *(FAA4)*

**DEPARTURE CONTROL:** A function of an approach control facility providing air traffic control service for departing Instrument Flight Rules (IFR) and, under

certain conditions, Visual Flight Rules (VFR) aircraft. *(FAA4)*

**DEPARTURE TIME:** The time an aircraft becomes airborne. *(FAA4)*

**DEPENDENT SURVEILLANCE:** A system which requires input from navigation equipment aboard the aircraft either via a data link or via voice transmission. *(FAA8)*

**DEPRECIATION AND AMORTIZATION:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Depreciation and Amortization is defined as all depreciation and amortization expenses applicable to owned or leased property and equipment including that categorized as flight equipment or ground property and equipment. *(RSPA1)*

**DERAILMENT:** *See Term Index for additional derailment specific terms; See also Accident, Casualty, Collision, Crash, Fatality, Event, Incident, Injury.*

**DERAILMENT:** A derailment occurs when one or more than one unit of rolling stock equipment leaves the rails during train operations for a cause other than collision, explosion, or fire. *(FRA1)*

**DERAILMENT:** A non - collision incident which occurs as a result of rolling equipment leaving the rail, or buses leaving the roadway, and for roll overs. Report all incidents regardless of severity. *(FTA3)*

**DERAILMENT/BUS GOING OFF ROAD:** A non - collision incident which occurs as a result of rolling equipment leaving the rail, or buses leaving the roadway, and for roll overs. Report all incidents regardless of severity. *(FTA1)*

**DERAILMENT/LEFT ROADWAY:** A non - collision incident in which a transit vehicle leaves the rails or road on which it travels. This also includes rollovers. Reports are made for all occurrences. (FTA2)

**DEREGULATION:** Revisions or complete elimination of economic regulations controlling transportation. For example, the Motor Carrier Act of 1980 and the Staggers Act of 1980 revised the economic controls over motor carriers and railroads. (MARAD1)

**DESCENT SPEED ADJUSTMENTS:** Speed deceleration calculations made to determine an accurate vertex time of arrival (VTA). These calculations start at the transition point and use arrival speed segments to the vertex. (FAA4)

**DESIGN CAPACITY:** (See also *Certified Capacity*) Is the capacity associated with the direction of the flow observed on the peakday of pipeline sections having bi - directional flow. (DOE1)

**DESIGN HEAD:** The achieved river, pondage, or reservoir surface height (forebay elevation) that provides the water level to produce the full flow at the gate of the turbine in order to attain the manufacturer's installed nameplate rating for generation capacity. (DOE5)

**DESIGN LIVE ROAD:** The live road that the structure was designed to carry (ie. 85psf, H-10, H-15, and HS-20). (DOI2)

**DESIGN SPEED:** Design speed determines the maximum degree of road curvature and minimum safe stopping, meeting, passing, or intersection sight distance. (DOI2)

**DESIGNATED AREA:** The Fleet Management Center location as defined in the applicable determination. (GSA2)

**DESIGNATED ASSOCIATED EQUIPMENT:** Inboard Engine, Outboard Engine, and Stern Drive Unit. Specific equipment, besides completed boats, which has been designated in 33 (CFR) 179.03 as being subject to the requirements of 46 (U.S.C.) 4310. Other items of associated equipment may be the cause for recall of boats, but the manufacturers of those items of associated equipment are not subject to the requirement for recall. (USCG1)

**DESIGNATED FACILITY:** A hazardous waste treatment, storage, or disposal facility that has been designated on the manifest by the generator. (49CFR171)

**DESIGNATED PUBLIC TRANSPORTATION:** Transportation means transportation provided by a public entity (other than public school transportation) by bus, rail, or other conveyance (other than transportation by aircraft or intercity or commuter rail transportation) that provides the general public with general or special service, including charter service, on a regular and continuing basis. (49CFR37)

**DESIGNATED SEATING CAPACITY:** The number of designated seating positions provided. (49CFR571)

**DESIGNATED SEATING POSITION:** Any plan view location capable of accommodating a person at least as large as a 5th percentile adult female, if the overall seat configuration and design and vehicle design is such that the position is likely to be used as a seating position while the vehicle is in motion, except for auxiliary seating accommodations such as temporary or folding jump seats. Any bench or splitbench seat in a passenger

car, truck or multipurpose passenger vehicle with a Gross Vehicle Weight Rating (GVWR) less than 10,000 pounds, having greater than 50 inches of hip room (measured in accordance with Society of Automotive Engineers (SAE) Standard J110 shall have not less than three designated seating positions, unless the seat design or vehicle design is such that the center position cannot be used for seating. (49CFR571)

**DESIGNATED SERVICE:** Exclusive operation of a locomotive under the following conditions; 1) The locomotive is not used as an independent unit or the controlling unit is a consist of locomotives except when moving for the purpose of servicing or repair within a single yard area; 2) The locomotive is not occupied by operating or deadhead crews outside a single yard area; and 3) The locomotive is stenciled "Designated Service - DO NOT OCCUPY". (49CFR223)

**DESTINATION:** (1) For travel period trips, the destination is the farthest point of travel from the point of origin of a trip of 75 miles or more one - way. For travel day trips, the destination is the point at which there is a break in travel. (2) Means the country in which the cargo was unloaded and / or the transit terminated. (FHWA3)(SLSDC1)

**DETERMINATION:** A document signed by the Administrator of the General Services Administration, setting forth the decision to establish an Interagency Fleet Management Center at a specific location. (GSA2)

**DETRESFA (DISTRESS PHASE):** The code word used to designate an emergency phase wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance. (FAA4)

**DEVIATION:** See Term Index for additional deviation specific terms.

**DEVIATION:** (1) A departure from a current clearance, such as an off course maneuver to avoid weather or turbulence. (2) Where specifically authorized in the FAR's and requested by the pilot, Air Traffic Control (ATC) may permit pilots to deviate from certain regulations. (FAA4)

**DEVICE:** See Term Index for additional device specific terms.

**DIAL UP ACCESS TERMINAL (DUAT):** The capability for direct user access terminals to file flight plans into the National Airspace System (NAS) and access weather information from the National Graphic Weather Display System. (FAA8)

**DIESEL FUEL:** (See also Diesel Fuel System) A fuel composed of distillates obtained in petroleum refining operation or blends of such distillates with residual oil used in motor vehicles. The boiling point and specific gravity are higher for diesel fuels than for gasoline. (DOE4)(DOE5)

**DIESEL FUEL SYSTEM:** (See also Carburetor, Diesel Fuel, Fuel Injection) Diesel engines are internal combustion engines that burn diesel oil rather than gasoline. Injectors are used to spray droplets of diesel oil into the combustion chambers, at or near the top of the compression stroke. Ignition follows due to the very high temperature of the compressed in - take air, or to the use of "glow plugs," which retain heat from previous ignitions (spark plugs are not used). Diesel engines are generally more fuel efficient than gasoline engines, but must be stronger and heavier due to high compression ratios. (DOE4)(DOE5)

**DIESEL, NO 1. FUEL:** A volatile distillate fuel oil with a boiling range between 300 and 575 degrees Fahrenheit and used in high - speed diesel engines generally operated under wide variations in speed and load. Includes type C-B diesel fuel used for city buses and similar operations. Properties are defined in American Society for Testing and Materials (ASTM) Specification D 975. (DOE2)(DOE5)

**DIESEL, NO 2 FUEL:** A gas oil type distillate of lower volatility with distillation temperatures at the 90 - percent point between 540 and 640 degrees Fahrenheit for use in high speed diesel engines generally operated under uniform speed and load conditions. Includes Type R - R diesel fuel used for railroad locomotive engines, and Type T - T for diesel - engine trucks. Properties are defined in American Society for Testing and Materials (ASTM) Specification D 975. (DOE2)(DOE5)

**DIESEL-ELECTRIC PLANT:** A generating station that uses diesel engines to drive its electric generators. (DOE5)

**DIGITAL BRITE RADAR INDICATOR TOWER EQUIPMENT (DBRITE):** Alphanumeric display systems for control towers using digital scan converter systems in a radar scope - type presentation. (FAA8)

**DIKE:** (See also *Hurdle*) A construction, usually of piling or stone and usually at right angles to the current, for the purpose of diverting the river current away from the banks and toward the channel. A dike serves the same purpose as a wingdam. Dike pilings are usually visible at normal water stages but are often submerged in high water and constitute a navigational hazard. (DOD/COE1)

**DIKE LIGHT:** A light installed on the end of a dike, normally a portable 90mm battery - operated light. (DOD/COE1)

**DINNER BUCKET BOAT:** A boat operating without benefit of a cook house. (DOD/COE1)

**DIRECT:** Straight line flight between two navigational aids, fixes, points, or any combination thereof. When used by pilots in describing off - airway routes, points defining direct route segments become compulsory reporting points unless the aircraft is under radar contact. (FAA4)

**DIRECT ALTITUDE AND IDENTITY READOUT SYSTEM:** System is a modification to the AN / TPX42 Interrogator System. The Navy has two adaptations of the DAIR System - Carrier Air Traffic Control Direct Altitude and Identification Readout System for Aircraft Carriers and Radar Air Traffic Control Facility Direct Altitude and Identity Readout System for land - based terminal operations. The DAIR detects, tracks, and predicts secondary radar aircraft targets. Targets are displayed by means of computer - generated symbols and alphanumeric characters depicting flight identification, altitude, ground speed, and Right plan data. The DAIR System is capable of interfacing with ARTCC's. (FAA4)

**DIRECT ASSISTANCE:** Transportation and other relief services provided by a motor carrier or its driver(s) incident to the immediate restoration of essential services (such as, electricity, medical care, sewer, water, telecommunications, and telecommunication transmissions) or essential supplies (such as, food and fuel). It does not include transportation related to long - term rehabilitation of damaged physical infrastructure or

routine commercial deliveries after the initial threat to life and property has passed. (49CFR390)

**DIRECT USER ACCESS TERMINAL SYSTEM (DUATS):** An automated pilot self - briefing and flight plan filing system. For pilots with access to a computer, modem, and touch telephone, the system provides direct access to a national weather data base and the ability to file flight plans without contact with a flight service station. (FAA14)

**DIRECTION FINDER (DF):** (See also *Direction Finder Approach Procedure, Direction Finder Fix*) A radio receiver equipped with a directional sensing antenna used to take bearings on a radio transmitter. Specialized radio direction finders are used in aircraft as air navigation aids. Others are ground-based, primarily to obtain a "fix" on a pilot requesting orientation assistance or to locate downed aircraft. A location "fix" is established by the intersection of two or more bearing lines plotted on a navigational chart using either two separately located Direction Finders to obtain a fix on an aircraft or by a pilot plotting the bearing indications of his Direction Finder (DF) on two separately located ground - based transmitters both of which can be identified on his chart. (FAA4)(FAA8)

**DIRECTION FINDER (DF) APPROACH PROCEDURE:** (See also *Direction Finder, Direction Finder Fix*) Used under emergency conditions where another instrument approach procedure cannot be executed. Direction Finder (DF) guidance for an instrument approach is given by Air Traffic Control (ATC) facilities with DF capability. (FAA4)

**DIRECTION FINDER (DF) FIX:** (See also *Direction Finder, Direction Finder Approach Procedure*) The geographical location of an aircraft obtained by one or more direction finders. (FAA4)

**DIRECTION FINDER (DF) GUIDANCE:** (See also *Direction Finder*) Headings provided to aircraft by facilities equipped with direction finding equipment. These headings, if followed, will lead the aircraft to a predetermined point such as the Direction Finder (DF) station or an airport. DF guidance is given to aircraft in distress or to other aircraft which request the service. Practice DF guidance is provided when workload permits. (FAA4)

**DIRECTIONAL ROUTE MILES:** The mileage in each direction over which public transportation vehicles travel while in revenue service. It is computed with regard to direction but without regard to the number of traffic lanes or rail tracks existing in the ROW. (FTA1)

**DISABLING DAMAGE:** Damage which precludes departure of a motor vehicle from the scene of the accident in its usual manner in daylight after simple repairs. (49CFR390)

**DISCONTINUED OPERATIONS INCOME (LOSS):** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Discontinued Operations Income (Loss) is defined as gain or loss from disposal of investor controlled companies or nontransport ventures. Does not include earnings or losses from discontinued transport or transport - related operations. (RSPA1)

**DISCRETE CODE:** (See also *Code; Decoder*) As used in the Air Traffic Control Radar Beacon System (ATCRBS), any one of the 4096 selectable Mode 3 / A aircraft transponder codes except those

ending in zero zero; e.g., discrete codes: 0010, 1201, 2317, 7777; nondiscrete codes: 0100, 1200, 7700. Nondiscrete codes are normally reserved for radar facilities that are not equipped with discrete decoding capability and for other purposes such as emergencies (7700), Visual Flight Rules (VFR) aircraft (1200), etc. (FAA4)

**DISCRETE FREQUENCY:** A separate radio frequency for use in direct pilot - controller communications in air traffic control which reduces frequency congestion by controlling the number of aircraft operating on a particular frequency at one time. Discrete frequencies are normally designated for each control sector in en route / terminal Air Traffic Control (ATC) facilities. Discrete frequencies are listed in the Airport / Facility Directory and the Department of Defense (DOD) FLIP Instrument Flight Rules (IFR) En Route Supplement. (FAA4)

**DISPATCH POINT:** A location where arrangements may be made for the short term or trip rental use of an Interagency Fleet Management System (IFMS) vehicle. (GSA2)

**DISPATCH VEHICLE:** A vehicle provided to an individual or an organizational element of a government agency by GSA's Interagency Fleet Management System for short term use, usually on a day to day basis, not to exceed 30 consecutive days. (GSA1)

**DISPLACED THRESHOLD:** A threshold located at a point on the runway other than at the beginning of the usable runway pavement. The displaced area is available for takeoff. (FAA12)

**DISPLACEMENT:** See Term Index for additional displacement specific terms.

**DISPOSAL DATE:** The date a vehicle is disposed of and no longer included in the inventory. (GSA2)

**DISPOSAL STORAGE:** An inventory accountability category of vehicles not in use and scheduled for disposal. (GSA2)

**DISPOSAL STORAGE DATE:** The date a vehicle is taken out of service and placed in disposal storage. (GSA2)

**DISQUALIFICATION:** (1) The suspension, revocation, cancellation, or any other withdrawal by a State of a person's privileges to drive a commercial motor vehicle or (2) A determination by the Federal Highway Administration (FHWA), under the rules of practice for motor carrier safety contained in 49 CFR 386, that a person is no longer qualified to operate a commercial motor vehicle under 49 CFR 391; or (3) The loss of qualification which automatically follows conviction of an offense listed in 49 CFR 383.51. (49CFR383)

#### **DISTANCE MEASURING**

**EQUIPMENT (DME):** Airborne and ground equipment used to measure, in nautical miles, the slant range distance of an aircraft from the Distance Measuring Equipment (DME) navigational aid. (FAA1)(FAA4)(FAA6)

#### **DISTANCE MEASURING**

**EQUIPMENT (DME) FIX:** A geographical position determined by reference to a navigational aid which provides distance and azimuth information. It is defined by a specific distance in nautical miles and a radial, azimuth, or course (i.e., localizer) in degrees magnetic from that aid. (FAA4)

**DISTANCE MEASURING EQUIPMENT (DME) SEPARATION:** Spacing of aircraft in terms of distances (nautical miles) determined by reference to distance measuring equipment. *(FAA4)*

**DISTILLATE FUEL OIL:** A general classification for one of the petroleum fractions produced in conventional distillation operations. It is used primarily for space heating, on and off highway diesel engine fuel (including railroad engine fuel and fuel for agricultural machinery), and electric power generation. Included are products known as No. 1, No. 2, and No. 4 fuel oils and No. 1, No. 2, and No. 4 diesel fuels. and a petroleum distillate which meets the specifications for No. 1 heating or fuel oil as defined in American Society for Testing and Materials (ASTM) D 396 and / or the specifications for No. 1 diesel fuel as defined in ASTM Specification D 975. *(DOE2)(DOE3)*

**DISTRESS:** A condition of being threatened by serious and / or imminent danger and of requiring immediate assistance. *(FAA4)*

**DISTRIBUTARY:** A branch of a river that flows away from the main stream and does not return to it. *(DOD/COE1)*

**DISTRIBUTOR:** A company primarily engaged in the sale and delivery of natural and / or supplemental gas directly to consumers through a system of mains. *(DOE5)*

**DITCH LIGHT:** Spotlight aimed at right side of road. *(ATA1)*

**DIVERSE VECTOR AREA:** In a radar environment, that area in which a prescribed departure route is not required as the only suitable route to avoid obstacles. The area in which random radar vectors below the

Minimum Vectoring Altitude / Minimum Instrument Flight Rules Altitude (MVA / MIA), established in accordance with the Terminal Instrument Procedures criteria for diverse departures obstacles and terrain avoidance, may be issued to departing aircraft. *(FAA4)*

**DIVIDED HIGHWAY:** A multi - lane facility with a curbed or positive barrier median, or a median that is 4 feet (1.2 meters) or wider. *(FHWA2)*

**DIVISION:** An established point where driver ends trip. *(ATA1)*

**DOCK:** *(See also Pier, Wharf)* An area of water alongside a pier that receives a vessel for loading, unloading, or repairs. *(DOD/COE1)*

**DOCK IT:** Park truck at dock. *(ATA1)*

**DOCK RECEIPT:** Written acknowledgment showing that goods have been delivered and received at dock or warehouse of ocean liner. *(DOD/COE1)*

**DOCK RECEIPT:** A receipt used to transfer accountability when the export item is moved by the domestic carrier to the port of embarkation and left with the international carrier for export. *(USTTA1)*

**DOCK WALLOWER:** One who loads and unloads vehicles and handles freight on the dock. *(ATA1)*

**DOCKAGE:** *(See also Wharfage)* Charge assessed against a vessel for berthing at a wharf, pier, bulkhead structure, or bank or for mooring to a vessel so berthed. *(MARAD1)*

**DOCUMENTED YACHT:** A vessel of five or more net tons owned by a citizen of the United States and used exclusively

for pleasure with a valid marine document issued by the Coast Guard. Documented vessels are not numbered. (USCG2)

#### **DOCUMENTS AGAINST**

**ACCEPTANCE:** Instructions given by a shipper to a bank indicating that documents transferring title to goods should be delivered to the buyer (or drawee) only upon the buyer's payment of the attached draft. (USTTA1)

**DOG:** Truck with little power. (ATA1)

**DOG CHART:** (See also *Lock*) [with respect to rail operations] A diagrammatic representation of the mechanical locking of an interlocking machine, used as a working plan in making up, assembling and fitting the locking. (49CFR236)

**DOG TRACKS:** Unit or straight truck that runs out of line. (ATA1)

**DOLPHIN:** (See also *Mooring Cell*) An isolated cluster of piles used as a support for mooring devices or marker lights. (DOD/COE1)

**DOMESTIC:** Produced in the United States, including the Outer Continental Shelf (OCS). (DOE5)

#### **DOMESTIC AIR DEFENSE**

**IDENTIFICATION ZONE:** An Air Defense Identification Zone (ADIZ) within the United States along an international boundary of the United States. (FAA4)

#### **DOMESTIC AIR OPERATOR:**

Commercial air transportation within and between the 50 States and the District of Columbia. Includes operations of certificated route air carriers, Pan American, local service, helicopter, intra - Alaska, intra - Hawaii, all - cargo

carriers and other carriers. Also included are transborder operations conducted on the domestic route segments of U.S. air carriers. Domestic operators are classified based on their operating revenue as follows: Major (over \$1 billion) National (\$100 - 1,000 million) Large Regional (\$10 - 99.9 million) Medium Regional (\$0 - 9.99 million). (DOE6)

**DOMESTIC AIRSPACE:** Airspace which overlies the continental land mass of the United States plus Hawaii and U.S. possessions. Domestic airspace extends to 12 miles offshore. (FAA4)

#### **DOMESTIC COASTWISE TRAFFIC:**

Domestic traffic receiving a carriage over the ocean, or the Gulf of Mexico, (e.g. New Orleans to Baltimore, New York to Puerto Rico, San Francisco to Hawaii, Alaska to Hawaii). Traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean, is also termed Coastwise. (DOD/COE2)

**DOMESTIC FLEET:** All reportable agency owned motor vehicles, operated in any State, Commonwealth, Territory or possession of the United States. (GSA1)

**DOMESTIC FREIGHT:** All waterborne commercial movements between points in the United States, Puerto Rico, and the Virgin Islands, excluding traffic with the Panama Canal Zone. Cargo moved for the military in commercial vessels is reported as ordinary commercial cargo; military cargo moved in military vessels is omitted. (DOD/COE1)

#### **DOMESTIC INTERNAL TRAFFIC:**

Vessel movements (origin and destination) which take place solely on inland waterways. An inland waterway is one geographically located within the boundaries of the contiguous 48 states or within the boundaries of the State of

Alaska. The term "internal traffic" is also applied to these vessel movements: those which involve carriage on both inland waterways and the Great Lakes; those occurring between offshore areas and inland waterways (e.g., oil rig supplies and fish); and those taking place within Delaware Bay, Chesapeake Bay, Puget Sound, and the San Francisco Bay, which are considered internal bodies of water rather than arms of the ocean.

*(DOD/COE2)*

**DOMESTIC INTRA-TERRITORY**

**TRAFFIC:** Traffic between ports in Puerto Rico and the Virgin Islands, U.S.A. which are considered a single unit. *(DOD/COE2)*

**DOMESTIC INTRA-WATERWAY**

**TRAFFIC:** Movements within the limits of a river, waterway or canal. This traffic will not include car - ferries and general ferries moving within a waterway or Corps project. *(DOD/COE2)*

**DOMESTIC INTRAPORT TRAFFIC:**

Movement of freight within the confines of a port whether the port has one or several arms or channels included in the port definition. This traffic type will not include car - ferries and general ferries moving within a port. *(DOD/COE2)*

**DOMESTIC LAKEWISE TRAFFIC:**

Waterborne traffic between the United States ports on the Great Lakes System. The Great Lakes System is treated as a separate waterway system rather than as a part of the inland waterway system. In comparing historical data for the Great Lakes System, one should note that prior to calendar year 1990, marine products, sand and gravel being moved from the Great Lakes to Great Lake destinations were classified as local traffic. From 1990 on, these activities are classified as lakewise traffic. *(DOD/COE2)*

**DOMESTIC OPERATION:** In general, operations within and between the 50 States of the United States, the District of Columbia, American Samoa, Caroline Islands, Guam Island, Johnston Island, Marianna Islands, Midway Island, Puerto Rico, U.S. Virgin Islands and Wake Island. *(FAA15)*

**DOMESTIC OPERATIONS:** All air carrier operations having destinations within the 50 United States, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands. *(DOE5)(FAA14)*

**DOMESTIC OPERATIONS:** In general, operations within and between the 50 States, and the District of Columbia. *(FAA2)*

**DOMESTIC PASSENGER:** Any person traveling on a public conveyance by water between points in the United States, Puerto Rico, and the Virgin Islands. *(DOD/COE1)*

**DOMESTIC THROUGH TRAFFIC:**

Movements transiting a waterway, or stretch thereof, as defined in the project description of individual tables, and having origins and destinations outside of the defined area. *(DOD/COE2)*

**DOMESTIC TRANSPORTATION:**

Transportation between places within the United States other than through a foreign country. *(49CFR171)*

**DONUT AREA:** The area outside of the Federal Highway Administration (FHWA) approved adjusted boundary of one or more urbanized areas but within the boundary of a National Ambient Air Quality Standards (NAAQ) non - attainment area. *(FHWA2)*

**DONUTS:** Truck tires. *(ATA1)*

**DOODLE BUG:** Small tractor used to pull two axle dollies in a warehouse. (ATA1)

**DOOR SILL STEP:** Any step normally protected from the elements by the cab door when closed. (49CFR399)

**DOUBLE:** The maneuver whereby a towboat with barges in tow must break the tow and push half of it into the lock chamber, lock that part through, and then enter the remaining barges with the towboat. In other words, two distinct lockage must be made to pass the entire tow of barges and towboat. Also called "double lockage." (DOD/COE1)

**DOUBLE BOTTOM:** Unit consisting of tractor, semitrailer and full trailer. Also called "twin trailers", "doubles." (ATA1)

**DOUBLE CLUTCHING:** Shifting the gears of a truck transmission without clashing them. (ATA1)

**DOUBLE HEADING COCK:** A manually operated valve by means of which the control of brake operation is transferred to the leading locomotive. (49CFR236)

**DOUBLE LOCKAGE:** *See Double.*

**DOUBLE TRIP:** The maneuver necessary when a towboat has more barges in tow than the power of the boat can handle in certain areas of swift current or conditions at the lock will permit. A tow will tie off below the swift water a portion of his tow, push the others above the questionable area, tie them off to the bank, and go back for the remainder of the tow. This is also a necessary maneuver in ice at times. (DOD/COE1)

**DOWN DRAFT:** The natural tendency for the river current to pull objects downstream. (DOD/COE1)

**DOWN IN THE CORNER:** "Creeper" gear. (ATA1)

**DOWN SHAPE OF (REVETMENT, SHORE, ETC.):** Running the shape of the shore, staying approximately the same distance off the shore at all times. (DOD/COE1)

**DOWNBOUND WATERWAYS:** Traffic that moves in a downstream direction. For waterways without a characteristic monodirectional flow, "downbound" means in a southerly or westwardly direction. (DOD/COE2)

**DOWNTIME:** The amount of time a vehicle or equipment is out of service for repair. (GSA2)

**DRAFT:** *See Term Index for additional draft specific terms; See also Drift.*

**DRAFT:** (1) Crosscurrent; tows will drift to the right or left depending on the draft (usually qualified as out draft, or left - or right - handed draft). (2) The depth of water a vessel draws, loaded or unloaded. (3) An order for the payment of money drawn by one person or bank on another. (DOD/COE1)

**DRAG DOWN:** Shift too slowly to lower gears. (ATA1)

**DRAINAGE BASIN:** The land drained by a river system. (DOE5)

**DRAW BACK:** Repayment in whole or in part of duties or taxes paid on imported merchandise that is re - exported. (DOD/COE1)

**DRAW DOWN:** The procedure of spilling water through one dam prior to the arrival of excessive water from the upper reaches of the river. This maneuver is used when flash floods are expected or have occurred or where tributary streams are emptying excessive amounts of water into the main streams. (DOD/COE1) (DOE5)

**DRAW SPAN:** The movable portion of a bridge deck. (DOI3)

**DRAWBRIDGE:** A bridge that pivots or lifts so as to let a boat through. (DOD/COE1)

**DREDGE MATERIAL:** Material that is excavated or dredged from waters of the United States. (DOD/COE1)

**DREDGED CUT:** (1) One pass made by a dredge in a channel within the confines of the riverbed for the purpose of maintaining the proper depth of water; (2) a dredged channel. (DOD/COE1)

**DREDGED SHIPPING LANE:** Lane that has been dug out to provide an adequate depth of water for navigation. (DOI3)

**DREDGING:** To clean, deepen or widen with a machine equipped with scooping or suction devices used in deepening harbors and waterways and in underwater mining. (BOC2)

**DREDGING SPOIL:** The discharge from a dredge. (DOD/COE1)

**DRIFT:** (1) The motion of a boat floating with no mechanical aid. (2) Debris floating in the river or lodged along shore in a drift pile. (3) Colloquially used as a synonym for currents: "how does the drift set around this bridge pier?" Also referred to as Current, Set, or Draft. (DOD/COE1)

**DRIFTING:** Underway, but proceeding over the bottom without use of engines, oars or sails; being carried along only by the tide, current, or wind. (USCG2)

**DRIVE:** To use full power ahead. Also called Punch. (DOD/COE1)

**DRIVE HER THROUGH:** To proceed full speed ahead. (DOD/COE1)

**DRIVEAWAY-TOWAWAY:** Refers to a carrier operation, such as a fleet of tow trucks, used to transport other vehicles, when some or all wheels of the vehicles being transported touch the road surface. (FHWA4)

#### **DRIVEAWAY-TOWAWAY**

**OPERATION:** Any operation in which a motor vehicle constitutes the commodity being transported and one or more set of wheels of the vehicle being transported are on the surface of the roadway during transportation. (49CFR390)

**DRIVER:** See Term Index for additional driver specific terms.

**DRIVER:** (1) A person who operates a motorized vehicle. If more than one person drives on a single trip, the person who drives the most miles is classified as the principal driver. (2) An occupant of a vehicle who is in physical control of a motor vehicle in transport or, for an out of - control vehicle, an occupant who was in control until control was lost. (FHWA3)(NHTSA2)

**DRIVER APPLICANT:** An individual who applies to a State to obtain, transfer, upgrade, or renew a commercial driver's license (CDL). (49CFR383)

**DRIVER'S LICENSE:** A license issued by a State or other jurisdiction, to an individual which authorizes the individual to operate a motor vehicle on the highways. (49CFR383)

**DRIVERS:** Drive wheels. (ATA1)

**DRIVING A COMMERCIAL MOTOR VEHICLE WHILE UNDER THE INFLUENCE OF ALCOHOL:** (See also *Alcohol*) Committing any one or more of the following acts in a commercial motor vehicle (CMV): driving a CMV while the person's alcohol concentration is 0.04 percent or more; driving under the influence of alcohol, as prescribed by State law; or refusal to undergo such testing as is required by any State or jurisdiction in the enforcement of 49 CFR 383.51(b)2(i)(A) or (B), or 49 CFR 392.5(a)2). (49CFR383)(49CFR390) (49CFR393)

**DRIVING PIECE:** A crank secured to a locking shaft by means of which horizontal movement is imparted to a longitudinal locking bar. (49CFR236)

**DROP IT ON THE NOSE:** Uncoupling a tractor from a semitrailer without lowering the landing gear to support the trailer's front end. (ATA1)

**DROP THE BODY:** Unhook and drive a tractor away from a parked semi. (ATA1)

**DROPPING OUT LINE:** A line used in dropping a barge out of a tow. (DOD/COE1)

**DRUM:** A flat - ended or convexed cylindrical packaging made of metal, fiberboard, plastic, plywood, or other suitable materials. This definition also includes packagings of other shapes made of metal or plastic (e.g., round taper - necked packagings or pailshaped packagings) but does not include

cylinders, jerricans, wooden barrels or bulk packagings. (49CFR171)

**DRY BULK CARGO:** Cargo which may be loose, granular, free - flowing or solid, such as grain, coal, and ore, and is shipped in bulk rather than in package form. Dry bulk cargo is usually handled by specialized mechanical handling equipment at specially designed dry bulk terminals. (MARAD1)

**DRY GAS:** Natural gas from which the entrained liquids and nonhydrocarbon gases have been removed by lease facilities and / or plant processing. This is the gas that the interstate pipeline purchased, or expects to purchase, to serve its annual requirements. (DOE5)

**DRY HOLE:** An exploratory or development well found to be incapable of producing either oil or gas in sufficient quantities to justify completion as an oil or gas well. (DOE5)

**DRY NATURAL GAS:** The marketable portion of natural gas production, which is obtained by subtracting extraction losses, including natural gas liquids removed at natural gas processing plants, from total production. (DOE3)(DOE5)

**DRYDOCK:** An artificial basin fitted with gate or caisson into which a vessel may be floated and from which the water may be pumped out to expose the bottom of the vessel. (DOI4)

**DRYDOCK GATE:** Gate at the entrance to a drydock. (DOI3)

**DUALS:** A pair of tires mounted together. (ATA1)

**DUCK WATER:** Smooth water generally found on the inside shore of a river bend, under a point, under a bar, etc. (DOD/COE1)

**DUMB BARGE:** Slang term for a barge that does not have its own power. (DOD/COE1)

**DUMB BARGE INLAND WATERWAYS TRANSPORT (IWT):** Freight vessel designed to be towed which does not have its own means of mechanical propulsion. (DOD/COE1)

**DUMB TANKER BARGE:** Dumb barge for the bulk transport of liquids or gases. (DOD/COE1)

**DUMP BODY:** Truck body of any type which can be tilted to discharge its load. (ATA1)

**DUMP TRUCKING:** Establishments primarily engaged in furnishing dump trucking service of sand, gravel, dirt, etc. within a city, town, or other local area, including adjoining towns and suburban areas. (BOC1)

**DUSTING:** Driving with wheels on road shoulder, thereby causing a cloud of dust. (ATA1)

**DUTY:** A tax imposed by a government on imports. (DOD/COE1)

**DYNAMITE THE BRAKES:** Emergency stop using every brake on the unit. (ATA1)

**EARTH SURFACE:** The outermost surface of the land and waters of the planet. (DOI4)

**ECONOMIES OF SCALE:** Cost reductions or productivity efficiencies achieved through size - optimization in relation to operational circumstances. For example, commodity freight rates usually decline as the volume of cargo tonnage shipped increases. (MARAD1)

**ECONOMY:** Transport service established for the carriage of passengers at fares and quality of service below that of coach service. (RSPA2)

**EDDY:** See Term Index for additional eddy specific terms.

**EDDY:** A current running contrary to the main current, causing water turbulence, e.g., below the bridge pier where a swift current is passing through, or below a bar or point. (DOD/COE1)

**EDDY ABOVE AND BELOW:** Channel report term meaning that eddies should be expected both above and below the object mentioned in the marks, such as dikes, top and bottom of crossings, sunken obstructions, etc.; tricky water. (DOD/COE1)

**EDDY EXTENDS WAY OUT:** Term meaning that an eddy extends from the shore or the dike into or across the range formed by this set of marks, or extends one - third or more across the river. (DOD/COE1)

**EDDY MAKES OUT FROM RIGHT (LEFT) SHORE:** Term indicating that one should watch for eddy along the shore designated in this set of marks. (DOD/COE1)

**EFFECTIVE INTENSITY:** That intensity of a light in candela as defined by the Illuminating Engineering Society's Guide for Calculating the Effective Intensity of Flashing Signal Lights, November, 1964. (49CFR221)

**EJECTION:** Refers to occupants being totally or partially thrown from the vehicle as a result of an impact or rollover. (NHTSA2)

**ELECTRIC LOCK:** *(See also Lock)*  
A device to prevent or restrict the movement of a lever, a switch or a movable bridge, unless the locking member is withdrawn by an electrical device such as an electromagnet, solenoid or motor. *(49CFR236)*

**ELECTRIC LOCKING:** *(See also Lock)*  
[with respect to rail operations] The combination of one or more electric locks and controlling circuits by means of which levers of an interlocking machine, or switches or other units operated in connection with signaling and interlocking, are secured against operation under certain conditions. *(49CFR236)*

**ELECTRIC SYSTEM:** Physically connected generation, transmission, and distribution facilities operated as an integrated unit under one central management or operating supervision. *(DOE5)*

**ELECTRICITY:** *(See also Gigawatt, Kilowatt, Megawatt)* A form of energy generated by friction, induction, or chemical change that is caused by the presence and motion of elementary charged particles of which matter consists. *(DOE5)*

**ELECTRO-PNEUMATIC SWITCH:** A switch operated by an electro - pneumatic switch and lock movement. *(49CFR236)*

**ELECTRO-PNEUMATIC VALVE:** A valve electrically operated which, when operated, will permit or prevent passage of air. *(49CFR236)*

**ELEVATED RAIL SUBWAY:** Includes elevated and subway trains in a city. *(FHWA3)*

**ELEVATED TEMPERATURE MATERIAL:** A material which, when

offered for transportation or transported in a bulk packaging: 1) Is in a liquid phase and at a temperature at or above 100 degrees C (212 degrees F); 2) Is in a liquid phase with a flash point at or above 37.8 degrees C (100 degrees F) that is intentionally heated and offered for transportation or transported at or above its flash point. 3) Is in a solid phase and at a temperature at or above 240 degrees C (464 degrees F). *(49CFR171)*

**ELEVATION:** *See Term Index for additional elevation specific terms.*

**ELEVATOR:** Hydraulic end - gate. *(ATAI)*

**EMBAYMENT:** (1) A man - made levee or fill located on a bank of a river. (2) A raised structure of earth, ground, etc. (3) An area built by the U.S. Corps of Engineers for flood control, generally covering a large area which can be flooded during high water or to ease pressure on a levee. *(DOD/COE1)(DOIA4)*

**EMERGENCY:** (1) A deviation from normal operation, a structural failure, or severe environmental conditions that probably cause harm to people or property. (2) Any hurricane, tornado, storm (e.g. thunderstorm, snowstorm, icestorm, blizzard, sandstorm, etc.), high water, wind - driven water, tidal wave, tsunami, earthquake, volcanic eruption, mud slide, drought, forest fire, explosion, blackout or other occurrence, natural or man - made, which interrupts the delivery of essential services (such as, electricity, medical care, sewer, water, telecommunications, and telecommunication transmissions) or essential supplies (such as, food and fuel) or otherwise immediately threatens human life or public welfare, provided such hurricane, tornado, or other event results in: (a) A declaration of an emergency by the President of the United

States, the Governor of a State, or their authorized representatives having authority to declare emergencies; by the Regional Director of Motor Carriers for the region in which the occurrence happens; or by other Federal, State or local government officials having authority to declare emergencies, or (b) A request by a police officer for tow trucks to move wrecked or disabled vehicles. (49CFR193)(49CFR390)

**EMERGENCY BRAKE:** A mechanism designed to stop a motor vehicle after a failure of the service brake system. (49CFR571)

**EMERGENCY BRAKE SYSTEM:** A mechanism designed to stop a vehicle after a single failure occurs in the service brake system of a part designed to contain compressed air or brake fluid or vacuum (except failure of a common valve, manifold brake fluid housing or brake chamber housing). (49CFR393)

**EMERGENCY LOCATOR TRANSMITTER (ELT):** A radio transmitter attached to the aircraft structure which operates from its own power source on 121.5 MHz and 243.0 MHz. It aids in locating downed aircraft by radiating a downward sweeping audio tone, 2 - 4 times per second. It is designed to function without human action after an accident. (FAA4)(FAA8)

**EMERGENCY OPENING WINDOW:** That segment of a side facing glazing location which has been designed to permit rapid and easy removal during a crisis situation. (49CFR223)

**EMERGENCY RELIEF:** An operation in which a motor carrier or driver of a commercial motor vehicle is providing direct assistance to supplement State and local efforts and capabilities to save lives or property or to protect public health

and safety as a result of an emergency. (49CFR390)

**EMISSION STANDARDS:** Standards for the levels of pollutants emitted from automobiles and trucks. Congress established the first standards in the Clean Air Act of 1963. Currently, standards are set for four vehicle classes - automobiles, light trucks, heavy duty gasoline trucks, and heavy - duty diesel trucks. (DOE6)

**EMPLOYEE:** *See Term Index for additional employee specific terms.*

**EMPLOYEE:** (1) A driver of a commercial motor vehicle (including an independent contractor while in the course of operating a commercial motor vehicle); (2) A mechanic; (3) A freight handler; (4) Any individual, other than an employee, who is employed by an employer and who in the course of his or her employment directly affects commercial motor vehicle safety, but such term does not include an employee of the United States, any State, any political subdivision of a State, or any agency established under a compact between States and approved by the Congress of the United States who is acting within the course of such employment; and (5) A person engaged in railroad operations who works for a railroad company in return for financial compensation. (49CFR390)

**EMPLOYEE HUMAN FACTOR:** (*See also Event; Incident*) Any of the accident causes signified by the rail equipment accident / incident cause codes listed under "Train Operation - Human Factors" in the current "Federal Railroad administration (FRA) Guide for Preparing Accident / Incident Reports," except for Cause Code 506. (49CFR225)

**EMPLOYEE NOT ON DUTY:** A railroad employee who is on railroad property for a purpose connected with his or her employment or with other railroad permission, but who is not engaged in rail operations for financial or other compensation. *(FRA4)*

**EMPLOYEE ON DUTY (CLASS A):** Those persons who are engaged in the operation of a railroad. Ordinarily the fact that the employee is or is not under pay will determine whether he or she is "on duty". However, employees on railroad property while on rest or meal periods, "training time", or doing work which they are expected to do, but actually perform before pay starts, must be considered as "employees on duty." *(FRA3)*

**EMPLOYEES HOURS:** The number of hours worked by all employees of the railroad during the previous calendar year. *(49CFR245)*

**EMPLOYER:** Any person engaged in a business affecting interstate commerce who owns or leases a commercial motor vehicle in connection with that business, or assigns employees to operate it, but such terms does not include the United States, any State, any political subdivision of a State, or an agency established under a compact between States approved by the Congress of the United States. *(49CFR390)*

**EMPTY CAR MILE:** An empty car mile is a mile run by a freight car without a load. In the case of intermodal movements, the car miles generated will be loaded or empty depending on whether the trailers / containers are moved with or without a waybill, respectively. *(FRA2)*

**EN ROUTE:** One of three phases of flight services (terminal, en route,

oceanic). En route service is provided outside of terminal airspace and is exclusive of oceanic control. *(FAA8)*

**EN ROUTE AIR TRAFFIC CONTROL SERVICE:** Air traffic control service provided for aircraft on Instrument Flight Rules (IFR) flight plans, generally by Air Route Traffic Control Center (ARTCC), when these aircraft are operating between departure and destination terminal areas. When equipment capabilities and controller workload permit, certain advisory / assistance services may be provided to Visual Flight Rules (VFR) aircraft. *(FAA4)(FAA8)*

**EN ROUTE CENTER:** An Air Route Traffic Control Center. *(FAA3)*

**EN ROUTE DESCENT:** Descent from the en route cruising altitude which takes place along the route of flight. *(FAA4)*

**EN ROUTE FACILITY ACTIVITY:** The sum of total Instrument Flight Rules aircraft handled (2 x departures) + Domestic and Oceanic Overflights. *(FAA3)*

**EN ROUTE HIGH ALTITUDE CHARTS:** Provide aeronautical information for en route instrument navigation (IFR) in the high altitude stratum. Information includes the portrayal of jet routes, identification and frequencies of radio aids, selected airports, distances, time zones, special uses airspaces, and related information. *(FAA4)*

**EN ROUTE LOW ALTITUDE CHARTS:** Provide aeronautical information for en route instrument navigation (IFR) in the low altitude stratum. Information includes the portrayal of airways, limits of controlled

airspace, position identification and frequencies of radio aids, selected airports, minimum en route and minimum obstruction clearance altitudes, airway distances, reporting points, restricted areas, and related data. Area charts, which are a part of this series, furnish terminal data at a larger scale in congested areas. (FAA4)

**EN ROUTE MINIMUM SAFE ALTITUDE WARNING:** A function of the National Airspace System (NAS) Stage A en route computer that aids the controller by alerting him when a tracked aircraft is below or predicted by the computer to go below a predetermined minimum Instrument Flight Rules (IFR) altitude (MIA). (FAA4)

**EN ROUTE SPACING PROGRAM:** A program designed to assist the exit sector in achieving the required in trail spacing. (FAA4)

**END-USE ENERGY CONSUMPTION:** Primary end - use energy consumption is the sum of fossil fuel consumption by the four end - use sectors (residential, commercial, industrial, and transportation) and generation of hydroelectric power by nonelectric utilities. Net end - use energy consumption includes electric utility sales to those sectors but excludes electrical system energy losses. Total end - use energy consumption includes both electric utility sales to the four end - use sectors and electrical system energy losses. (DOE3)

**END-USE ENERGY CONSUMPTION:** The sum of fossil fuel consumption by the four end - use sectors (residential, commercial, industrial, and transportation) plus electric utility sales to those sectors and generation of hydroelectric power by nonelectric utilities. Net end - use energy

consumption excludes electrical system energy losses. Total end - use energy consumption includes electrical system energy losses. (DOE5)

**END-USE SECTORS:** The residential, commercial, industrial, and transportation sectors of the economy. (DOE3)

**ENDING MILEPOST:** The continuous milepost notation, to the nearest 0.01 mile that marks the end of any road or trail segment. (DOI2)

**ENDORSEMENT:** (1) An authorization to an individual's commercial driver's license (CDL) required to permit the individual to operate certain types of commercial motor vehicles. (2) An amendment to an insurance policy. (49CFR383)(49CFR387)

**ENERGY:** See Term Index for additional energy specific terms.

**ENERGY:** The capacity for doing work as measured by the capability of doing work (potential energy) or the conversion of this capability to motion (kinetic energy). Energy has several forms, some of which are easily convertible and can be changed to another form useful for work. Most of the world's convertible energy comes from fossil fuels that are burned to produce heat that is then used as a transfer medium to mechanical or other means in order to accomplish tasks. Electrical energy is usually measured in kilowatt hours, while heat energy is usually measured in British thermal units. (DOE3)(DOE5)

**ENERGY CONSUMPTION:** The use of energy as a source of heat or power or as an input in the manufacturing process. (DOE3)

**ENERGY EFFICIENCY:** In reference to transportation, the inverse of energy intensiveness: the ratio of outputs from a process to the energy inputs; for example, miles traveled per gallon of fuel (mpg). (DOE6)

**ENERGY EFFICIENT MOTORS:** Are also known as "high - efficiency motors" and "premium motors." They are virtually interchangeable with standard motors, but differences in construction make them more energy efficient. (DOE5)

**ENERGY INFORMATION ADMINISTRATION (EIA):** An independent agency within the U.S. Department of Energy that develops surveys, collects energy data, and analyzes and models energy issues. The Agency must meet the requests of Congress, other elements within the Department of Energy, Federal Energy Regulatory Commission, the Executive Branch, its own independent needs, and assist the general public, or other interest groups, without taking a policy position. (DOE5)

**ENERGY INTENSITY:** In reference to transportation, the ratio of energy inputs to a process to the useful outputs from that process; for example, gallons of fuel per passenger - mile or Btu per ton - mile. (DOE6)

**ENERGY SOURCE:** A substance, such as petroleum, natural gas, or coal, that supplies heat or power. In Energy Information Administration reports, electricity and renewable forms of energy, such as biomass, geothermal, wind, and solar, are considered to be energy sources. (DOE3)(DOE5)

**ENGINE:** A locomotive propelled by any form of energy and used by a railroad. (49CFR171)

**ENGINE CLASSIFICATION:** A 2 - digit numeric code identifying vehicle engines by the number of cylinders. (GSA2)

**ENGINE DISPLACEMENT:** (See also *Cylinder, Engine Size*) The volume in inches, through which the head of the piston moves, multiplied by the number of cylinders in the engine. Also known as cubic inch displacement (CID), may also be measured in liters. (GSA2)

**ENGINE RETARDER:** Electronic equipment which governs engine speed control. (BOC3)

**ENGINE SIZE:** (See also *Cylinder, Engine Displacement*) The total volume within all cylinders of an engine, when pistons are at their lowest positions. The engine is usually measured in "liters" or "cubic inches of displacement (CID)." Generally, larger engines result in greater engine power, but less fuel efficiency. There are 61.024 cubic inches in a liter. (DOE4)(DOE5)

**ENGINEER:** A person responsible for operating and maintaining the power system on a vessel. (DOD/COE1)

**ENGLISH UNITS:** The term "English" refers to the United States legislative interpretation of the units as defined in a document prepared by the National Institute of Standards and Technology (NIST), U.S. Department of Commerce, Special Publication 330. Commonly used English units in Highway Performance Monitoring System (HPMS) are miles, feet, and inches. (FHWA2)

**ENPLANED PASSENGER:** The total number of revenue passengers boarding aircraft. (FAA15)

**ENPLANEMENT:** See *Term Index for additional enplanement specific terms.*

**ENPLANEMENT:** A passenger that boards an aircraft at an airport for the purpose of being transported elsewhere. The Airport and Airway Safety and Capacity Expansion Act of 1987 extended the definition of enplanement to include intransit passengers. *(FAA11)*

**ENTERPRISE:** Institutional unit or smallest combination of institutional units that encloses and directly or indirectly controls all necessary functions to carry out its production activities. *(DOD/COE1)*

**ENTITLEMENT:** *See Apportionment.*

**ENTRY OF AN INLAND WATERWAYS TRANSIT (IWT)**

**VESSEL:** Any laden or unladen Inland Waterways Transport (IWT) vessel which entered the country by inland waterway. *(DOD/COE1)*

**ENTRY POINT:** The point at which an aircraft transitions from an offshore control area to oceanic airspace. *(FAA4)*

**ENVIRONMENTAL PROTECTION AGENCY (EPA) COMPOSITE MILE PER GALLON (MPG):** The harmonic mean of the Environmental Protection Agency (EPA) city and highway MPG, weighted under the assumption of 55 percent city driving and 45 percent highway driving. *(DOE4)(DOE5)*

**ENVIRONMENTAL PROTECTION AGENCY CERTIFICATION FILES:**

Computer files produced by Environmental Protection Agency (EPA) for analysis purposes. For each vehicle make, model and year, the files contain the EPA test Miles Per Gallon (MPG) (city, highway and 55 / 45 composite). These MPG's are associated with various combinations of engine and drive - train technologies (e.g., number of cylinders, engine size, gasoline or diesel fuel, and

automatic or manual transmission). These files also contain information similar to that in the Department of Energy (DOE) / EPA Gas Mileage Guide, although the MPG's in that publication are adjusted for shortfall. *(DOE4)(DOE5)*

**ENVIRONMENTAL RESTORATION:** Restitution for the loss, damage, or destruction of natural resources arising out of the accidental discharge, dispersal, release or escape into or upon the land, atmosphere, watercourse, or body of water of any commodity transported by a motor carrier. This shall include the cost of removal and the cost of necessary measure taken to minimize or mitigate damage to human health, the natural environment, fish, shellfish, and wildlife. *(49CFR387)*

**ENVIRONMENTALLY SENSITIVE AREA:** An area of environmental importance which is in or adjacent to navigable waters. *(49CFR194)*

**EQUALIZING RESERVOIR:** An air reservoir connected with and adding volume to the top portion of the equalizing piston chamber of the automatic brake valve, to provide uniform service reductions in brake pipe pressure regardless of the length of the train. *(49CFR236)*

**EQUIPMENT:** *See Term Index for additional equipment specific terms.*

**EQUIPMENT CODE:** A six digit numeric code used to classify equipment by its usage characteristics (passenger carrying, cargo hauling, etc.), gross weight rating, and equipment configuration (panel truck, pick - up, stake body, dump etc.). *(GSA2)*

**EQUIPMENT CONSIST:** An equipment consist is a train, locomotive(s), cut of cars, or a single car not coupled to another car or locomotive. (FRA3)

**EQUIPMENT DAMAGE:** All costs, including labor and material, associated with the repair or replacement - in - kind of on - track rail equipment. Trailers / container on flat cars are considered to be lading and damage to these is not to be included in on - track equipment damage. Damage to a flat car carrying a trailer / container is to be included in reportable damage. (FRA3)

**EQUIVALENT AIRSPEED:** The calibrated airspeed of an aircraft corrected for adiabatic compressible flow for the particular altitude. Equivalent airspeed is equal to calibrated airspeed in standard atmosphere at sea level. (14CFR1)

**ESTABLISHMENT:** A single physical location where business is conducted or where services or industrial operations are performed. Examples of railroad establishments include, but are not limited to: an operating division; general office; and a major installation such as a locomotive or car repair or construction facility. For employees who are engaged in dispersed operations, such as track maintenance workers, the "establishment" is the location where these employees report for work assignments. (FRA3)

**ESTIMATE RATIO:** (See also *Mean; Ratio Estimate*) The ratio of two population aggregates (totals). For example, "average miles traveled per vehicle" is the ratio of total miles driven by all vehicles, over the total number of vehicles, within any subgroup. There are two types of ratio estimates; those computed using aggregates for vehicles and those computed using aggregates for households. (DOE5)

**ESTIMATED ARRIVAL TIME:** The time the flight is estimated to arrive at the gate (scheduled operators) or the actual runway on times for nonscheduled operators. (FAA4)

**ESTIMATED ELAPSED TIME:** The estimated time required to proceed from one significant point to another. (FAA4)

**ESTIMATED EN ROUTE TIME:** The estimated flying time from departure point to destination (lift - off to touchdown). (FAA4)

**ESTUARY:** The lower end of a river, or a semi - enclosed coastal body of water with access to the open ocean, which is affected by the tides and where fresh and salt water mix. (DOI3)

**EVENT:** See *Term Index for additional event specific terms; See also Accident, Casualty, Collision, Crash, Derailment, Fatality, Incident, Injury.*

**EVENT RECORDER:** A device, designed to resist tampering, that monitors and records data on train speed, direction of motion, time, distance, throttle position, brake applications and operations (including train brake, independent brake, and, if so equipped, dynamic brake applications and operations) and, where the locomotive is so equipped, cab signal aspect(s), over the most recent 48 hours of operation of the electrical system of the locomotive on which it is installed. (49CFR229)

**EX QUAY:** The seller makes the goods available to the buyer on the quay (wharf) at the destination named in the sales contract. The seller has to bear the full cost and risk involved in bringing the goods there. (USTTA1)

**EX SHIP:** *(See also Ex Ship's Tackle)*  
The seller will make the goods available to the buyer on board the ship at the destination named in the sales contract. The seller bears all costs and risks involved in bringing the goods to the destination. *(USTTA1)*

**EX SHIP'S TACKLE (EST):** *(See also Ex Ship)* Similar to Cost, Insurance and Freight, but seller is responsible for loss and damage until goods are delivered on dock at port of destination. Seller has to insure goods up to this point. Also called "ex ship." *(DOD/COE1)*

**EX WAREHOUSE:** Buyer is responsible for all charges to destination and has to arrange insurance to cover the goods from the time they leave the warehouse at the place of shipment until their arrival at final destination. Also called "ex works." *(DOD/COE1)*

**EX WORKS:** *See Ex Warehouse.*

**EXCESS:** Any property under the control of a Federal Agency which that agency determines is not required for its needs or for the discharge of its responsibilities. *(GSA2)*

**EXCESS BAGGAGE REVENUE:**  
Revenues from the transportation by air of passenger baggage in excess of the free allowance. *(RSPA1)*

**EXCLUSION ZONE:** An area surrounding a Liquefied Natural Gas (LNG) facility in which an operator or government agency legally controls all activities in accordance with 49 CFR 193.2057 and 49 CFR 193.2059 for as long as the facility is in operation. *(49CFR193)*

**EXECUTIVE TRANSPORTATION:**  
Any use of an aircraft by a corporation, company, or other organization for the

purposes of transporting its employees and / or property not for compensation or hire, and employing professional pilots for the operation of the aircraft. *(FAA10)*

**EXEMPT CARRIER:** (1) A vehicle used in a for - hire capacity that moves commodities or provides services that are not subject to federal regulations or operates within an exempt commercial zone. (2) Company engaged in the transport of certain specialized goods, such as unprocessed agricultural products, livestock, and newspapers, that are exempt from Interstate Commerce commission (ICC) regulation about routes, areas, and rates. *(BOC2)(BOC3)*

**EXEMPT INTRACITY ZONE:** The geographic area of a municipality or the commercial zone of that municipality described by the Interstate Commerce Commission (ICC) in 49 CFR 1048, revised as of October 1, 1975. *(49CFR390)*

**EXEMPT MOTOR CARRIER:** A person engaged in transportation exempt from economic regulation by the Interstate Commerce Commission (ICC) under 49 U.S.C. 10526. "Exempt motor carriers" are subject to the safety regulations set forth in this subchapter. *(49CFR390)*

**EXEMPTION:** A temporary or permanent grant, license or form of legal permission given by an agency to deviate from a regulation or provision of law administered by that agency. Issued in response to a petition for relief submitted by an individual or company. *(USCG1)*

**EXIT OF AN INLAND WATERWAYS TRANSIT (IWT) VESSEL:** Any laden or unladen Inland Waterways Transport (IWT) vessel which left the country by inland waterway. *(DOD/COE1)*

**EXPANDABLE:** Flatbed trailer which can be expanded beyond its regular length to carry larger shipments. (ATA1)

**EXPECT ALTITUDE AT TIME OR FIX:** Used under certain conditions to provide a pilot with an altitude to be used in the event of two - way communications failure. It also provides altitude information to assist the pilot in planning. (FAA4)

**EXPECT FURTHER CLEARANCE:** Used to inform a pilot of the routing he can expect if any part of the route beyond a short range clearance limit differs from that filed. (FAA4)

**EXPECTED DEPARTURE CLEARANCE TIME:** The runway release time assigned to an aircraft in a controlled departure time program and shown on the flight progress strip as an EDCT. (FAA4)

**EXPEDITE:** Used by Air Traffic Control (ATC) when prompt compliance is required to avoid the development of an imminent situation. (FAA4)

**EXPENDITURE:** See *Term Index for additional expenditures specific terms.*

**EXPENDITURES:** Funds spent for energy purchased and paid for or delivered to a manufacturer during a calendar year. The expenditure dollar includes state and local taxes and delivery charges. (DOE5)

**EXPENSES:** See *Term Index for additional expenses specific terms.*

**EXPLOSION-DETONATION:** An accident / incident caused by the denotation of material carried by or transported by rail. A detonation occurs when a shock wave exceeds the speed of sound. Explosions - detonations resulting

from mishaps during loading or unloading operations, and those caused by fire aboard on - track equipment are included in this definition. (FRA3)

**EXPORT LICENSE:** A government document permitting designated goods to be shipped out of the country as specified. (DOD/COE1)

**EXPORTS:** See *Term Index for additional exports specific terms.*

**EXPORTS:** (1) Outbound international freight, including re - export of foreign merchandise. (2) Shipments of goods from the 50 States and the District of Columbia to foreign countries and to Puerto Rico, the Virgin Islands, and other U.S. possessions and territories. (DOD/COE1)(DOE3)(DOE5)

**EXPOSED PIPELINE:** A pipeline where the top of the pipe is protruding above the seabed in water less than 15 feet deep, as measured from the mean low water. (49CFR195)

**EXPRESS:** Originally, express referred, to the priority movement, of parcel shipments moving on aircraft in conjunction with an agreement between the various air carriers and REA Express, Inc. Following the cessation of operations of REA Express, Inc., in 1976, this term refers to the replacement services offered by the various air carriers. Express is now included in freight. (FAA15)

**EXPRESS BODY:** Open box truck body. (ATA1)

**EXPRESSWAY:** A divided highway for through traffic with full or partial access control and including grade separations at all or most major intersections. (FHWA2)

**EXTENDED OVER-WATER**

**OPERATIONS:** (1) With respect to aircraft other than helicopters, an operation over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline; and (2) With respect to helicopters, an operation over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline and more than 50 nautical miles from an off - shore heliport structure. (14CFR1)

**EXTERNAL LOAD:** A load that is carried, or extends, outside of the aircraft fuselage. (14CFR1)

**EXTERNAL LOAD ATTACHING:** The structural components used to attach an external load to an aircraft, including external - load containers, the backup structure at the attachment points, and any quick - release device used to jettison the external load. (14CFR1)

**EXTRAORDINARY ITEMS INCOME (LOSS):** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Extraordinary Items Income (Loss) is defined as income or loss which can be characterized as material, unusual and of infrequent occurrence. (RSPA1)

**FACE LINE:** A line used from head of boat to the tow. (DOD/COE1)

**FACE UP:** To make - up the towboat to the tow (i.e., maneuver barges into position and secure for towing). (DOD/COE1)

**FACE WIRES:** Heavy cables securing boat to tow (i.e., pusher to barge). (DOD/COE1)

**FACILITY:** See Term Index for additional facility specific terms.

**FACILITY:** All or any portion of buildings, structures, sites, complexes, equipment, roads, walks, passageways, parking lots, or other real or personal property, including the site where the building, property, structure, or equipment is located. (49CFR37)

**FACING MOVEMENT:** The movement of a train over the points of a switch which face in a direction opposite to that in which the train is moving. (49CFR236)

**FACING POINT LOCK PLUNGER:** [with respect to rail operations] That part of a facing point lock which secures the lock rod to the plunger stand when the switch is locked. (49CFR236)

**FACING POINT SWITCH:** [with respect to rail operations] A switch, the points of which face traffic approaching in the direction for which the track is signaled. (49CFR236)

**FACTOR:** See Term Index for factor specific terms.

**FACTORY INVESTIGATIVE AUDIT:** The presence of the Officer in Charge of Marine Inspection (OCMI) and other Coast Guard personnel at a manufacturing facility to gather information and evidence to prove or disprove violations of the statutes, or to investigate potential defects which may present substantial risks of personal injury. (USCG1)

**FAHRENHEIT:** A temperature scale on which the boiling point of water is at 212 degrees above zero on the scale and the freezing point is at 32 degrees above zero at standard atmospheric pressure. (DOE5)

**FAIR MARKET VALUE:** The value of a vehicle as stated by the National Automotive Dealers Association (NADA)

or other sale publication. For vehicles under the 3 - year replacement cycle, Fair Market Value is the average loan indicated in the appropriate NADA publication. (GSA2)

**FAIRLY CLOSE:** As close to the shore, dike, or light as practicable (approximately 150 feet off). (DOD/COE1)

**FALLING RIVER:** The river condition when gage readings are decreasing day by day. (DOD/COE1)

**FARM VEHICLE DRIVER:** A person who drives only a motor vehicle that is 1) Controlled and operated by a farmer as a private motor carrier of property; 2) Being used to transport either agricultural products, or farm machinery, farm supplies, or both, to or from a farm; 3) Not being used in the operation of a for - hire motor carrier; 4) Not carrying hazardous materials of a type or quantity that requires the vehicle to be placarded in accordance with 49 CFR 177.823 and 5) Being used within 150 air - miles of the farmer's farm. (49CFR390)

#### **FARM-TO-MARKET AGRICULTURAL**

**TRANSPORTATION:** The operation of a motor vehicle controlled and operated by a farmer who: 1) Is a private motor carrier of property; 2) Is using the vehicle to transport agricultural products from a farm owned by the farmer, or to transport farm machinery or farm supplies to or from a farm owned by the farmer; and 3) Is not using the vehicle to transport hazardous materials of a type or quantity that require the vehicle to be placarded in accordance with 49 CFR 177.823. (49CFR390)

**FAST FILE:** A system whereby a pilot files a flight plan via telephone that is tape recorded and then transcribed for

transmission to the appropriate air traffic facility. Locations having a fast file capability are contained in the Airport / Facility Directory. (FAA4)

**FATAL ACCIDENT:** (1) A motor vehicle traffic accident resulting in one or more fatal injuries. (2) An accident for which at least one fatality was reported. (FHWA1)(FHWA2)(FHWA4)

**FATAL ACCIDENT:** (See also *Fatality*) Statistics reported to the Federal Highway Administration (FHWA) shall conform to the 30 - day rule, i.e., a fatality resulting from a highway vehicular accident is to be counted only if death occurs within 30 days of the accident. (FHWA2)

**FATAL ACCIDENT:** A fatal accident is a traffic accident that results in fatal injuries. (FHWA5)

**FATAL ACCIDENT RATE:** The fatal accident rate is the number of fatal accidents per 100 million vehicle miles of travel. (FHWA5)

**FATAL ALCOHOL INVOLVEMENT CRASH:** A fatal crash is alcohol - related or alcohol - involved if either a driver or a non motorist (usually a pedestrian) had a measurable or estimated blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or above. (NHTSA3)

**FATAL INJURY:** Any injury which results in death within 7 days of the accident. (FAA2)

**FATAL MOTOR VEHICLE TRAFFIC CRASH:** A police reported crash that involves a motor vehicle in transport on a trafficway and in which at least one person dies within 30 days of the crash. (NHTSA1)(NHTSA3)(NHTSA4)

**FATAL PLUS NONFATAL INJURY ACCIDENTS:** The sum of all fatal accidents and nonfatal - injury accidents. (FHWA5)

**FATALITY:** See Term Index for additional fatality specific terms; See also Accident, Casualty, Collision, Crash, Event, Incident, Injury.

**FATALITY:** For purposes of statistical reporting on transportation safety fatality shall be considered a death due to injuries in a transportation accident or incident that occurs within 30 days of that accident or incident. (OST1)

**FATALITY:** Are those 1) Which result from motor vehicle accidents that occurred during the relevant calendar year and 2) Those in which the injured person(s) died within 30 days of the accident. (FHWA2)

**FATALITY:** A death confirmed within 30 days after an incident which occurs under the collision, derailment, personal casualty, or fire categories. (FTA1)

**FATALITY:** A transit caused death confirmed within 30 days of a transit incident. (FTA2)

**FATALITY:** A death as the result of a crash that involves a motor vehicle in transport on a trafficway and in which at least one person dies within 30 days of the crash. (NHTSA1)(NHTSA3)(NHTSA4)

**FATALITY RATE:** The average number of fatalities which occurred per accident or per one hundred accidents. (FHWA2)

**FATALITY RATE:** The fatality rate is the number of fatalities per 100 million vehicle miles of travel. (FHWA5)

**FATALITY/INJURY:** Refers to the average number of fatalities and injuries which occurred per one hundred accidents. Frequently used as an index of accident severity. (FHWA4)

**FEATHERED PROPELLER:** A propeller whose blades have been rotated so that the leading and trailing edges are nearly parallel with the aircraft flight path to stop or minimize drag and engine rotation. Normally used to indicate shutdown of a reciprocating or turboprop engine due to malfunction. (FAA4)

**FEDERAL AID PRIMARY HIGHWAY SYSTEM:** A system of connected main roads important to interstate, statewide, and regional travel, consisting of rural arterial routes and their extensions into or through urban areas. (FHWA1)

**FEDERAL AID SECONDARY HIGHWAY SYSTEM:** Consists of rural major collector routes. (FHWA1)

**FEDERAL AID URBAN HIGHWAY SYSTEM:** Consists of urban arterial and collector routes, exclusive of urban extensions of the Federal - Aid Primary system. (FHWA1)

**FEDERAL AVIATION ADMINISTRATION (FAA):** Formerly the Federal Aviation Agency, was established by the Federal Aviation Act of 1958 (49 U.S.C. 106) and became a component of the Department of Transportation in 1967 pursuant to the Department of Transportation Act (49 U.S.C. app. 1651 note). The Administration is charged with 1) regulating air commerce in ways that best promote its development and safety and fulfill the requirements of national defense. 2) controlling the use of navigable airspace of the United States and regulating both civil and military operations in such airspace in the

interest of safety and efficiency. 3) promoting, encouraging, and developing civil aeronautics. 4) consolidating research and development with respect to air navigation facilities. 5) installing and operating air navigation facilities. 6) developing and operating a common system of air traffic control and navigation for both civil and military aircraft. and 7) developing and implementing programs and regulations to control aircraft noise, sonic boom, and other environmental effects of civil aviation. (*OFR1*)

**FEDERAL BOATING SAFETY ACT (FBSA):** Enacted by Congress on 10 August 1971, it gave the Coast Guard the authority to establish comprehensive boating safety programs, authorized the establishment of national construction and performance standards for boats and associated equipment and created a more flexible regulatory authority concerning the use of boats and associated equipment. (*USCG1*)

**FEDERAL ENERGY REGULATORY COMMISSION (FERC):** The Federal agency with jurisdiction over interstate electricity sales, wholesale electric rates, hydroelectric licensing, natural gas pricing, oil pipeline rates, and gas pipeline certification. Federal Energy Regulatory Commission (FERC) is an independent regulatory agency within the Department of Energy and is the successor to the Federal Power Commission. (*DOE1*)(*DOE5*)

**FEDERAL HIGHWAY ADMINISTRATION (FHWA):** Became a component of the Department of Transportation in 1967 pursuant to the Department of Transportation Act (49 U.S.C. app. 1651 note). It administers the highway transportation programs of the Department of Transportation under pertinent legislation and the provisions of

law cited in section 6(a) of the act (49 U.S.C. 104) The Administration encompasses highway transportation in its broadest scope seeking to coordinate highways with other modes of transportation to achieve the most effective balance of transportation systems and facilities under cohesive Federal transportation policies pursuant to the act. The Administration is concerned with the total operation and environment of highway systems, including highway and motor carrier safety. In administering its highway transportation programs, it gives full consideration to the impacts of highway development and travel; transportation needs; engineering and safety aspects; social, economic and environmental effects; and project costs. It ensures balanced treatment of these factors by utilizing a systematic, interdisciplinary approach in providing for safe and efficient highway transportation. (*OFR1*)

**FEDERAL MOTOR CARRIER SAFETY REGULATIONS (FMCSR):** The regulations are contained in the Code of Federal Regulations, Title 49, Chapter III, Subchapter B. (*FHWA2*) (*FHWA4*)

**FEDERAL POWER ACT:** Enacted in 1920, and amended in 1935, the Act consists of three parts. The first part incorporated the Federal Water Power Act administered by the former Federal Power Commission, whose activities were confined almost entirely to licensing non - Federal hydroelectric projects. Parts II and III were added with the passage of the Public Utility Act. These parts extended the Act's jurisdiction to include regulating the interstate transmission of electrical energy and rates for its sale as wholesale in interstate commerce. The Federal Energy Regulatory Commission is now charged with the administration of this law. (*DOE5*)

**FEDERAL RAILROAD**

**ADMINISTRATION (FRA):** The purpose of the Federal Railroad Administration is to promulgate and enforce rail safety regulations, administer railroad financial assistance programs, conduct research and development in support of improved railroad safety and national rail transportation policy, provide for the rehabilitation of Northeast corridor rail passenger service, and consolidate government support of rail transportation activities. The FRA was created pursuant to section 3(e)1) of the Department of Transportation Act of 1966 (49 U.S.C. app. 1652). (*OFR1*)

**FEDERAL REGISTER:** Daily publication which provides a uniform system for making regulations and legal notices issued by the Executive Branch and various departments of the Federal government available to the public. (*USCG1*)

**FEDERAL TRANSIT**

**ADMINISTRATION (FTA):** (Formerly the Urban Mass Transportation Administration) operates under the authority of the Federal Transit Act, as amended (49 U.S.C. app. 1601 et seq.). The Administration was established as a component of the Department of Transportation by section 3 of Reorganization Plan No. 2 of 1968 (5 U.S.C. app.), effective July 1, 1968. The missions of the Administration are 1) to assist in the development of improved mass transportation facilities, equipment, techniques, and methods, with the cooperation of mass transportation companies both public and private. 2) to encourage the planning and establishment of areawide urban mass transportation systems needed for economical and desirable urban development, with the cooperation of mass transportation companies both

public and private. and 3) to provide financial assistance to State and local governments to help implement national goals relating to mobility for elderly persons, persons with disabilities, and economically disadvantaged persons. (*OFR1*)

**FEDERAL WATER POLLUTION**

**CONTROL ACT (FWPCA):** Law passed in 1970 and amended in 1972 giving the Coast Guard a mandate to develop, among other things, marine sanitation device regulations. (*USCG1*)

**FEEDER FIX:** The fix depicted on Instrument Approach Procedure Charts which establishes the starting point of the feeder route. (*FAA4*)

**FEEDER ROUTE:** A route depicted on instrument approach procedure charts to designate routes for aircraft to proceed from the en route structure to the initial approach fix (IAF). (*FAA4*)

**FERRIES:** Establishments primarily engaged in operating ferries for the transportation of passengers or vehicles. (*BOC1*)

**FERRY CROSSING:** Route used to transport traffic between two points separated by water. (*DOI3*)

**FERRY FLIGHT:** A flight for the purpose of: 1) Returning an aircraft to base. 2) Delivering an aircraft from one location to another. 3) Moving an aircraft to and from a maintenance base. Ferry flights, under certain conditions, may be conducted under terms of a special flight permit. (*FAA4*)

**FERRY VESSEL:** A vessel which is limited in its use to the carriage of deck passengers or vehicles or both, operates on a short run on a frequent schedule between two points over the most direct

water route, other than in ocean or coastwise service, and is offered as a public service of a type normally attributed to a bridge or tunnel. (49CFR171)

**FIBERGLASS (PLASTIC) HULL:** Hulls of fiber reinforced plastic. The laminate consists of two basic components, the reinforcing material (glass filaments) and the plastic or resin in which it is embedded. (USCG2)

**FIELD AREA:** (See also *Pool*) A geographic area encompassing two or more pools that have a common gathering and metering system, the reserves of which are reported as a single unit. This concept applies primarily to the Appalachian region. (DOE5)

**FIELD SEPARATION FACILITY:** A surface installation designed to recover lease condensate from a produced natural gas stream usually originating from more than one lease and managed by the operator of one or more of these leases. (DOE5)

**FIFTH WHEEL:** A device mounted on a truck tractor or similar towing vehicle (e.g., converter dolly) which interfaces with and couples to the upper coupler assembly of a semitrailer. (49CFR393)

**FILED:** Normally used in conjunction with flight plans, meaning a flight plan has been submitted to Air Traffic Control (ATC). (FAA4)

**FILED EN ROUTE DELAY:** Any of the following preplanned delays at points / areas along the route of flight which require special flight plan filing and handling techniques. 1) Terminal Area Delay. A delay within a terminal area for touch and go, low approach, or other terminal area activity. 2) Special Use Airspace Delay. A delay within a Military

Operating Area, Restricted Area, Warning Area, or Air Traffic Control (ATC) Assigned Airspace. 3) Aerial Refueling Delay. A delay within an Aerial Refueling Track or Anchor. (FAA4)

**FILL MATERIAL:** Any material used for the primary purpose of replacing an aquatic area with dry land or of changing the bottom elevation of a body of water. (DOD/COE1)

**FINAL:** Commonly used to mean that an aircraft is on the final approach course or is aligned with a landing area. (FAA4)

**FINAL APPROACH:** That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified, 1) At the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or 2) At the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which: (a) A landing can be made; or (b) A missed approach procedure is initiated. (FAA4)

**FINAL APPROACH COURSE:** A published Microwave Landing System (MLS) course, a straight line extension of a localizer, a final approach radial / bearing, or a runway centerline all without regard to distance. (FAA4)

**FINAL APPROACH FIX (FAF):** The fix from which the final approach Instrument Flight Rule (IFR) to an airport is executed and which identifies the beginning of the final approach segment. It is designated on Government charts by the Maltese Cross symbol for nonprecision approaches and the lightning bolt symbol for precision approaches; or when Air Traffic Control (ATC) directs a lower - than - published

Glideslope / path Intercept Altitude, it is the resultant actual point of the glideslope / path intercept. (FAA4)

**FINAL APPROACH POINT (FAP):**

The point, applicable only to a nonprecision approach with no depicted Final Approach Fix (FAF) (such as an on-airport VOR), where the aircraft is established inbound on the final approach course from the procedure turn and where the final approach descent may be commenced. The final approach point (FAP) serves as the FAF and identifies the beginning of the final approach segment. (FAA4)

**FINAL APPROACH SEGMENT:** That segment of an instrument approach procedure in which alignment and descent for landing are accomplished. (FAA4)

**FINAL CONTROLLER:** (See also *Air Traffic Control Specialist; Controller*) The controller providing information and final approach guidance during PAR and Airport Surveillance Radar (ASR) approaches utilizing radar equipment. (FAA4)

**FINAL MONITOR AID:** A high resolution color display that is equipped with the controller alert system hardware / software which is used in the precision runway monitor (PRM) system. The display includes alert algorithms providing the target predictors, a color change alert when a target penetrates or is predicted to penetrate the no transgression zone (NTZ), a color change alert if the aircraft transponder becomes inoperative, synthesized voice alerts, digital mapping and like features contained in the PRM system. (FAA4)

**FINISHED AVIATION GASOLINE:** All special grades of gasoline for use in aviation reciprocating engines, as given

in American Society for Testing and Materials (ASTM) Specification D910 and Military Specification MIL-G-5572.

Excludes blending components that will be used for blending or compounding into finished aviation gasoline. (DOE3)(DOE5)

**FINISHED GASOLHOL MOTOR**

**GASOLINE:** A blend of finished motor gasoline (leaded or unleaded) and alcohol (generally ethanol, but sometimes methanol) in which 10 percent or more of the product is alcohol. (DOE3)(DOE5)

**FINISHED GASOLINE:** See also *Fuel, Gasohol, Gasoline, Kerosene*.

**FINISHED LEADED GASOLINE:**

Contains more than 0.05 gram of lead per gallon or more than 0.005 gram of phosphorus per gallon. Premium and regular grades are included, depending on the octane rating. Includes leaded gasohol. Blendstock is excluded until blending has been completed. Alcohol that is to be used in the blending of gasohol is also excluded. (DOE3)(DOE5)

**FINISHED LEADED PREMIUM MOTOR GASOLINE:**

Motor gasoline having an antiknock index, calculated as  $(R+M) / 2$ , greater than 90 and containing more than 0.05 gram of lead per gallon or more than 0.005 gram of phosphorus per gallon. (DOE3)(DOE5)

**FINISHED LEADED REGULAR**

**MOTOR GASOLINE:** Motor gasoline having an antiknock index, calculated as  $(R+M) / 2$ , greater than or equal to 87 and less than or equal to 90 and containing more than 0.05 gram of lead or 0.005 gram of phosphorus per gallon. (DOE3)(DOE5)

**FINISHED MOTOR GASOLINE:** (1) A complex mixture of relatively volatile hydrocarbons, with or without small quantities of additives, blended to form a

fuel suitable for use in spark - ignition engines. Specification for motor gasoline, as given in American Society for Testing and Materials (ASTM) Specification D439-88 or Federal Specification VV-G-1690B, include a boiling range of 122 degrees to 158 degrees Fahrenheit at the 10-percent point to 365 degrees to 374 degrees Fahrenheit at the 90 - percent point and a Reid vapor pressure range from 9 to 15 psi. "Motor gasoline" includes finished leaded gasoline, finished unleaded gasoline, and gasohol. Blendstock is excluded until blending has been completed. (Alcohol that is to be used in the blending of gasohol is also excluded.) (2) Motor gasoline that is not included in the reformulated or oxygenated categories. (DOE3)(DOE5)

**FINISHED UNLEADED GASOLINE:** Contains not more than 0.05 gram of lead per gallon and not more than 0.005 gram of phosphorus per gallon. Premium and regular grades are included, depending on the octane rating. Includes unleaded gasohol. Blendstock is excluded until blending has been completed. Alcohol that is to be used in the blending of gasohol is also excluded. (DOE3)(DOE5)

**FINISHED UNLEADED MIDGRADE MOTOR GASOLINE:** Motor gasoline having an antiknock index, calculated as  $(R+M) / 2$ , greater than or equal to 88 and less than or equal to 90 and containing not more than 0.05 gram of phosphorus per gallon. (DOE3)(DOE5)

**FINISHED UNLEADED PREMIUM MOTOR GASOLINE:** Motor gasoline having an antiknock index, calculated as  $(R+M) / 2$ , greater than 90 and containing not more than 0.05 gram of lead or 0.005 gram of phosphorus per gallon. (DOE3)(DOE5)

**FINISHED UNLEADED REGULAR MOTOR GASOLINE:** Motor gasoline having an antiknock index, calculated as  $(R+M) / 2$ , of 87 containing not more than 0.05 gram of lead per gallon and not more than 0.005 gram of phosphorus per gallon. (DOE3)(DOE5)

**FIRE:** Uncontrolled combustion made evident by flame and / or smoke which requires suppression by equipment or personnel. There are no thresholds; all fires are reported. (FTA2)

**FIRE OR VIOLENT RUPTURE:** (See also *Flash Resistant*) An accident / incident caused by combustion or violent release of material carried by or transported by rail. Examples of this type include: fuel and electrical equipment fires; crankcase explosions; and, violent release of liquified petroleum or anhydrous ammonia. (FRA3)

**FIRE RESISTANT:** (1) With respect to sheet or structural members means the capacity to withstand the heat associated with fire at least as well as aluminum alloy in dimensions appropriate for the purpose for which they are used; and (2) With respect to fluid - carrying lines, fluid system parts, wiring, air ducts, fittings, and powerplant controls, means the capacity to perform the intended functions under the heat and other conditions likely to occur when there is a fire at the place concerned. (14CFR1)

**FIRE/EXPLOSION, OTHER:** Accidental burning or explosion of any material on board except vessel fuels or their vapors. (USCG2)

**FIREFIGHTING VEHICLE:** A vehicle designed exclusively for the purpose of fighting fires. (49CFR571)

**FIREPROOF:** (1) With respect to materials and parts used to confine fire in a designated fire zone, means the capacity to withstand at least as well as steel in dimensions appropriate for the purpose for which they are used, the heat produced when there is a severe fire of extended duration in that zone; and (2) With respect to other materials and parts, means the capacity to withstand the heat associated with fire at least as well as steel in dimensions appropriate for the purpose for which they are used. (14CFR1)

**FIRST CALL ON BERTH PRIVILEGE:** *See Preferential Assignment.*

**FIRST CLASS PASSENGER REVENUE:** Revenues from the air transportation of passengers moving at either standard fares, premium fares, or at reduced fares not predicated upon the use of aircraft space specifically separated from first class, and for whom standard or premium quality services are provided. (RSPA1)

**FIRST CLASS SERVICE:** Transport service established for the carriage of passengers moving at either standard fares or premium fares, or at reduced fares not predicated upon the operation of specifically allocated aircraft space, and for whom standard or premium quality services are provided. (RSPA2)

**FIRST HARMFUL EVENT:** The first event during a crash that caused injury or property damage. (NHTSA1)(NHTSA3)

**FIRST TIER CENTER:** The air route traffic control center immediately adjacent to the impacted center. (FAA4)

**FISHY BACK:** The movement of loaded truck trailers by barge or ferry. (DOD/COE1)

**FIX:** *See Term Index for additional fix specific terms.*

**FIX:** A geographical position determined by visual reference to the surface, by reference to one or more radio navigational aids (NAVAIDs), by celestial plotting, or by another navigational device. (FAA4)

**FIX BALANCING:** A process whereby aircraft are evenly distributed over several available arrival fixes reducing delays and controller workload. (FAA4)

**FIXED BASE OPERATOR:** A business operating at an airport that provides aircraft services to the general public, including but not limited to the sale of fuel and oil; aircraft sales, rental, maintenance, and repair; parking and tiedown or storage of aircraft; flight training; air taxi / charter operations; and specialty services such as instrument and avionics maintenance, painting, overhaul, aerial application, aerial photography, aerial hoists, or pipeline patrol. Airports can also be managed by fixed base operator. (BOC2)

**FIXED COLLISION BARRIER:** A flat, vertical, unyielding surface with the following characteristics: 1) The surface is sufficiently large that when struck by a tested vehicle, no portion of the vehicle projects or passes beyond the surface; 2) The approach is a horizontal surface that is large enough for the vehicle to attain a stable attitude during its approach to the barrier, and that does not restrict vehicle motion during impact; 3) When struck by a vehicle, the surface and its supporting structure absorb no significant portion of the vehicle's kinetic energy, so that a performance requirement described in terms of impact with a fixed collision barrier must be met no matter how small an amount of energy is absorbed by the barrier. (49CFR571)

**FIXED CRANE:** A crane whose principal structure is mounted on a permanent or semipermanent foundation. *(DOD/COE1)*

**FIXED DAM:** A dam which does not permit the passage of marine traffic and requires the use of a lock in contrast to movable dams which, during periods of high water, are lowered to allow traffic to pass directly over the dam. Also, any dam that has a fixed height without adjustment such as a concrete spillway throughout the length of the dam exclusive of the lock chamber. *(DOD/COE1)*

**FIXED OBJECT:** Stationary structures or substantial vegetation attached to the terrain. *(NHTSA1)(NHTSA2)(NHTSA3)*

**FIXED OPERATING COST:** In reference to passenger car operating cost, refers to those expenditures that are independent of the amount of use of the car, such as insurance costs, fees for license and registration, depreciation and finance charges. *(DOE6)*

**FIXED ROUTE SYSTEM:** A system of transporting individuals (other than by aircraft), including the provision of designated public transportation service by public entities and the provision of transportation service by private entities, including, but not limited to, specified public transportation service, on which a vehicle is operated along a prescribed route according to a fixed schedule. *(49CFR37)*

**FLAG:** A warning device incorporated in certain airborne navigation and flight instruments indicating that: 1) Instruments are inoperative or otherwise not operating satisfactorily, or 2) Signal strength or quality of the received signal falls below acceptable values. *(FAA4)*

**FLAGMAN'S SIGNAL:** A red flag by day and a white light at night, and a specified number of torpedoes and fuses as prescribed in the railroad's operating rules. *(49CFR218)*

**FLAME RESISTANT:** Not susceptible to combustion to the point of propagating a flame, beyond safe limits, after the ignition source is removed. *(14CFR1)*

**FLAMEOUT:** Unintended loss of combustion in turbine engines resulting in the loss of engine power. *(FAA4)*

**FLAMMABLE:** With respect to a fluid or gas, means susceptible to igniting readily or to exploding. *(14CFR1)*

**FLANKING BUOY:** Buoy tied to the corner of a tow so pilot can tell when tow has been checked. *(DOD/COE1)*

**FLANKING MANEUVER:** Maneuvering action of a tow (when downbound) approaching at an angle (usually 30 to 45 degrees) at bridges or locks or in sharp bends. Only the current is utilized for headway, and the engines and rudders are used to maintain the angle until just before the lead barges reach the bridge span, at which time the engines are backed and the head of the tow is swung gently in line with the opening. Then full power is applied to drive through the opening. This is the safest way that a heavy tow can make tight passages. *(DOD/COE1)*

**FLANKING RUDDER:** A rudder installed forward of the screw, used for maneuvering when the propellers are turning a stem regardless of the direction of actual movement of the towboat. Also called "backing rudders." *(DOD/COE1)*

**FLAP EXTENDED SPEED:** The highest speed permissible with wing flaps in a prescribed extended position. (14CFR1)

**FLASH RESISTANT:** (*See also Fire or Violent Rupture*) Not susceptible to burning violently when ignited. (14CFR1)

**FLAT:** A small barge with flat top used for transporting fuel or other miscellaneous cargo. (DOD/COE1)

**FLAT BOTTOM:** Flatbed. (ATA1)

**FLAT FACE:** Cab over engine. (ATA1)

**FLAT POOL:** The normal stage of water in the area between two dams that is to be maintained by design when little or no water is flowing; hence the pool flattens out. (DOD/COE1)

**FLAT RATE MANUAL:** A manual published by an equipment manufacturer or an independent publisher that indicates the length of time required for performing specific mechanical tasks such as installing a clutch. Normally, the costs of parts required for a specific job are also listed. (GSA2)

**FLATBED:** Truck or trailer without sides and top. (ATA1)

**FLATBOAT:** A rectangular, flat bottomed boat used on the western rivers during the 18th and 19th centuries. (DOD/COE1)

**FLEET:** *See Term Index for additional fleet specific terms.*

**FLEET MANAGEMENT CENTER (FMC):** A formally approved element of the Interagency Fleet Management System (IFMS) responsible for the administrative control of Interagency Fleet Management System (IFMS)

vehicles in a specified geographic area as defined in the determination that is approved by the Administrator of General Services. (GSA2)

#### **FLEET MANAGEMENT**

**SUBCENTER:** A formally approved element of the Interagency Fleet Management System (IFMS) Fleet Management Center physically detached from the central or main Fleet Management Center. (GSA2)

#### **FLEET MANAGEMENT SYSTEM**

**(FMS):** The automated inventory and control system used by the Interagency Fleet Management System (IFMS) to track vehicle assignments, vehicle utilization, and provide direct input to the Finance Division to bill customer agencies for the use of IFMS vehicles. (GSA2)

**FLEETING:** (1) The assembly or staging area where barges are aligned for travel by towing and tugboats. (2) Storing of barges (loaded or unloaded) until they can be moved to the unloading area or until the owner can pick them up. (BOC2) (DOD/COE1)

**FLIGHT ADVISORY SERVICE:** (*See also Flight Watch*) A service specifically designed to provide, upon pilot request, timely weather information pertinent to his type of flight, intended route of flight, and altitude. The flight service stations providing this service are listed in the Airport / Facility Directory. (FAA4)

**FLIGHT CHECK:** (*See also All Flight Inspection*) A call - sign prefix used by Federal Aviation Administration (FAA) aircraft engaged in flight inspection / certification of navigational aids and flight procedures. The word "recorded" may be added as a suffix; (e.g., "Flight

Check 320 recorded" to indicate that an automated flight inspection is in progress in terminal areas). (FAA4)

**FLIGHT CREW MEMBER:** A pilot, flight engineer, or flight navigator assigned to duty in an aircraft during night time. (14CFR1)

**FLIGHT EQUIPMENT:** The total cost of property and equipment of all types used in the in - flight operations of aircraft and construction work in progress. (RSPA1)

**FLIGHT INFORMATION REGION (FIR):** An airspace of defined dimensions within which Flight Information Service and Alerting Service are provided. (FAA4)

**FLIGHT INFORMATION SERVICE:** A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights. (FAA2)(FAA4)(FAA8)

**FLIGHT INSPECTION:** (See also *Flight Check*) Inflight investigation and evaluation of a navigational aid to determine whether it meets established tolerances. (FAA4)

**FLIGHT LEVEL:** (See also *Cardinal Altitude*) A level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury. Each is stated in three digits that represent hundreds of feet. For example, flight level 250 represents a barometric altimeter indication of 25,000 feet; flight level 255, an indication of 25,500 feet. (14CFR1)

**FLIGHT LINE:** A term used to describe the precise movement of a civil photogrammetric aircraft along a predetermined course(s) at a predetermined altitude during the actual photographic run. (FAA4)

**FLIGHT MANAGEMENT SYSTEM:** A computer system that uses a large data base to allow routes to be preprogrammed and fed into the system by means of a data loader. The system is constantly updated with respect to position accuracy by reference to conventional navigation aids. The sophisticated program and its associated data base insures that the most appropriate aids are automatically selected during the information update cycle. (FAA4)

**FLIGHT MANAGEMENT SYSTEM PROCEDURE:** An arrival, departure, or approach procedure developed for use by aircraft with a slant (/G) equipment suffix. (FAA4)

**FLIGHT PASSENGER TRIP LENGTH:** Average length of a passenger trip, calculated by dividing the number of revenue passenger - miles in scheduled service by the number of revenue passenger enplanements in scheduled service. (RSPA2)(RSPA3)

**FLIGHT PATH:** (See also *Bearing, Course*) A line, course, or track along which an aircraft is flying or intended to be flown. (FAA4)(FAA8)

**FLIGHT PLAN:** Specified information, relating to the intended flight of an aircraft, that is filed orally or in writing with air traffic control. (14CFR1)(FAA2)(FAA5)(FAA15)

**FLIGHT RECORDER:** A general term applied to any instrument or device that records information about the performance of an aircraft in flight or about conditions encountered in flight. Flight recorders may make records of airspeed, outside air temperature, vertical acceleration, engine RPM, manifold pressure, and other pertinent variables for a given flight. (FAA4)

**FLIGHT SERVICE:** The sum of flight plans originated and pilot briefs, multiplied by two, plus the number of aircraft contacted. (FAA2)

**FLIGHT SERVICE STATION (FSS):** Air traffic service facilities within the National Airspace System (NAS) which provide preflight pilot briefings and en route communications with Visual Flight Rules (VFR) flights, assist lost Instrument Flight Rules (IFR) / VFR aircraft, assist aircraft having emergencies, relay Air Traffic Control (ATC) clearances, originate, classify, and disseminate Notices to Airmen, broadcast aviation weather and NAS information, receive and close flight plans, monitor radio Navigation Aids (NAVAIDS), notify search and rescue units of missing Visual Flight Rules (VFR) aircraft and operate the national weather teletypewriter systems. In addition, at selected locations, FSSs take weather observations, issue airport advisories, administer airmen written examinations, and advise Customs and Immigration of transborder flight. (FAA4)(FAA8)(FAA13)

**FLIGHT STAGE:** The operation of an aircraft from take - off to landing. (RSPA2)(RSPA3)

**FLIGHT STANDARDS DISTRICT OFFICE:** An Federal Aviation Administration (FAA) field office serving an assigned geographical area and staffed with Flight Standards personnel who serve the aviation industry and the general public on matters relating to the certification and operation of air carrier and general aviation aircraft. Activities include general surveillance of operational safety, certification of airmen and aircraft, accident prevention, investigation, enforcement, etc. (FAA4)

**FLIGHT TEST:** A flight for the purpose of: 1) Investigating the operation / flight characteristics of an aircraft or aircraft component. 2) Evaluating an applicant for a pilot certificate or rating. (FAA4)

**FLIGHT TIME:** The time from the moment the aircraft first moves under its own power for the purpose of flight until the moment it comes to rest at the next point of landing. Also known as block - to - block time. (14CFR1)

**FLIGHT VISIBILITY:** The average forward horizontal distance, from the cockpit of an aircraft in flight, at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night. (14CFR1)

**FLIGHT WATCH:** (See also *Flight Advisory Service*) A shortened term for use in air - ground contacts to identify the flight service station providing En Route Flight Advisory Service; (e.g., "Oakland Flight Watch"). (FAA4)

**FLOAT:** Flatbed semitrailer. (ATA1)

**FLOAT LIGHT:** A 10 foot wooden platform mounted on pontoons supporting a battery - operated light. Used exclusively on the Upper Mississippi River in a certain area. (DOD/COE1)

**FLOATER:** Driver without a steady job. (ATA1)

**FLOATING CRANE:** A crane mounted on a barge or pontoon which can be towed or self - propelled from place to place. (DOD/COE1)

**FLOATING PIN:** A mooring pin or timberhead attached to a floating tank in a lock chamber set in a guided recess in the lock walls, for mooring tows within

the lock chamber whereby a short mooring line suffices without an attendant. (DOD/COE1)

**FLOATING THE GEARS:** Shifting gears without using the clutch. (ATA1)

**FLOATS:** Large single, instead of dual tires. (ATA1)

**FLOOD PLAIN:** An area which is subject to periodic flooding. (DOI4)

**FLOOD STAGE:** Condition of the river when it rises above a stage predetermined by the Corps of Engineers to be designated as flood stage. Also, the stage at which some part of the main bank may be over flowed, but not necessarily all of it. (DOD/COE1)

**FLOODGATE:** (See also Gate; Tidegate) Gate placed across / along a channel to control floodwater or a gate across a roadway in levee. (DOI3)

**FLOODING:** Filling with water, regardless of method of ingress, but retaining sufficient buoyancy to remain on the surface. (USCG2)

**FLOW CONTROL:** Measures designed to adjust the flow of traffic into a given airspace, along a given route, or bound for a given aerodrome (airport) so as to ensure the most effective utilization of the airspace. (FAA4)

**FLY HEADING (DEGREES):** Informs the pilot of the heading he should fly. The pilot may have to turn to, or continue on, a specific compass direction in order to comply with the instructions. The pilot is expected to turn in the shorter direction to the heading unless otherwise instructed by ATC. (FAA4)

**FLYER:** A run in which the driver takes a trailer to a distant terminal, leaves it

there and immediately pulls another trailer back to his home terminal. (ATA1)

**FLYING:** See Term Index for additional flying specific terms.

**FLYING (OTHER WORK USE):** Any aircraft used for construction work (not included under Part 135), helicopter, hoist, towing gliders, or parachuting. (FAA2)

**FLYING (OTHER):** Any other use of an aircraft not included above. (ie. experimentation, R&D; testing, demonstration, government). (FAA2)

**FLYING OPERATIONS EXPENSES:** Expenses incurred directly in the in-flight operation of aircraft and expenses related to the holding of aircraft and aircraft operational personnel in readiness for assignment for an in-flight status. (RSPA1)

**FLYING ORDERS:** Trip instructions issued to a driver by his dispatcher. (ATA1)

**FOAM BUOY:** A buoy whose interior is filled with styrofoam for the purpose of improving flotation when in a damaged condition. (DOD/COE1)

**FOR HIRE:** Refers to a vehicle operated on behalf of or by a company that provides transport services to its customers. (BOC3)

**FOR-HIRE CARRIAGE:** Transportation of property by motor vehicle except when: 1) The property is transported by a person engaged in a business other than transportation; and 2) The transportation is within the scope of, and furthers a primary business (other than transportation) of, the person. (49CFR387)

**FOR-HIRE CARRIER:**

(1) Transportation of freight which belongs to others by any mode. (2) A commercial motor carrier whose primary business activity is the transportation of passengers or property by motor vehicle for compensation. *(BOC2)(FHWA2)*

**FOR-HIRE MOTOR CARRIER:** A person engaged in the transportation of goods or passengers for compensation. *(49CFR390)*

**FORCE MAJEURE:** The title of a standard clause found in marine contracts exempting the parties for non-fulfillment of their obligations by reasons of occurrences beyond their control, such as earthquakes, floods, or war. *(DOD/COE1)*

**FORD:** (1) A location in a body of water for a road or trail crossing where the physical characteristics of the bottom, water depth, and approaches permit passage without a bridge or ferry. (2) The shallow part of a river which can be easily crossed. *(DOI3)(DOI4)*

**FORE AND AFT LINE:** A line used to secure two barges end to end. *(DOD/COE1)*

**FORE BAY:** An enclosure of the river, usually above a dam. *(DOD/COE1)*

**FOREIGN:** Outside the fifty United States and the District of Columbia. *(49CFR383)*

**FOREIGN AIR CARRIER:** *(See also Foreign Flag Air Carrier, Foreign Flag Carrier)* Any person other than a citizen of the United States, who undertakes directly, by lease or other arrangement, to engage in air transportation. *(14CFR1)*

**FOREIGN AIR COMMERCE:** The carriage by aircraft of persons or

property for compensation or hire, or the carriage of mail by aircraft, or the operation or navigation of aircraft in the conduct or furtherance of a business or vocation, in commerce between a place in the United States and any place outside thereof; whether such commerce moves wholly by aircraft or partly by aircraft and partly by other forms of transportation. *(14CFR1)*

**FOREIGN AIR TRANSPORTATION:** The carriage by aircraft of persons or property as a common carrier for compensation or hire, or the carriage of mail by aircraft, in commerce between a place in the United States and any place outside of the United States, whether that commerce moves wholly by aircraft or partly by aircraft and partly by other forms of transportation. *(14CFR1)*

**FOREIGN CURRENT:** A term applied to stray electric currents which may affect a signaling system, but which are not a part of the system. *(49CFR236)*

**FOREIGN EXCHANGE GAINS AND LOSSES:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Foreign Exchange Gains and Losses is defined as gains or losses resulting from nonroutine abnormal changes in the rates of foreign exchange. *(RSPA1)*

**FOREIGN FLAG AIR CARRIER:** *(See also Foreign Air Carrier, Foreign Flag Carrier)* An air carrier other than a U.S. flag air carrier in international air transportation. "Foreign air carrier" is a more inclusive term than "foreign flag air carrier," including those non-U.S. air carriers operating solely within their own domestic boundaries. In practice, the two terms are used interchangeably. *(FAA14)*

**FOREIGN FLAG CARRIER (FFC):** (See also *Foreign Air Carrier, Foreign Flag Air Carrier*) A foreign air carrier that makes stops within the borders of the United States. (FAA11)

**FOREIGN FLEET:** All reportable agency owned motor vehicles, operated outside any State, Commonwealth, Territory or possession of the United States. (GSA1)

**FOREIGN FREIGHT:** Movements between the United States and foreign countries and between Puerto Rico, the Virgin Islands, and foreign countries. Trade between U.S. territories and possessions (e.g. Guam, Wake, American Samoa) and foreign countries is excluded. Traffic to or from the Panama Canal Zone is included. (DOD/COE1)(DOE6)

**FOREIGN FREIGHT FORWARDER:** An independent business which makes shipments for exporters for a fee. (DOD/COE1)

**FOREIGN INLAND WATERWAYS TRANSPORT (IWT) VESSEL:** Inland Waterways Transport vessel which is registered at a given date in a country other than the reporting country. (DOD/COE1)

**FOREIGN MAIL:** Mail transported outside the United States by U.S. flag carriers for a foreign government. (FAA2)(FAA15)(RSPA2)

**FOREIGN TRADE:** In this study, the exchange of waterborne commodity movements (imports and exports) between the United States and its territory, and foreign countries. (MARAD1)

**FOREIGN TRADE ZONE:** An isolated area, attached to a port, where facilities for dockage and unloading are provided,

and where foreign merchandise may be stored or manipulated pending sale or reshipment without limitation as to time and without compliance with the customs laws and regulations relating to the entry of merchandise. Most such privileges are equally available at other regular ports of entry by arrangement with U.S. Customs Bureau. (DOD/COE1)

**FORESHORE:** The part of a seashore between high - water and low - water marks. (DOI3)

**FORESTALL:** As applied to an automatic train stop or train control device, to prevent an automatic brake application by operation of an acknowledging device or by manual control of the speed of the train. (49CFR236)

**FORKLIFT TRUCK:** A high - powered vehicle equipped with hydraulic driven protruding metal blades, that is used to raise and lower unitized freight. (MARAD1)

**FORM 41 FILER:** Any primarily passenger airline carrier that files a "Form 41" with the Department of Transportation. These carriers are not required to file in the 1992 Economic Census. (BOC2)

**FORMATION FLIGHT:** (See also *Altitude Reservation*) More than one aircraft which, by prior arrangement between the pilots, operate as a single aircraft with regard to navigation and position reporting. Separation between aircraft within the formation is the responsibility of the flight leader and the pilots of the other aircraft in the flight. This includes transition periods when aircraft within the formation are maneuvering to attain separation from each other to effect individual control and during join - up and breakaway. 1) A

standard formation is one in which a proximity of no more than 1 mile laterally or longitudinally and within 100 feet vertically from the flight leader is maintained by each wingman. 2) Nonstandard formations are those operating under any of the following conditions: a) When the flight leader has requested and Air Traffic Control (ATC) has approved other than standard formation dimensions. b) When operating within an authorized altitude reservation (ALTRV) or under the provisions of a letter of agreement. c) When the operations are conducted in airspace specifically designed for a special activity. (FAA4)

**FORWARD CONTROL:** A configuration in which more than half of the engine length is rearward of the foremost point of the windshield base and the steering wheel hub is in the forward quarter of the vehicle length. (49CFR571)

**FORWARD WING:** A forward lifting surface of a canard configuration or tandem - wing configuration airplane. The surface may be a fixed, movable, or variable geometric surface, with or without control surfaces. (14CFR1)

**FORWARDER:** *See Term Index for forwarder specific terms.*

**FOUL BILL OF LADING:** A receipt for goods issued by a carrier with an indication that the goods were damaged when received. (USTTA1)

**FOUL GROUND:** An area identified as a danger to maritime navigation where the holding qualities for an anchor are poor, or where danger exists of striking or fouling the ground or other obstructions. (DOI3)

**FOULING SECTION:** The section of track between the switch points and the clearance point in a turnout. (49CFR236)

**FOUR BANGER:** Four cylinder engine. (ATA1)

**FOUR BY FOUR:** Four speed transmission and 4 speed auxiliary transmission. (ATA1)

**FRANGIBLE NAVIGATIONAL AID (NAVAID):** A navigational aid whose properties allow it to fail at a specified impact load. (FAA12)

**FREE ALONGSIDE SHIP (FAS):** Under FAS, the seller quotes a price for the goods that includes charges for delivery of the goods alongside a vessel at the port of departure. The seller handles the cost of unloading and wharfage; loading; ocean transportation, and insurance are left to the buyer. (DOD/COE1)(USTTA1)

**FREE ALONGSIDE SHIP VALUE (FAS):** The value of a commodity at the port of exportation, generally including the purchase price plus all charges incurred in placing the commodity alongside the carrier at the port of exportation in the country of exportation. (DOE5)

**FREE IN:** A pricing term indicating that the charterer of a vessel is responsible for the cost of loading goods onto the vessel. (USTTA1)

**FREE IN AND OUT:** Terms under which cost of loading and discharging cargo is borne by parties other than vessel owner or operator. (DOD/COE1)(USTTA1)

**FREE OF PARTICULAR AVERAGE:**

A marine insurance term meaning that assurer will not allow payment for partial loss or damage to a foreign shipment. (DOD/COE1)

**FREE OF PARTICULAR AVERAGE:**

A type of marine insurance, which is the minimum coverage in use and covers total and partial losses if the ship carrying an exporter's goods is involved in a collision or fire, or is stranded or sunk. (USTTA1)

**FREE ON BOARD (FOB):** (See also

*Free on Board Airport*) 1) A price quotation under which the exporter quotes a price that includes delivery of the goods on board the vessel. Subsequent risks and expenses are for the account of the buyer. 2) A transaction whereby the seller makes the product available within an agreed - on period at a given port at a given price. It is the responsibility of the buyer to arrange for the transportation and insurance. (DOD/COE1)(DOE3)(DOE5)(USTTA1)

**FREE ON BOARD (FOB) AIRPORT:**

(See also *Free On Board*) FOB airport is based on the same principle as the ordinary FOB term. The seller's obligation include delivering the goods to the air carrier at the airport of departure. The risk of loss of or damage to the goods is transferred from the seller to the buyer when the goods have been so delivered. (USTTA1)

**FREE OUT (FO):** Terms under which owner of goods is responsible for discharging costs. (DOD/COE1) (USTTA1)

**FREE PORTS:** A form of free trade zone that usually encompass an entire port area. (USTTA1)

**FREE TIME:** Specified period during which cargo may occupy space on terminal property free of wharf demurrage or terminal storage charges, immediately prior to loading or subsequent to discharge of such cargo on or off a vessel. (DOD/COE1)(MARAD1)

**FREEDOM OF INFORMATION ACT**

**(FOIA):** Allows all U.S. citizens and residents to request any records in possession of the executive branch of the federal government. The term "records" includes documents, papers, reports, letters, films, photographs, sound recordings, computer tapes and disks. An object that cannot be reproduced is not considered a record in this case. The federal Freedom of Information Act (FOIA) covers the President's cabinet agencies, independent agencies, regulatory commissions and government - owned corporations. Congress is exempt, as are federal courts and state and local governments. Some states and municipalities have laws modeled after the federal FOIA. The federal act includes nine exemptions that agencies may claim as a basis for withholding information. An administrative appeal can be filed that argues for disclosure based on benefits to the public vs. privacy. If a good argument is made, appellate reviewers may waive an exemption. (FAA3)

**FREEWAY:** See *Term Index for additional freeway specific terms; See also Arterial, Expressway, Freeways and Expressways, Highway, Local Streets and Roads.*

**FREEWAY:** An expressway with full control of access. (FHWA2)

**FREEWAYS AND EXPRESSWAYS:** All urban principal arterial with limited control of access not on the interstate system. (NHTSA1)

**FREEZE CALCULATED LANDING TIME (FCLT):** A dynamic parameter number of minutes prior to the meter fix calculated time of arrival for each aircraft when the Tentative Calculated Landing Time (TCLT) is frozen and becomes an Actual Calculated Landing Time (ACLT) (i.e., the Vertex Time of Arrival (VTA) is updated and consequently the TCLT is modified as appropriate until Freeze Calculated Landing Time (FCLT) minutes prior to meter fix calculated time of arrival, at which time updating is suspended and an ACLT and a frozen meter fix crossing time (MFT) is assigned). (FAA4)

**FREEZE/FROZEN:** Terms used in referring to arrivals which have been assigned Actual Calculated Landing Times (ACLTs) and to the lists in which they are displayed. (FAA4)

**FREIGHT:** See Term Index for additional freight specific terms; See also Cargo, Commodity, Goods, Product.

**FREIGHT:** Property other than express and passenger baggage transported by air. (RSPA2)

**FREIGHT AGENT:** An establishment that arranges the transportation of freight and cargo for a fee. Revenue for freight agents (also known as shipping agents or brokers) represents commissions of fees and not the gross charges for transporting goods. (BOC2)

**FREIGHT ALL KINDS (FAK):** Goods classified FAK are usually charged higher rates than those marked with a specific classification and are frequently in a container which includes various classes of cargo. (USTTA1)

## **FREIGHT AND OTHER TRANSPORTATION SERVICES**

**FORWARDING:** Includes establishments that provide forwarding, packing, and other services incidental to transportation. Also included are horse-drawn cabs and carriages for - hire. (BEA1)

**FREIGHT CONTAINER:** A reusable container having a volume of 64 cubic feet or more, designed and constructed to permit being lifted with its contents intact and intended primarily for containment of packages (in unit form) during transportation. (49CFR171)

**FREIGHT FORWARDER:** (See also Broker; Custom House Broker) (1) An establishment which undertakes the transportation of goods from shippers to receivers for a charge which covers the entire transportation and, in turn, making use of the services of various freight carriers in effecting delivery. Revenue represents the difference between the gross charges and the amounts paid to other transportation companies. (2) An agent who handles a company's freight or cargo destined to be exported. (BOC2)(DOD/COE1)

**FREIGHT FORWARDING:** Establishments primarily engaged in undertaking the transportation of goods from shippers to receivers for a charge covering the entire transportation, and in turn making use of the services of various freight carriers in effecting delivery. Establishment pays transportation charges as part of its costs of doing business and assumes responsibility for delivery of the goods. There are no direct relations between shippers and the various freight carriers performing the movement. (BOC1)

**FREIGHT REVENUE:** Revenues from the transportation by air of property other than passenger baggage. *(RSPA1)*

**FREIGHT SERVICE OPERATING EXPENSES:** The sum of operating expenses directly assignable to freight service and an apportionment of expenses common to both freight and passenger service. *(FRA2)*

**FREIGHT SERVICE REVENUE:** Revenue from the transportation of freight, switching of freight train cars, water transfers of freight, vehicles and livestock, movement of freight trains at a rate per train mile or for a lump sum, storage of freight, demurrage, grain elevators, stockyards, and miscellaneous services and facilities in connection with the transportation of freight. *(FRA2)*

**FREQUENCY:** *See Term Index for additional frequency specific terms.*

**FROM:** A shipping term under which price quoted applies only at the point of origin, such as ex - mill, ex - rail car, ex - barge, and the seller agrees to place the goods at the disposal of the buyer at the agreed place within a fixed period of time. *(DOD/COE1)*

**FROM (LOWER) END OF DIKE:** From the outward or channel end of dike. *(DOD/COE1)*

**FROM A LITTLE OPEN:** An expression meaning to depart on a new course from a point 50 yards or less from a defined object. *(DOD/COE1)*

**FROM FOOT OF DIKE:** From the end of the dike where it is attached to the shore. *(DOD/COE1)*

**FUEL:** *See Term Index for additional fuel specific terms; See also Gasohol, Gasoline, Kerosene.*

**FUEL:** The primary fuel or energy source delivered to a residential site. It may be converted to some other form of energy at the site. Electricity is included as a fuel. Other primary fuels are coal, fuel oil, kerosene, liquefied petroleum gas (LPG), natural gas, wood, and solar. *(DOE5)*

**FUEL CELL:** A device that produces electrical energy directly from the controlled electrochemical oxidation of the fuel. It does not contain an intermediate heat cycle, as do most other electrical generation techniques. *(DOE5)*

**FUEL CODE:** A 2 - digit numeric code that identifies the type of fuel used. The code identifies regular (gasoline and diesel) fuels, alternative fuels such as natural gas and methanol, and vehicles able to operate on a combination of these fuels (regular and alternative). *(GSA2)*

**FUEL DUMPING:** *(See also Jettisoning of External Stores)* Airborne release of usable fuel. This does not include the dropping of fuel tanks. *(FAA4)*

**FUEL FIRE/EXPLOSION:** Accidental combustion of vessel fuel, liquids, including their vapors, or other substance such as wood or coal. *(USCG2)*

**FUEL INJECTION:** *(See also Carburetor, Diesel Fuel System)* A fuel delivery system whereby gasoline is pumped to one or more fuel injectors under high pressure. The fuel injectors are valves that, at the appropriate times, open to allow fuel to be sprayed or atomized into a throttle bore or into the intake manifold ports. The fuel injectors are usually solenoid operated valves under the control of the vehicle's on - board computer (thus the term "electronic fuel injection"). The fuel efficiency of fuel

injection systems is less temperature dependent than carburetor systems. Diesel engines always use injectors. (DOE4)

**FUEL OIL:** A liquid petroleum product less volatile than gasoline, used as an energy source. Fuel oil includes distillate fuel oil (No. 1, No. 2, and No. 4), residual fuel oil (No. 5 and No. 6), and kerosene. (DOE4)(DOE5)

**FUEL REMAINING:** (*See also Minimum Fuel*) A phrase used by either pilots or controllers when relating to the fuel remaining on board until actual fuel exhaustion. When transmitting such information in response to either a controller question or pilot initiated cautionary advisory to air traffic control, pilots will state the appropriate number of minutes the flight can continue with the fuel remaining. All reserve fuel should be included in the time stated, as should an allowance for established fuel gauge system error. (FAA4)

**FUEL SIPHONING:** Unintentional release of fuel caused by overflow, puncture, loose cap, etc. (FAA4)

**FUEL TANK:** A tank other than a cargo tank, used to transport flammable or combustible liquid, or compressed gas for the purpose of supplying fuel for propulsion of the transport vehicle to which it is attached, or for the operation of other equipment on the transport vehicle. (49CFR171)

**FUEL TANK FITTING:** Any removable device affixed to an opening in the fuel tank with the exception of the filler cap. (49CFR393)

**FULL BERTH TERMS (FBT):** Terms under which cost of loading and discharge is included in the steamship rate quoted. Ship owner pays loading and discharge costs. (DOD/COE1)

**FULL DOUBLE:** The maximum tow that can be locked. (DOD/COE1)

**FULL TRAILER:** Any motor vehicle other than a pole trailer which is designed to be drawn by another motor vehicle and so constructed that no part of its weight, except for the towing device, rests upon the self-propelled towing unit. A semitrailer equipped with an auxiliary front axle (converter dolly) shall be considered a full trailer. (49CFR390)

**FULL TRAILER:** A truck-trailer with front and rear axles. The load weight is distributed over both the front axle(s) and rear axle(s). (BOC3)

**FURNITURE VAN BODY:** Truck body designed for the transportation of household goods; usually a van of drop-frame construction. (ATA1)

**FURTHER CLEARANCE TIME:** The time a pilot can expect to receive clearance beyond a clearance limit. (FAA4)

**GAGE:** *See Term Index for additional gage specific terms; See also Gauge.*

**GAGE:** A scale graduated in tenths of a foot which indicates the water level or river stage. (DOD/COE1)

**GAGING STATION:** A structure used to measure the characteristics of a hydrographic feature. (DOI3)

**GALLON:** (*See also Barrel*) A volumetric measure equal to 4 quarts (231 cubic inches) used to measure fuel oil. One barrel equals 42 gallons. (DOE5)

**GANTRY:** A frame structure raised on side supports so as to span over or around something. (DOI4)

**GANTRY CRANE:** A crane hoisting machine mounted on a frame or structure spanning an intervening space. Used primarily in modern container handling ports. (DOD/COE1)

**GAP:** Low point or opening between hills or mountains or in a ridge or mountain range. (DOI4)

**GARAGE:** A space large enough to accommodate a car, with a door opening at least six feet wide and seven feet high. "Attached" means it is under part or all of the house or it shares part of a wall in common with the house. Not included are carports, barns, or buildings (not connected to the house) or storage space for golf carts or motorcycles. (DOE5)

#### **GARBAGE AND TRASH**

**COLLECTION:** Establishments primarily engaged in collecting and transporting garbage, trash, and refuse, within a city, town, or other local area, including adjoining towns and suburban areas. (BOC1)

**GAS:** See Term Index for additional gas specific terms.

**GAS:** A non - solid, non - liquid combustible energy source that includes natural gas, coke - oven gas, blast - furnace gas, and refinery gas. (DOE5)

**GAS GUZZLER TAX:** Originates from the 1978 Energy Tax Act (Public Law 95418). A new car purchaser is required to pay the tax if the car purchased has a combined city / highway fuel economy rating that is below the standard for that year. For model years 1986 and later, the standard is 22.5 mpg. (DOE6)

**GASOHOL:** See Fuel, Gasoline, Kerosene.

**GASOLINE:** See Term Index for additional gasoline specific terms; See also Fuel, Gasohol, Kerosene.

**GASOLINE:** A complex mixture of relatively volatile hydrocarbons, with or without small quantities of additives, obtained by blending appropriate refinery streams to form a fuel suitable for use in spark ignition engines. Motor gasoline includes both leaded or unleaded grades of finished motor gasoline, blending components, and gasohol. (DOE4)(DOE5)

**GASOLINE AVIATION/GASOLINE BLENDING COMPONENTS:** Naphthas that will be used for blending or compounding into finished aviation gasoline (e.g., straight - run gasoline, alkylate, reformate, benzene, toluene, and xylene). Excludes oxygenates (alcohols, ethers), butane, and pentanes plus. Oxygenates are reported as other hydrocarbons, hydrogen, and oxygenates. (DOE5)

**GATE:** See Term Index for additional gate specific terms.

**GATE:** A structure that may be swung, drawn or lowered to block an entrance or passageway. (DOI3)

**GATE DAM:** A type of opening in a dam whereby the water passes over the top. (DOD/COE1)

**GATE HOLD PROCEDURE:** Procedures at selected airports to hold aircraft at the gate or other ground location whenever departure delays exceed or are anticipated to exceed 16 minutes. The sequence for departure will be maintained in accordance with initial call - up unless modified by flow control restrictions. Pilots should monitor the

ground control and clearance delivery frequency for engine start / taxi advisories or new proposed start / taxi time if the delay changes. (FAA4)

**GATEWAY:** In the context of travel activities, gateway refers to a major airport or seaport. Internationally, gateway can also mean the port where customs clearance takes place. (USTTA1)

**GATHERING LINE:** A pipeline 8 inches or less in nominal diameter that transports petroleum from a production facility. (49CFR195)

**GAUGE:** See Term Index for gauge specific terms; See also Gage.

**GEAR:** See Term Index for additional gear specific terms.

**GEAR BONGER:** Driver who grinds gears when shifting. (ATA1)

**GEAR JAMMER:** One who constantly clashes the gears. (ATA1)

**GEAR RATIO:** The number of revolutions a driving gear requires to turn a driven gear one revolution. For a pair of gears, the ratio is found by dividing the number of teeth on the driven gear by the number of teeth on the driving gear. (GSA2)

**GENERAL ADMINISTRATION:** All activities associated with the general administration of the transit system, including transit system development, injuries and damages, safety, personnel administration, legal services, insurance, data processing, finance and accounting, purchasing and stores, engineering, real estate management, office management and services, customer services, promotion, market research and planning. (FTA1)

**GENERAL AND ADMINISTRATIVE EXPENSES:** Expenses of a general corporate nature and expenses incurred in performing activities which contribute to more than a single operating function such as general financial accounting activities, purchasing activities, representation at law, and other general operational administration not directly applicable to a particular function. Passenger service, aircraft and traffic servicing, and promotion and sales expenses are also included for certain small air carriers. (RSPA1)

**GENERAL AVERAGE:** A general loss voluntarily incurred to save all interest involved in a common maritime adventure from an impending peril including hull, cargo, and freight at risk. (DOD/COE1)

**GENERAL AVIATION:** (1) The portion of civil aviation that encompasses all facets of aviation except those air carriers holding a certificate of public convenience and necessity. (2) All civil aviation activity except that of air carriers certificated in accordance with Federal Aviation Regulations (FAR) Parts 121, 123, 127, and 135. The types of aircraft used in general aviation activities cover a wide spectrum from corporate multi-engine jet aircraft piloted by professional crews to amateur-built single engine piston acrobatic planes, balloons, and dirigibles. (3) All civil aviation operations other than scheduled air services and nonscheduled air transport operations for remuneration or hire. It includes any air taxis, commuter air carriers, and air travel clubs which do not hold certificates of public convenience and necessity. (DOE6)(FAA1)(FAA9)(FAA14)

**GENERAL AVIATION ACTIVE AIRCRAFT:** A civil aircraft registered with the Federal Aviation Administration (FAA) that has been flown one or more

hours during the previous calendar year. Excludes aircraft owned and operated in regularly scheduled, nonscheduled or charter service by commercial air carriers and aircraft in excess of 12,500 pounds maximum gross takeoff weight, and owned and operated by a commercial operator certificated by the FAA to engage in intrastate common carriage. (FAA14)

**GENERAL AVIATION AIRPORT:** Any airport which is used or to be used for public purposes, under the control of a public agency, the landing area of which is publicly owned. (FAA2)

**GENERAL AVIATION DISTRICT OFFICE (GADO):** A Federal Aviation Administration (FAA) field office serving a designated geographical area and staffed with Flight Standards personnel who have the responsibility for serving the aviation industry and the general public on all matters relating to the certification and operation of general aviation aircraft. (FAA4)

**GENERAL AVIATION OPERATIONS:** Takeoffs and landings of all civil aircraft, except those classified as air carriers or air taxis. (FAA13)(FAA14)

**GENERAL CARGO:** (1) Cargo not included as bulk cargo. (2) General cargo consists of those products or commodities such as timber, structural steel, rolled newsprint, concrete forms, agricultural equipment that are not conducive to packaging or unitization. Break-bulk cargo (e.g., packaged products such as lubricants and cereal) are often regarded as a subdivision of general cargo. (3) The tonnes of cargo assessed at the General rate of tolls as defined in the St. Lawrence Seaway Tariff of Tolls. (DOD/COE1)(MARAD1)(SLSDC1)

**GENERAL CARGO SHIP:** A ship configured to accommodate general, break - bulk, and containerized cargoes. Cargo handling operations are labor intensive and conducted with either ship's cranes or jib cranes onshore. These ships traditionally have numerous holds located on several decks, have smaller hatches than bulk carriers or containerships, and are usually equipped with a boom or crane positioned at each hatch cover. (MARAD1)

**GENERAL EXPORT LICENSE:** Authorization to export without specific documentary approval. (DOD/COE1)

**GENERAL FREIGHT CARRIER:** Trucking company engaged in shipping packaged, boxed, and palletized goods that can be transported in standard, enclosed tractor - trailers, generally 40 to 48 feet in length. (BOC2)

**GENERAL FREIGHT TRUCKING, EXCEPT LOCAL:** Establishments primarily engaged in furnishing trucking, with or without storage, of general merchandise. Such operations are principally outside a single municipality, outside one group of contiguous municipalities, or outside a single municipality and its suburban areas. (BOC1)

**GENERAL UTILITY, STAGE I AIRPORT:** This type of airport serves all small airplanes. Precision approach operations are not usually anticipated. This airport is designed for airplanes in Airport Reference Code B-II. (FAA12)

**GENERAL UTILITY, STAGE II AIRPORT:** This type of airport serves large airplanes in Aircraft Approach Category A and B and usually has the capability for precision approach

operations. This airport is normally designed for Airport Reference Code B-III. (FAA12)

**GENERAL WAREHOUSING AND STORAGE:** Establishments primarily engaged in the warehousing and storage of a general line of goods for the public. General merchandise is defined as materials or goods of many varieties which are packaged or are readily handled and do not require refrigeration, controlled humidity, or other special facilities. (BOC1)

**GEO MAP:** The digitized map markings associated with the Airport Surveillance Radar (ASR-9) Radar System. (FAA4)

**GEOGRAPHICAL INFORMATION SYSTEM (GIS):** A system of hardware, software, and data for collecting, storing, analyzing, and disseminating information about areas of the Earth. For Highway Performance Monitoring System (HPMS) purposes, Geographical Information System (GIS) is defined as a highway network (spatial data which graphically represents the geometry of the highways, an electronic map) and its geographically referenced component attributes (HPMS section data, bridge data, and other data including socioeconomic data) that are integrated through GIS technology to perform analyses. From this, GIS can display attributes and analyze results electronically in map form. (FHWA2)

**GIGAWATT:** See Term Index for additional gigawatt specific terms; See also Electricity, High Voltage, Kilowatt, Megawatt.

**GIGAWATT (GW):** (See also Kilowatt) One billion watts or one thousand megawatts. (DOE5)

**GIGAWATT ELECTRIC (GWE):** One billion watts of electric capacity. (DOE5)

**GIGAWATT HOUR (GWH):** One billion watthours. (DOE5)

**GLAD HANDS:** Air hose brake system connections between tractor and trailer. (ATA1)

**GLAZING:** See Term Index for additional glazing specific terms.

**GLIDEPATH:** A descent profile determined for vertical guidance during a final approach. (FAA4)

**GLIDER:** A heavier - than - air aircraft, that is supported in flight by the dynamic reaction of the air against its lifting surfaces and whose free flight does not depend principally on an engine. (14CFR1)

**GLIDESLOPE:** (See also Instrument Landing System, Intercept Glideslope Altitude, Localizer, Middle Marker, Outer Marker) Provides vertical guidance for aircraft during approach and landing. The glideslope / glidepath is based on the following: 1) Electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as Instrument Landing System (ILS) / Microwave Landing System (MLS), or 2) Visual ground aids, such as Visual Approach Slope Indicator (VASI), which provide vertical guidance for a Visual Flight Rules (VFR) approach or for the visual portion of an instrument approach and landing or 3) Used by Air Traffic Control (ATC) to inform an aircraft making a Precision Approach Radar (PAR) approach of its vertical position (elevation) relative to the descent profile. (FAA1)(FAA4)

**GLOBAL POSITIONING SYSTEM (GPS):** A space base radio positioning, navigation, and time transfer system being developed by the Department of

Defense. When fully deployed, the system is intended to provide highly accurate position and velocity information, and precise time, on a continuous global basis, to an unlimited number of properly equipped users. The system will be unaffected by weather, and will provide a worldwide common grid reference system. The Global Positioning System (GPS) concept is predicated upon accurate and continuous knowledge of the spatial position of each satellite in the system with respect to time and distance from a transmitting satellite to the user. The GPS receiver automatically selects appropriate signals from the satellites in view and translates these into a three-dimensional position, velocity, and time. Predictable system accuracy for civil users is projected to be 100 meters horizontally. Performance standards and certification criteria have not yet been established. (FAA4)

**GO AHEAD:** Proceed with your message. Not to be used for any other purpose. (FAA4)

**GO AROUND:** (*See also Missed Approach*) Instructions for a pilot to abandon his approach to landing. Additional instructions may follow. Unless otherwise advised by Air Traffic Control (ATC), a Visual Flight Rules (VFR) aircraft or an aircraft conducting visual approach should overfly the runway while climbing to traffic pattern altitude and enter the traffic pattern via the crosswind leg. A pilot on an Instrument Flight Rules (IFR) flight plan making an instrument approach should execute the published missed approach procedure or proceed as instructed by ATC. (FAA4)

**GO WELL OVER:** A term applied in making a crossing meaning to go well over near the shore on the opposite side before turning out to either shape the

shore or pass an easy distance off before coming up on the next set of marks. (DOD/COE1)

**GOAT 'N' SHOAT MAN:** Driver of a livestock carrier. (ATA1)

#### **GOOD CONDITION**

**CLASSIFICATION:** No corrective maintenance is needed at time of inspection. Facility is serving the purpose for which it was constructed. (DOI2)

**GOODS:** *See Term Index for additional goods specific terms; See also Cargo, Commodity, Freight, Product.*

#### **GOODS CARRIED BY INLAND**

**WATERWAYS:** Any goods moved by Inland Waterways Transport (IWT) freight vessel. (DOD/COE1)

**GOTHIC STEAMBOAT:** An elaborately ornamental architectural style that is an imitation of river steamboats of the middle the century on the Ohio and Mississippi rivers. (DOD/COE1)

**GOVERNMENT AID CARGO:** The tonnes of cargo assessed at the Government aid rate of tolls as defined in the St. Lawrence Seaway Tariff of Tolls. (SLSDC1)

**GOVERNMENT FLEET VEHICLE:** Includes vehicles owned by all federal General Services Administration (GSA), state, county, city, and metro units of government, including toll road operations. (DOE6)

**GOVERNMENT LEASED VEHICLE:** A vehicle obtained by an executive agency by contract or other source for a period of 60 continuous days or more. (GSA2)

**GOVERNMENT LIGHT:** A colloquial term applied to an aid to navigation maintained by the Coast Guard. (DOD/COE1)

**GOVERNMENT OWNED CONTRACTOR OPERATED**

**VEHICLE:** A vehicle that is owned or leased by the Federal Government but used by a contractor under a cost reimbursement contract with a Federal agency. (GSA2)

**GOVERNMENT OWNED VEHICLE:** A vehicle that is owned by the Federal Government. (GSA2)

**GOVERNOR:** A device which limits the speed of an engine. A governor is also a part on an automatic transmission which signals internal transmission components to shift to a higher gear. (GSA2)

**GRAB ONE:** To shift into a lower gear as a means of gaining power when driving uphill. (ATA1)

**GRADABILITY:** The ability of a vehicle to negotiate a given grade at a specified Gross Combination Weight Rating (GCWR) or Gross Vehicle Weight Rating (GVWR). It is the measure of the starting and grade climbing ability of a vehicle, and is expressed in percent grade, (1 percent is a rise of 1 foot in a horizontal distance of 100 feet). (GSA2)

**GRADUALLY PULL DOWN:** To swing slowly to a new course on a mark further downstream. (DOD/COE1)

**GRADUALLY PULL DOWN SHAPE OF BEND:** Term used in crossings meaning to keep well out until tow is well down, then alter course to follow the shore shape of the bend. (DOD/COE1)

**GRADUALLY PULL DOWN SHORE:** Term used in crossings meaning, when well over, to gradually swing the vessel's head downstream along the shore. (DOD/COE1)

**GRAIN BODY:** Low side, open top truck body designed to transport dry fluid commodities. (ATA1)

**GRAIN CARGO:** The tonnes of cargo assessed at the Food or Feed Grains rate of tolls as defined in the St. Lawrence Seaway Tariff of Tolls. (SLSDC1)

**GRANDMA:** See Creeper Gear.

**GREAT LAKES-ST. LAWRENCE SEAWAY FREIGHT**

**TRANSPORTATION:** Establishments primarily engaged in the transportation of freight on the Great Lakes and St. Lawrence Seaway, either between U.S. ports or between U.S. and Canadian ports. (BOC1)

**GREAT RIVER ENVIRONMENTAL ACTION TEAM:** A multi - agency planning group organized to develop a resource management plan for the Upper Mississippi River. Operates under the auspices of the Upper Mississippi River Basin Commission. (DOD/COE1)

**GROSS AXLE WEIGHT RATING (GAWR):** The value specified by the vehicle manufacturer as the load carrying capacity of a single axle system, as measured at the tire - ground interfaces. (49CFR571)

**GROSS COMBINATION WEIGHT RATING (GCWR):** The value specified by the manufacturer as the loaded weight of a combination (articulated) vehicle. In the absence of a value specified by the manufacturer, Gross Combustion Weight Rating (GCWR) will

be determined by adding the Gross Vehicle Weight Rating (GVWR) of the power unit and the total weight of the towed unit and any load thereon. (49CFR383)(49CFR390)(49CFR393)(49CFR571)(GSA2)

**GROSS DOMESTIC PRODUCT**

**(GDP):** The total value of goods and services produced by labor and property located in the United States. As long as the labor and property are located in the United States, the supplier (that is, the workers and, for property, the owners) may be either U.S. residents or residents of foreign countries. (DOE3)

**GROSS HEAD:** A dam's maximum allowed vertical distance between the upstream's surface water (headwater) forebay elevation and the downstream's surface water (tailwater) elevation at the tail - race for reaction wheel dams or the elevation of the jet at impulse wheel dams during specified operation and water conditions. (DOE5)

**GROSS HORSEPOWER:** The power of a basis engine at a specified revolution per mile (RPM) without alternator, water pumps, fan, etc. Gross horsepower is the figure commonly given as the horsepower rating of an engine. (GSA2)

**GROSS NATIONAL PRODUCT**

**(GNP):** A measure of monetary value of the goods and services becoming available to the nation from economic activity. Total value at market prices of all goods and services produced by the nation's economy. Calculated quarterly by the Department of Commerce, the Gross National Product is the broadest available measure of the level of economic activity. (DOE6)

**GROSS REGISTERED TONNAGE**

**(GRT):** The capacity of a vessel in cubic feet of the spaces within the hull and of

the enclosed spaces above the main deck available for cargo, stores, and crew, divided by 100. (DOD/COE1)

**GROSS REGISTERED TONNAGE**

**(GRT):** The gross registered tonnage of a vessel according to the country of registry. (SLSDC1)

**GROSS TON MILE:** The number of tons behind the locomotive (cars and contents, company service equipment, and cabooses) times the distance moved in road freight trains. (FRA2)

**GROSS VEHICLE WEIGHT (GVW):**

The maximum allowable weight in pounds or tons that a truck is designed to carry. (BOC3)

**GROSS VEHICLE WEIGHT (GVW):**

The weight of the empty vehicle plus the maximum anticipated load weight. (DOE6)

**GROSS VEHICLE WEIGHT RATING**

**(GVWR):** The maximum loaded weight in pounds of a single vehicle. Vehicle manufacturers specify the maximum Gross Vehicle Weight Rating (GVWR) on the vehicle certification label. (49CFR383)(49CFR390)(49CFR393)(GSA2)

**GROSS VEHICLE WEIGHT RATING**

**(GVWR):** The maximum rated capacity of a vehicle, including the weight of the base vehicle, all added equipment, driver and passengers, and all cargo loaded into or on the vehicle. Actual weight may be less than or greater than GVWR. (NHTSA1)(NHTSA2)(NHTSA3)

**GROSS WEIGHT: (See also Net Weight)**

The weight of the goods including packing, wrappers, or containers, internal and external. The total weight as shipped. (DOD/COE1)

**GROSS WEIGHT/MASS:** The weight of a packaging plus the weight of its contents. (49CFR171)

**GROUND:** The flat horizontal surface on which the tires of a motor vehicle rest. (49CFR399)

#### **GROUND CONTROLLED**

**APPROACH (GCA):** (See also *Airport Surveillance Radar, Precision Approach Radar*) A radar approach system operated from the ground by air traffic control personnel transmitting instructions to the pilot by radio. The approach may be conducted with airport surveillance radar (ASR) only or with both surveillance and precision approach radar (PAR). Usage of the term "GCA" by pilots is discouraged except when referring to a Ground Controlled Approach (GCA) facility. Pilots should specifically request a "PAR" approach when a precision radar approach is desired or request an "ASR" or "surveillance" approach when a nonprecision radar approach is desired. (FAA4)

**GROUND DELAY:** The amount of delay attributed to Air Traffic Control (ATC), encountered prior to departure, usually associated with a Controlled Departure Time (CDT) program. (FAA4)

**GROUND PROPERTY, EQUIPMENT AND OTHER:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Ground Property, Equipment and Other is defined as the total cost of ground property and equipment and land. (RSPA1)

**GROUND SPEED:** The speed of an aircraft relative to the surface of the earth. (FAA4)

**GROUND STOP:** Normally, the last initiative to be utilized; this method

mandates that the terminal facility will not allow any departures to enter the Air Route Traffic Control Center (ARTCC) airspace until further notified. (FAA4)

**GROUND SURFACE:** The land surface of the earth, both exposed and underwater. (DOI4)

**GROUND VISIBILITY:** Prevailing horizontal visibility near the earth's surface as reported by the United States National Weather Service or an accredited observer. (14CFR1)

**GROUNDING:** Running aground of a vessel, striking or pounding on rocks, reefs, or shoals; stranding. (USCG2)

**GROUP II RAILROAD:** Railroads, excluding class I, with an annual accumulation of over 400,000 employee hours worked. (FRA1)(FRA4)

**GUARD RAIL:** A strong fence or barrier to prevent vehicles from leaving the roadway, or for people's safety. (DOI4)

**GUARD WALL:** The river wall of a lock which prevents boats from being drawn into the dam. (DOD/COE1)

**GUIDE WALL:** (See also *Lead Wall*) The extension of the inner lock wall on the upper and lower side of the lock chamber to assist navigators in guiding vessels or tows into the lock chamber. It is usually 600 feet in length, although some are now 1,200 feet long. (DOD/COE1)

**GULF OF MEXICO AND ITS INLETS:** The waters from the mean high water mark of the coast of the Gulf of Mexico and its inlets open to the sea (excluding rivers, tidal marshes, lakes, and canals) seaward to include the territorial sea and Outer Continental Shelf (OCS) to a depth of 15 feet, as measured from the mean low water. (49CFR195)

**GUM BALL MACHINE:** Rotating warning light on top of an emergency vehicle. (ATA1)

**GYPSY:** (1) An independent truck operator who drives his own truck and secures freight wherever he can. (2) One who trip leases to authorized carriers. (ATA1)

**GYRODYNE:** A rotorcraft whose rotors are normally engine driven for takeoff, hovering, and landing, and for forward flight through part of its speed range, and whose means of propulsion, consisting usually of conventional propellers, is independent of the rotor system. (14CFR1)

**GYROPLANE:** A rotorcraft whose rotors are not engine driven, except for initial starting, but are made to rotate by action of the air when the rotorcraft is moving; and whose means of propulsion, consisting usually of conventional propellers, is independent of the rotor system. (14CFR1)

**H POINT:** The mechanically hinged hip point of a manikin which simulates the actual pivot center of the human torso and thigh, described in Society of Automotive Engineers (SAE) Recommended Practice J826, "Manikins for Use in Defining Vehicle Seating Accommodations," November 1962. (49CFR571)

**HACK:** *See Sidecar.*

**HAND OPERATED SWITCH:** A non-interlocked switch which can only be operated manually. (49CFR236)

**HANDLING:** *See Term Index for additional handling specific terms.*

**HANDLING:** Physically moving cargo between point - of - rest and any place on the terminal facility, other than the end of ship's tackle. (MARAD1)

**HANDOFF:** A Controller action taken to transfer the radar identification of an aircraft from one Controller to another if the aircraft will enter the receiving Controller's airspace and radio communications with the aircraft will be transferred. (FAA4)(FAA8)

**HANDY LINE:** Small line used to throw between separated barges or boat and shore, (i.e., heaving line). (DOD/COE1)

**HARBOR:** *See Term Index for additional harbor specific terms; See also Bay / Inlet, Headwaters, Inlet, Marina.*

**HARBOR:** An area of water where ships, planes, or other watercraft can anchor or dock. (DOI4)

**HARBOR LINE:** *See Permit Line.*

**HAUL:** *See Term Index for additional haul specific terms.*

**HAULAGE COST:** Cost of loading ore at a mine site and transporting it to a processing plant. (DOE5)

**HAULING POST HOLES:** Driving an empty truck or trailer. (ATA1)

**HAVE NUMBERS:** Used by pilots to inform Air Traffic Control (ATC) that they have received runway, wind, and altimeter information only. (FAA4)

**HAWSER:** A tow line. (DOD/COE1)

**HAZARD:** *See Term Index for additional hazard specific terms.*

**HAZARD TO NAVIGATION:** For the purpose of 49CFR195, a pipeline where the top of the pipe is less than 12 inches below the seabed in water less than 15 feet deep, as measured from the mean low water. (49CFR195)

**HAZARD WARNING SIGNAL:** Lamps that flash simultaneously to the front and rear, on both the right and left sides of a commercial motor vehicle, to indicate to an approaching driver the presence of a vehicular hazard. (49CFR393)

**HAZARD ZONE:** An area identified as a danger to maritime navigation. (DOI3)

**HAZARDOUS AREA REPORTING SERVICE:** Flight monitoring for Visual Flight Rules (VFR) aircraft crossing large bodies of water, swamps, and mountains. This service is provided for the purpose of expeditiously alerting Search and Rescue (SAR) facilities when required. Radio contacts are desired at least every 10 minutes. If contact is lost for more than 15 minutes, SAR will be alerted. (FAA8)

**HAZARDOUS GOODS:** The categories of hazardous goods carried by inland waterways are those defined by the European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterways. (DOD/COE1)

**HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE (HIWAS):** Continuous recorded hazardous inflight weather forecasts broadcasted to airborne pilots over selected very high frequency omnidirectional (VOR) outlets defined as an HIWAS BROADCAST AREA. (FAA4)

**HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE AREA (HIWAS):** A geographical area of responsibility including one or more

HIWAS outlet areas assigned to an Automated Flight Service Station (AFSS) or Flight Service Station (FSS) for hazardous weather advisory broadcasting. (FAA4)

**HAZARDOUS LIQUID:** Petroleum, petroleum products, or anhydrous ammonia. (49CFR195)

**HAZARDOUS MATERIAL:** See Term Index for additional hazardous material specific terms.

**HAZARDOUS MATERIAL (HAZMAT):** A substance or material which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated. The term includes hazardous substances, hazardous wastes, marine pollutants, and elevated temperature materials as defined in this section, materials designated as hazardous under the provisions of 49 CFR 172.101 and 172.102 of this subchapter, and materials that meet the defining criteria for hazard classes and divisions in Part 173 of this subchapter. (49CFR171)

**HAZARDOUS MATERIAL (HAZMAT) EMPLOYEE:** A person who is employed by a HAZMAT employer and who in the course of employment directly affects hazardous materials transportation safety. This term includes an owner-operator of a motor vehicle which transports hazardous materials in commerce. This term includes an individual, including a self-employed individual, employed by a HAZMAT employer who, during the course of employment: 1) Loads, unloads, or handles hazardous materials; 2) Tests, reconditions, repairs, modifies, marks, or otherwise represents containers, drums, or packagings as qualified for use in the

transportation of hazardous materials; 3) Prepares hazardous materials for transportation; 4) Is responsible for safety of transporting hazardous materials; or 5) Operates a vehicle used to transport hazardous materials. (49CFR171)

**HAZARDOUS MATERIAL (HAZMAT)**

**EMPLOYER:** A person who uses one or more of its employees in connection with: transporting hazardous materials in commerce; causing hazardous materials to be transported or shipped in commerce; or representing, marking, certifying, selling, offering, reconditioning, testing, repairing, or modifying containers, drums, or packagings as qualified for use in the transportation of hazardous materials. This term includes an owner - operator of a motor vehicle which transports hazardous materials in commerce. This term also includes any department, agency, or instrumentality of the United States, a State, a political subdivision of a State, or an Indian tribe engaged in an activity described in the first sentence of this definition. (49CFR171)

**HAZARDOUS MATERIAL (HAZMAT)**

**RESIDUE:** The hazardous material remaining in a packaging, including a tank car, after its contents have been unloaded to the maximum extent practicable and before the packaging is either refilled or cleaned of hazardous material and purged to remove any hazardous vapors. (FRA3)

**HAZARDOUS MATERIALS (EXCEPT LOCAL) TRUCKING:**

Establishments primarily engaged in furnishing trucking and transfer of hazardous materials, including liquid petroleum products. Such operations are principally outside a single municipality, outside one group of contiguous municipalities, or outside a

single municipality and its suburban areas. (BOC1)

**HAZARDOUS SUBSTANCE:**

A material, and its mixtures or solutions, that is identified in the appendix to 49 CFR 172.101, List of Hazardous Substances and Reportable Quantities, of this title when offered for transportation in one package, or in one transport vehicle if not packaged, and when the quantity of the material therein equals or exceeds the reportable quantity (RQ). This definition does not apply to petroleum products that are lubricants or fuels, or to mixtures or solutions of hazardous substances if in a concentration less than that shown in the table in 49 CFR 171.8 of this title, based on the RQ specified for the materials listed in the appendix to 49 CFR 172.101. (49CFR390)

**HAZARDOUS WASTE:** Any material that is subject to the hazardous waste manifest requirements of the Environmental Protection Agency (EPA) specified in 40 CFR 262 or would be subject to these requirements absent an interim authorization to a State under 40 CFR 123, subpart F. (49992GCFR390)

**HEAD:** See *Term Index* for additional head specific terms.

**HEAD:** (1) The product of the water's weight and a usable difference in elevation gives a measurement of the potential energy possessed by water. (2) Marine restroom facility. (DOE5)

**HEAD IMPACT AREA:** All nonglazed surfaces of the interior of a vehicle that are statically contactable by a 6.5 - inch diameter spherical head form of a measuring device having a pivot point to "top - of - head" dimension infinitely adjustable from 29 to 33 inches. (49CFR571)

**HEAD LAMP:** Lamps used to provide general illumination ahead of a motor vehicle. (49CFR393)

**HEAD LOG:** The heavily reinforced section at each end of the barges and at the bow of the towboat to take the pressure of pushing the entire tow. (DOD/COE1)

**HEAD OF BEND:** The top or upstream beginning of a bend. (DOD/COE1)

**HEAD OF NAVIGATION:** The furthest (upriver) location on a river deep enough for navigation. (DOD/COE1)

**HEAD OF PASSES:** A point near the mouth of the Mississippi River where the three principal distributary passes diverge. It is the point from which river distances are measured. (DOD/COE1)

**HEAD ON COLLISION:** (1) Refers to a collision where the front end of one vehicle collides with the front - end of another vehicle while the two vehicles are traveling in opposite directions. (2) A collision in which the trains or locomotives involved are traveling in opposite directions on the same track. (FRA3)(NHTSA1)(NHTSA3)

**HEAD ON LANDING:** Landing in which the bow of the boat only is made fast. (DOD/COE1)

**HEADACHE RACK:** Heavy bulkhead that extends over cab from trailers, usually made of pipe and used in steel hauling. (ATA1)

**HEADER BAR:** Rear cross piece on open top trailer. (ATA1)

**HEADER BOARD:** Protective shield at front end of flat bottom trailer to prevent freight from shifting forward. (ATA1)

**HEADLINE:** Mooring line used in combination to hold a fleet or barge "in". (DOD/COE1)

**HEADWATERS:** The upper part of a river system, denoting the upper basin and source streams of a river. (DOI4)

**HEATER:** Any device or assembly of devices or appliances used to heat the interior of any motor vehicle. This includes a catalytic heater which must meet the requirements of 49 CFR 177.8341) when flammable liquid or gas is transported. (49CFR393)

**HEAVY HAULER TRAILER:** A trailer with one or more of the following characteristics: 1) Its brake lines are designed to adapt to separation or extension of the vehicle frame; or 2) Its body consists only of a platform whose primary cargo carrying surface is not more than 40 inches above the ground in an unloaded condition, except that it may include sides that are designed to be easily removable and a permanent "front - end structure" as that term is used in 49 CFR 393.106. (49CFR393)

**HEAVY LIFTS:** Freight too heavy to be handled by regular ship's tackle. (DOD/COE1)

**HEIGHT:** See Term Index for additional height specific terms.

**HEIGHT ABOVE AIRPORT:** (See also Minimum Descent Altitude) The height of the Minimum Descent Altitude above the published airport elevation. This is published in conjunction with circling minimums. (FAA4)

**HEIGHT ABOVE LANDING (HAL):** The height above a designated helicopter landing area used for helicopter instrument approach procedures. (FAA4)

**HEIGHT ABOVE TOUCHDOWN**

**(HAT):** The height of the Decision Height or Minimum Descent Altitude above the highest runway elevation in the touchdown zone (first 3,000 feet of the runway). Height Above Touchdown (HAT) is published on instrument approach charts in conjunction with all straight in minimums. (FAA4)

**HEIGHT/DECISION ALTITUDE:** A specified altitude or height (A / H) in the precision approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. Note 1: Decision altitude is referenced to mean sea level and decision height is referenced to the threshold elevation. Note 2: The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. (FAA4)

**HELICOPTER:** *See also Aircraft, Gyroplane.*

**HELICOPTER:** A heavier than air aircraft supported in flight chiefly by the reactions of the air on one or more power driven rotors on substantially vertical axes. (FAA4)

**HELIPAD:** A small, designated area, usually with a prepared surface, on a heliport, airport, landing / takeoff area, apron / ramp, or movement area used for takeoff, landing, or parking of helicopters. (FAA4)

**HELIPORT:** *See also Aerodrome, Airport.*

**HELIPORT:** *(See also Aircraft Facility)*  
An area of land, water, or structure used

or intended to be used for the landing and takeoff of helicopters and includes its buildings and facilities if any. (FAA2)(FAA4)

**HERE SHE COMES:** Term used when another boat appears around a bend. (DOD/COE1)

**HERMETICALLY SEALED:** Closed by fusion, gasketing, crimping, or equivalent means so that no gas or vapor can enter or escape. (49CFR171)

**HERTZ:** The standard radio equivalent of frequency in cycles per second of an electromagnetic wave. Kiloherzt (kHz) is a frequency of one thousand cycles per second. Megahertz (mHz) is a frequency of one million cycles per second. (FAA4)

**HIGH FREQUENCY:** The frequency band between 3 and 30 mHz. (FAA4)

**HIGH FREQUENCY COMMUNICATIONS:** High radio frequencies (HF) between 3 and 30 mHz used for air - to - ground voice communication in overseas operations. (FAA4)

**HIGH ROUTE AREA NAVIGATION:** An area navigation route within the airspace extending upward from, and including, 18,000 feet mean sea level (MSL) to flight level 450. (14CFR1)

**HIGH SPEED RAIL:** A rail service having the characteristics of intercity rail service which operates primarily on a dedicated guideway or track not used, for the most part, by freight, including, but not limited to, trains on welded rail, magnetically levitated (MAGLEV) vehicles on a special guideway, or other advanced technology vehicles, designed to travel at speeds in excess of those possible on other types of railroads. (49CFR37)

**HIGH SPEED TAXIWAY:** A long radius taxiway designed and provided with lighting or marking to define the path of aircraft, traveling at high speed (up to 60 knots), from the runway center to a point on the center of a taxiway. Also referred to as long radius exit or turn-off taxiway. The high speed taxiway is designed to expedite aircraft turning off the runway after landing, thus reducing runway occupancy time. (FAA4)

**HIGH TYPE ROAD SURFACE:** High flexible, composite, rigid, etc. (Surface / Pavement Type Codes 61, 62, 71-76 and 80). (FHWA2)

**HIGH VOLUME AREA:** An area which an oil pipeline having a nominal outside diameter of 20 inches or more crosses a major river or other navigable waters, which, because of the velocity of the river flow and vessel traffic on the river, would require a more rapid response in case of a worst case discharge or substantial threat of such a discharge. (49CFR194)

**HIGH WATER BUOY:** Small unlighted buoy permanently secured to the end of dikes, lock walls, bear traps, and other river front structures such as mooring cells for the purpose of marking them during high water when they are submerged. (DOD/COE1)

**HIGH WATER STATION:** The location to which lights or buoys are moved when river is at or near flood stage, the purpose being 1) To guide navigation in the high water and 2) To locate the light in a position of security against loss. (DOD/COE1)

**HIGH-MILEAGE HOUSEHOLDS:** Households with estimated aggregate annual vehicle mileage that exceeds 12,500 miles. (DOE4)(DOE5)

**HIGHLY VOLATILE LIQUID:** (See also *Hazardous Material*) A hazardous liquid which will form a vapor cloud when released to the atmosphere and which has a vapor pressure exceeding 276 kPa (40 psia) at 37.8° C (100° F). (49CFR195)

**HIGHWAY:** See *Term Index* for additional highway specific terms; See also *Arterial, Expressway, Freeways and Expressways, Freeway, Local Streets and Roads*.

**HIGHWAY:** Is any road, street, parkway, or freeway / expressway that includes rights-of-way, bridges, railroad-highway crossings, tunnels, drainage structures, signs, guardrail, and protective structures in connection with highways. The highway further includes that portion of any interstate or international bridge or tunnel and the approaches thereto (23 U.S.C. 101(a)). (FHWA2)

**HIGHWAY (ROUTE) PREFERRED:** A highway for shipment of highway route controlled quantities of radioactive materials so designated by a State routing agency, and any Interstate System highway for which an alternative highway has not been designated by such State agency as provided by 49 CFR 177.826(b). (49CFR171)

**HIGHWAY MODE:** Consists of public roads and streets, automobiles, vans, trucks, motorcycles, and buses (except local transit buses) operated by transportation companies, other businesses, governments, and households, garages, truck terminals, and other facilities for motor vehicles. (BTS1)(BTS2)

**HIGHWAY-RAIL CROSSING:** A location where one or more railroad tracks intersect a public or private thoroughfare, a sidewalk, or a pathway. (FRA1)(FRA4)

**HIGHWAY-RAIL CROSSING ACCIDENT/INCIDENT:** An impact between on track railroad equipment and a highway user (e.g., an automobile, bus, truck, motorcycle, bicycle, farm vehicle, pedestrian or other highway user) at a designated crossing site. Sidewalks, pathways, shoulders and ditches associated with the crossing are considered to be part of the crossing site. The term "highway user" includes pedestrians, cyclists, and all other modes of surface transportation. (FRA3)

**HIT AND RUN:** A hit - and - run occurs when a motor vehicle in transport, or its driver, departs from the scene after being involved in a crash prior to police arrival on the scene. Fleeing pedestrians and motor vehicles not in transport are excluded from the definition. It does not matter whether the hit - and - run vehicle was striking or struck. (NHTSA2)

**HOBO:** Tractor that is shifted from terminal to terminal. (ATA1)

**HOLD FOR RELEASE:** Used by Air Traffic Control (ATC) to delay an aircraft for traffic management reasons; i.e., weather, traffic volume, etc. Hold for release instructions (including departure delay information) are used to inform a pilot or a controller (either directly or through an authorized relay) that an Instrument Flight Rules (IFR) departure clearance is not valid until a release time or additional instructions have been received. (FAA4)

**HOLD OPEN:** To hold below or above an object (i.e., wide of the mark) being steered on, depending on direction.

Upstream tows normally hold above, downstream tows below, the object. (DOD/COE1)

**HOLDING AGENCY:** A federal agency having accountability for motor vehicles owned by the Government. This term applies when a federal agency has authority to take possession of, assign or reassign motor vehicles regardless of which agency is using the motor vehicles. (GSA2)

**HOLDING MARK:** An object, usually an aid to navigation, on which the pilot of a tow will steer. (DOD/COE1)

**HOLDING ON:** Steering steadily on a mark or object. (DOD/COE1)

**HOME:** See Term Index for additional home specific terms.

**HOME BASE:** The location where a vehicle is usually parked when not in use or on the road. (BOC3)

**HOME SIGNAL:** A roadway signal at the entrance to a route or block to govern trains in entering and using that route or block. (49CFR236)

**HOMING:** The procedure of using the direction finding equipment of one radio station with the emission of another radio station, where at least one of the stations is mobile, and whereby the mobile station proceeds continuously towards the other station. (FAA4)

**HOOD LIFTER:** Garage mechanic. (ATA1)

**HOPPER:** A top loading, funnel - shaped structure for temporary storage of loose materials, which will be dispensed from the bottom. (DOI4)

**HOPPER BARGE:** An open - compartment barge used for dry bulk cargo that does not require protection from the weather. (DOD/COE1)

**HOPPER BODY:** Truck body capable of discharging its load through a bottom opening without tilting. (ATA1)

**HORSE:** See Term Index for additional horse specific terms.

**HORSE:** Tractor or power unit. (ATA1)

**HORSE LIGHT:** Spotlight mounted on cab to reveal open - range livestock. (ATA1)

**HORSE VAN BODY:** Truck designed for the transportation of valuable horses (livestock). (ATA1)

**HORSEPOWER (HP):** The amount of work that an engine can perform within a given time. One horsepower equals 33,000 foot pounds of work per minute. (GSA2)

**HOT LOAD:** Rush shipment of cargo. (ATA1)

**HOT-DECK IMPUTATION:**

A statistical procedure for deriving a probable response to a questionnaire item concerning a household or vehicle, where no response was given during the survey. To perform the procedure, the households or vehicles are sorted by variables related to the missing item. Thus, a series of "sort categories" are formed, which are internally homogeneous with respect to the sort variables. Within each category, households or vehicles for which the questionnaire item is not missing are randomly selected to serve as "donors" to supply values for the missing item of "recipient" households or vehicles. (DOE4)

**HOUR:** See Term Index for hour specific terms.

**HOUSEHOLD:** A group of persons whose usual place of residence is a specific housing unit; these persons may or may not be related to each other. The total of all U.S. households represents the total civilian non - institutionalized population. Does not include group quarters (i.e., 10 or more persons living together, none of whom are related). (FHWA3)

**HOUSEHOLD GOODS**

**WAREHOUSING AND STORAGE:**

Establishments primarily engaged in the storage of furniture and other household goods. (BOC1)

**HOUSEHOLD GOODS, (EXCEPT LOCAL) MOVING:**

Establishments primarily engaged in furnishing trucking, with or without storage, of furniture and other household goods. Such operations are principally outside a single municipality, outside one group of contiguous municipalities, or outside a single municipality and its suburban areas. (BOC1)

**HOUSEHOLD TRIP:** One or more household members traveling together. (FHWA3)

**HOUSEHOLD VEHICLE:** A motorized vehicle that is owned, leased, rented or company owned and available to be used regularly by household members during the travel period. Includes vehicles used solely for business purposes or business owned vehicles if kept at home and used for the home to work trip, (e.g., taxicabs, police cars, etc.) which may be owned by, or assigned to, household members for their regular use. Includes all vehicles that were owned or available for use by members of the household during the travel period even though a vehicle may

have been sold before the interview. Excludes vehicles that were not working and not expected to be working within 60 days, and vehicles that were purchased or received after the designated travel day. (FHWA3)

**HOVER CHECK:** Used to describe when a helicopter / Vertical Takeoff and Landing (VTOL) aircraft requires a stabilized hover to conduct a performance / power check prior to hover taxi, air taxi, or takeoff. Altitude of the hover will vary based on the purpose of the check. (FAA4)

**HOVER TAXI:** Used to describe a helicopter / Vertical Takeoff and Landing (VTOL) aircraft movement conducted above the surface and in ground effect at airspeeds less than approximately 20 knots. The actual height may vary, and some helicopters may require hover taxi above 26 feet above ground level (AGL) to reduce ground effect turbulence or provide clearance for cargo slingloads. (FAA4)

**HOW DO YOU HEAR ME?:** A question relating to the quality of the transmission or to determine how well the transmission is being received. (FAA4)

**HUB:** *See Term Index for hub specific terms.*

**HULL:** *See Term Index for additional hull specific terms.*

**HULL INSPECTOR:** Colloquial river term for any large piece of drift or submerged piling, log, rock etc. (DOD/COE1)

**HUMAN FACTOR:** Behavior affecting elements of railroad employee job performance. (FRA1)(FRA4)

**HURDLE:** (*See also Dike*) A colloquial term for a dike. (DOD/COE1)

**HYDRAULIC HEAD:** The distance between the respective elevations of the upstream water surface (headwater) above and the downstream surface water (tailwater) below a hydroelectric power plant. (DOE5)

**HYPHENATED POINT:** Basically two or more neighboring communities which, in terms of authorization shown in a carrier's Certificate of Public Convenience and Necessity, are treated as a single community. (FAA15)

**I SAY AGAIN:** The message will be repeated. (FAA4)

**ICE:** *See Term Index for additional ice specific terms.*

**ICE ACTION ON BRIDGE PIERS:** The force required to break ice, transmitted to bridge piers and other structures in the river. Such a force could damage the structures. (DOD/COE1)

**ICE CLAUSE:** A standard clause in the chartering of ocean vessels. It dictates the course a vessel master may take if the ship is prevented from entering the loading or discharging port because of ice, or if the vessel is threatened by ice while in the port. The clause establishes right and obligations of both vessel owner and charterer if these events occur. (USTTA1)

**ICE GORGE:** A conglomeration of ice solidly packed from bank to bank which is obstructing the flow of the river and marine traffic. (DOD/COE1)

**ICE PIER:** A heavily constructed cluster of piling or concrete behind which towboats moor or shelter from running ice. (DOD/COE1)

**ICE SHELF:** Seaward extension of an ice sheet, floating but attached to the land on at least one side and bounded on the seaward side by a steep cliff rising 2 to 50 m or more above sea level. (DOI3)

**ICEBERG:** A large mass of detached land ice in the sea or stranded in shallow water. (DOI4)

**IDENT:** See *Term Index for additional ident specific terms; See also Identification.*

**IDENT:** A request for a pilot to activate the aircraft transponder identification feature. This will help the controller to confirm an aircraft identity or to identify an aircraft. (FAA4)

**IDENT FEATURE:** The special feature in the Air Traffic Control Radar Beacon System (ATCRBS) equipment. It is used to immediately distinguish one displayed beacon target from other beacon targets. (FAA4)

**IDENTIFICATION:** See *Term Index for additional identification specific terms; See also Ident.*

**IDENTIFICATION:** The official legends "For Official Use Only" and "US Government," and other legends showing either the full name of the department, establishment, corporation, or agency by which it is used, if such title readily identifies the department, establishment, corporation, or agency concerned. (GSA2)

**IDENTIFICATION LAMP:** Lamps used to identify certain types of commercial motor vehicles. (49CFR393)

**IDLE THRUST:** The jet thrust obtained with the engine power control level set at the stop for the least thrust position at which it can be placed. (14CFR1)

**IF NO TRANSMISSION RECEIVED FOR (TIME):** Used by Air Traffic Control (ATC) in radar approaches to prefix procedures which should be followed by the pilot in event of lost communications. (FAA4)

**IMMEDIATELY:** Used by Air Traffic Control (ATC) when such action compliance is required to avoid an imminent situation. (FAA4)

**IMPORTS:** See *Term Index for additional imports specific terms.*

**IMPORTS:** Receipts of goods into the 50 States and the District of Columbia from foreign countries and from Puerto Rico, the Virgin Islands, and other U.S. possessions and territories. (DOE3)

**IMPOUNDING SPACE:** A volume of space formed by dikes and floors which is designed to confine a spill of hazardous liquid. (49CFR193)

**IMPOUNDING SYSTEM:** Includes an impounding space, including dikes and floors for conducting the flow of spilled hazardous liquids to an impounding space. (49CFR193)

**IMPROPER LOADING:** Loading, including weight shifting, of a vessel causing instability, limited maneuverability, or dangerously reduced freeboard. (USCG2)

**IMPROPER LOOKOUT:** No proper watch; the failure of the operator to perceive danger because no one was serving as lookout, or the person so serving failed in that regard. (USCG2)

**IN BULK:** The transportation, as cargo, of property, except Class A and B explosives and poison gases, in

containment systems with capacities in excess of 3,500 water gallons. (49CFR387)

**IN DRAFT:** Current moving across the lock entrance toward the shore. (DOD/COE1)

**IN SHAPE:** Term used when a tow is properly aligned for entering a lock or passing through a narrow channel or opening between bridge piers. (DOD/COE1)

#### **IN STATIONS/BUS STOPS**

**PERSONAL CASUALTIES:** A non-collision incident (involving stairs, escalators, elevators, passageways, platforms) at a station or bus stop in which one or more persons are injured or die. (FTA1)(FTA3)

**IN THE MARKS:** Proceeding along the channel line as described in the channel report. Well on the line (imaginary) running from one mark to the other or from one light to the other. (DOD/COE1)

**IN-OUT RACKS:** Dry land boat storage on a vertical rack system. (BOC2)

**IN-USE MILE PER GALLON (MPG):** A Miles Per Gallon (MPG) that was adjusted for seasonality and annual miles traveled. (DOE4)(DOE5)

**INACTIVE AIRCRAFT:** All legally registered civil aircraft which flew zero hours. (FAA2)(FAA9)

**INBOARD-OUTBOARD:** Also referred to as inboard / outdrive. Regarded as inboard because the power unit is located inside the boat. (USCG2)

**INBOUND WATERWAYS:** Traffic moving from one waterway into another where the destination is on the subject waterway. (DOD/COE2)

**INCERFA (UNCERTAINTY PHASE):** A situation wherein uncertainty exists as to the safety of an aircraft and its occupants. (FAA4)

**INCIDENT:** See Term Index for additional incident specific terms; See also, Accident, Casualty, Collision, Crash, Derailment, Event, Fatality, Injury.

**INCIDENT:** Collisions, derailments, personal casualties, fires, and property damage in excess of \$1000, associated with transit agency revenue vehicles; all other facilities on the transit property; and service vehicles, maintenance areas and rights-of-way (ROW). (FTA1)(FTA2)

#### **INCIDENT REPORTING**

**THRESHOLDS:** For an incident to be reportable, it must involve a transit vehicle or occur on transit property, and result in death, injury, or property damage in excess of \$1,000. (FTA1)

**INCLINE RAILWAY:** Railway used to traverse steep slopes. (DOI3)

**INCOME TAXES FOR THE PERIOD:** For the purpose of 14 CFR parts 217 and 241 reporting requirements, Income Taxes for the Period is defined as provisions for Federal, State, local and foreign taxes, which are based upon net income. (RSPA1)

#### **INDEPENDENT COOPERATIVE**

**SURVEILLANCE:** A system which requires airborne compatible equipment (e.g., Air Traffic Control Radar Beacon System (ATCRBS), Mode S). (FAA8)

**INDEPENDENT SURVEILLANCE:** A system which requires no airborne compatible equipment. (FAA8)

**INDICATED AIRSPEED:** The speed of an aircraft as shown on its pitot static airspeed indicator calibrated to reflect standard atmosphere adiabatic compressible flow at sea level uncorrected for airspeed system errors. (14CFR1)

**INDICATION:** The information conveyed by the aspect of a signal. (49CFR236)

**INDICATION LOCKING:** (See also *Lock*) Electric locking which prevents manipulation of levers that would result in an unsafe condition for a train movement if a signal, switch, or other operative unit fails to make a movement corresponding to that of its controlling lever, or which directly prevents the operation of a signal, switch, or other operative unit, in case another unit which should operate first fails to make the required movement. (49CFR236)

**INDIRECT AIR CARRIER:** Any citizen of the United States authorized to engage indirectly in air transportation. (14CFR208)

**INDIRECT EMPLOYMENT:** In respect to waterways industry not necessarily engaged directly in river activities, but dependent upon the river. (DOD/COE1)

**INDUSTRIAL SPECIAL:** Any use of an aircraft for specialized work allied with industrial activity, excluding transportation and aerial application eg. pipeline patrol, survey, advertising, photography, helicopter hoist, etc. (FAA10)

**INDUSTRIAL TERMINAL:** A specialized terminal whose primary purpose is manufacturing, not transportation services. (DOD/COE1)

**INDUSTRIAL TRACK:** A switching track serving industries. such as mines, mills smelters, and factories. (49CFR245)(FRA3)

**INDUSTRY BRIEFING:** (1) Appearance of Coast Guard standards trained personnel before a gathering of boat and/or associated equipment manufacturers and / or dealers, (2) Visit by Coast Guard personnel to a manufacturing facility to acquaint the manufacturer with the existence of the laws and regulations, general administrative requirements affecting him, and possible penalties for violations. (USCG1)

**INERTIAL NAVIGATION SYSTEM:** An Area Navigation (RNAV) system which is a form of self - contained navigation. (FAA4)

**INFLIGHT SURVEY (IFS):** The Inflight Survey is administered to United States (U.S.) and foreign travelers departing the U.S. as a means of providing data on visitor characteristics, travel patterns and spending habits, and for supplying data on the U.S. international travel dollar accounts as well as to meet balance of payments estimation needs. The Inflight Survey (IFS) covers about 70% of U.S. carriers and 35% of foreign carriers who voluntarily choose to participate. (USTTA1)

**INFORMATION REQUEST:** A request originated by an Flight Service Station (FSS) for information concerning an overdue Visual Flight Rules (VFR) aircraft. (FAA4)

**INITIAL APPROACH FIX:** The fixes depicted on instrument approach procedure charts that identify the beginning of the initial approach segment(s). (FAA4)

**INITIAL APPROACH SEGMENT:**

That segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or, where applicable, the final approach fix or point. (FAA4)

**INITIAL IMPACT POINT:** The first impact point that produced property damage or personal injury, regardless of First or Most Harmful Event. (NHTSA1) (NHTSA2)

**INITIAL TERMINAL:** The starting point of a locomotive for a trip. (49CFR236)

**INJURY:** See Term Index for additional injury specific terms; See also, Accident, Casualty, Collision, Crash, Derailment, Event, Incident, Fatality.

**INJURY:** (1) Bodily injury resulting from a motor vehicle accident. To qualify as an "injury," the injured person must require and receive medical treatment away from the accident scene. (2) Harm to a person resulting from a single event, activity, occurrence, or exposure of short duration. (FHWA2)(FHWA4)(FRA3)

**INJURY:** Any physical damage or harm to a person. There are no thresholds. (FTA1)(FTA2)

**INJURY ACCIDENT:** An accident for which at least one injury, but no fatalities, was reported. (FHWA2) (FHWA4)

**INJURY CRASH:** A police reported crash that involves a motor vehicle in transport on a traffic way in which no one died but at least one person was reported to have: 1) An incapacitating injury; 2) A visible but not incapacitating injury; 3) A possible, not visible injury; or 4) An injury of unknown severity. (NHTSA3)(NHTSA4)

**INJURY INDEX:** Refers to the highest degree of personal injury sustained as a result of the accident. (NTSB1)(NTSB2)

**INJURY RATE:** The average number of nonfatal injuries per accident or per one hundred accidents. (FHWA4)

**INJURY SEVERITY:** The police reported injury severity of the occupant, pedestrian, or pedalcyclist (e.g., severe or fatal; killed or incapacitating; minor or moderate; evident, but not incapacitating; complaint of injury; injured, severity unknown; no injury). (NHTSA2)

**INLAND:** Means transit to and from inland ports connected by water routes made navigable by one or more lock structures. (SLSDC1)

**INLAND AND COASTAL CHANNELS AND WATERWAYS:**

These terms include the Atlantic Coast Waterways, the Atlantic Intracoastal Waterway, the New York State Barge Canal System, the Gulf Coast Waterways, the Gulf Intracoastal Waterway, the Mississippi River System (including the Illinois Waterway), Pacific Coast Waterways, the Great Lakes, and all other channels (waterways) of the United States, exclusive of Alaska, that are usable for commercial navigation. (DOD/COE1)

**INLAND AREA:** The area shoreward of the boundary lines defined in 46 CFR 7, except that in the Gulf of Mexico, it means the area shoreward of the lines of demarcation (COLREG lines) defined in 33 CFR 80.740 80.850. The inland area does not include the Great Lakes. (49CFR194)

**INLAND BILL OF LADING:** A bill of lading used in transporting goods overland to the exporter's international carrier. Although a through bill of lading can sometime be used, it is usually

necessary to prepare both an inland bill of lading and an ocean bill of lading for export shipments. *(USTTA1)*

**INLAND CARRIER:** A transportation line that hauls export or import traffic between ports and inland points. *(MARAD1)*

**INLAND NAVIGATION FACILITY:** A navigation aid on a North American Route at which the common route and / or the noncommon route begins or ends. *(FAA4)*

**INLAND WATERWAY CONVOY:** One or more non - powered Inland Waterways Transport (IWT) vessels which are towed or pushed by one or more powered IWT vessels. *(DOD/COE1)*

**INLAND WATERWAY JOURNEY:** Any movement of an Inland Waterways Transport (IWT) vessel from a specified point of origin to a specified point of destination. *(DOD/COE1)*

**INLAND WATERWAY OF THE UNITED STATES:** Any improved waterway, the improvements to which are primarily for the use of vessels other than ocean going vessels. *(DOD/COE1)*

**INLAND WATERWAY TRANSPORT (IWT):** Any movement of goods and / or passengers using an IWT vessel on a given inland waterways network. *(DOD/COE1)*

**INLAND WATERWAYS CABOTAGE TRANSPORT:** National Inland Waterways Transport (IWT) performed by an IWT vessel registered in another country. *(DOD/COE1)*

**INLAND WATERWAYS FLEET:** Number of Inland Waterways Transport (IWT) vessels registered at a given date in a country and authorized to use inland

waterways open for public navigation. *(DOD/COE1)*

**INLAND WATERWAYS ON NATIONAL TERRITORY TRAFFIC:** Any movement of an Inland Waterways Transport (IWT) vessel within a national territory irrespective of the country in which the vessel is registered. *(DOD/COE1)*

**INLAND WATERWAYS PASSENGER:** Any person who makes a journey on board of an Inland Waterways Transport (IWT) vessel. Service staff assigned to IWT vessels are not regarded as passengers. *(DOD/COE1)*

**INLAND WATERWAYS PASSENGER TRANSPORT LINK:** The combination of the place of embarkment and the place of disembarking of the passenger conveyed by inland waterways whichever itinerary is followed. *(DOD/COE1)*

**INLAND WATERWAYS PASSENGER-KILOMETER:** Unit of measure representing the transport of one passenger by inland waterway over one kilometer. *(DOD/COE1)*

**INLAND WATERWAYS TRAFFIC:** Any movement on an Inland Waterways Transport (IWT) vessel on a given network. *(DOD/COE1)*

**INLAND WATERWAYS TRANSIT:** Inland Waterways Transport (IWT) through a country between two places (a place of loading and a place of unloading) both located in another country or in other countries provided the total journey within the country is by an IWT vessel and that there is no loading and unloading in that country. *(DOD/COE1)*

**INLAND WATERWAYS TRANSPORT (IWT) ENTERPRISE:** Enterprise carrying out in one or more places

activities for the production of IWT services using IWT vessels and whose main activities according to the value added is inland waterway transport and services allied to inland waterway transport. *(DOD/COE1)*

**INLAND WATERWAYS TRANSPORT**

**(IWT) FREIGHT VESSEL:** Vessel with a carrying capacity of not less than 20 tons designed for the carriage of freight by navigable inland waterways.

*(DOD/COE1)*

**INLAND WATERWAYS TRANSPORT**

**(IWT) PASSENGER VESSEL:** Vessel designed exclusively or primarily for the public carriage or passengers by navigable inland waterways.

*(DOD/COE1)*

**INLAND WATERWAYS TRANSPORT**

**(IWT) VESSEL:** Floating craft designed for the carriage of goods or public transport of passengers by navigable inland waterways. *(DOD/COE1)*

**INLAND ZONE:** The environment inland of the coastal zone excluding the Great Lakes, Lake Champlain, and specified ports and harbors on inland rivers. The term inland zone delineates an area of federal responsibilities for response actions. Precise boundaries are determined by agreements between the Environmental Protection Agency (EPA) and the United States Coast Guard (USCG) and are identified in Federal Regional Contingency Plans. *(49CFR194)*

**INLET:** An opening of the sea into the land or of a lake into its shore. *(DOI4)*

**INNER MARKER (IM):** A marker beacon used with an Instrument Landing System (ILS) (CAT II) precision approach located between the middle marker and the end of the ILS runway, transmitting a radiation pattern keyed at six dots per

second and indicating to the pilot, both aurally and visually, that he is at the designated decision height (DH), normally 100 feet above the touchdown zone elevation, on the ILS CAT II approach. It also marks progress during a CAT III approach. *(FAA4)*

**INNER PACKAGING:** A packaging for which an outer packaging is required for transport. It does not include the inner receptacle of a composite packaging.

*(49CFR171)*

**INNER RECEPTACLE:** A receptacle which requires an outer packaging in order to perform its containment function. The inner receptacle may be an inner packaging of a combination packaging or the inner receptacle of a composite packaging. *(49CFR171)*

**INNER-APPROACH OBSTACLE**

**FREE ZONE (OFZ):** *(See also Inner - Transitional Obstacle Free Zone, Obstacle Free Zone, Runway Obstacle Free Zone)*

The inner - approach Obstacle Free Zone (OFZ) is a defined volume of airspace centered on the approach area. The inner - approach OFZ applies only to runways with an approach lighting system. The inner - approach OFZ begins 200 feet from the runway threshold at the same elevation as the runway threshold and extends 200 feet beyond the last light unit in the approach lighting system. The width of the inner approach OFZ is the same as the runway OFZ and rises at a slope of 50 (horizontal) to 1 (vertical) from the beginning. *(FAA4)(FAA12)*

**INNER-TRANSITIONAL OBSTACLE**

**FREE ZONE (OFZ):** *(See also Inner - Approach Obstacle Free Zone, Obstacle Free Zone, Runway Obstacle Free Zone)*

The inner transitional surface Obstacle Free Zone (OFZ) is a defined volume of airspace along the sides of the runway

and inner - approach OFZ and applies only to precision instrument runways. The inner - transitional surface OFZ slopes 3 (horizontal) to 1 (vertical) out from the edges of the runway OFZ and inner - approach OFZ to a height of 150 feet above the established airport elevation. *(FAA4)(FAA12)*

**INSHORE TRAFFIC ZONE:** A designated area between the landward boundary of a traffic separation scheme and the adjacent coast, intended for local traffic. *(DOI4)*

**INSIDE VEHICLE PERSONAL CASUALTIES:** A non collision incident (sudden braking, unexpected swerving) in which one or more persons within the transit vehicle are injured or die. *(FTA1)(FTA3)*

**INSPECTION AND WEIGHING SERVICES FOR MOTOR VEHICLE TRANSPORT FACILITY:** Establishments primarily engaged in the operation of fixed facilities for motor vehicle transportation, such as toll roads, highway bridges, and other fixed facilities, except terminals. *(BOC1)*

**INSTRUCTIONAL FLYING:** Any use of an aircraft for the purpose of formal instruction with the flying instructor aboard, or with the maneuvers on the particular flight(s) specified by the flight instructor; excludes proficiency flying. *(FAA2)(FAA9)(FAA14)*

**INSTRUMENT:** A device using an internal mechanism to show visually or aurally the attitude, altitude, or operation of an aircraft or aircraft part. It includes electronic devices for automatically controlling an aircraft in flight. *(14CFR1)*

**INSTRUMENT APPROACH:** A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually. An instrument approach is prescribed and approved for a specific airport by competent authority Federal Aviation Regulation (FAR) Part 91. *(FAA14)*

**INSTRUMENT APPROACH:** An approach to an airport, with intent to land, by an aircraft flying in accordance with an Instrument Flight Rules (IFR) flight plan, when the visibility is less than 3 miles and / or when the ceiling is at or below the minimum initial altitude. *(FAA2)*

**INSTRUMENT APPROACH PROCEDURES (IAP) CHARTS:** Portrays the aeronautical data which is required to execute an instrument approach to an airport. These charts depict the procedures, including all related data, and the airport diagram. Each procedure is designated for use with a specific type of electronic navigation system including nondirectional beacon (NDB), tactical aircraft control and navigation (TACAN), very high frequency omnidirectional range (VOR), instrument landing system / microwave landing system (ILS / MLS), and area navigation (RNAV). These charts are identified by the type of navigational aid(s) which provide final approach guidance. *(FAA4)*

**INSTRUMENT APPROACH PROCEDURE:** *(See also Cruise)* A series of predetermined maneuver by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route 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. (FAA4)

#### **INSTRUMENT FLIGHT RULES**

**(IFR):** Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan. (FAA1)(FAA2)(FAA4)(FAA13)(FAA14)(FAA15)

#### **INSTRUMENT FLIGHT RULES (IFR)**

**AIRCRAFT:** An aircraft conducting flight in accordance with instrument flight rules (IFR). (FAA8)

#### **INSTRUMENT FLIGHT RULES (IFR)**

**AIRCRAFT HANDLED:** The number of Instrument Flight Rules (IFR) departures multiplied by two plus the number of IFR overs. This definition assumes that the number of departures (acceptances, extensions, and originations of IFR flight plans) is equal to the number of landings (IFR flight plans closed). (FAA2)(FAA3)(FAA13)

#### **INSTRUMENT FLIGHT RULES (IFR)**

**CONDITIONS:** Weather conditions below the minimum for flight under visual flight rules (VFR). (14CFR1)

#### **INSTRUMENT FLIGHT RULES (IFR)**

**DEPARTURE:** An Instrument Flight Rules (IFR) departure includes IFR flights originating in center's area, accepted by the center under SOLE EN ROUTE clearance procedures, and extended by the center. (FAA2)(FAA13)(FAA14)

#### **INSTRUMENT FLIGHT RULES (IFR)**

**OVER:** An Instrument Flight Rules (IFR) flight that originates outside the Air Route Traffic Control Center (ARTCC) area and passes through the area without landing. (FAA2)(FAA14)

#### **INSTRUMENT FLIGHT RULES (IFR)**

**OVER-THE-TOP:** With respect to the operation of aircraft, means the operation of an aircraft over - the - top on an Instrument Flight Rules (IFR) flight plan when cleared by air traffic control to maintain "visual flight rules (VFR) conditions" or "VFR conditions on top." (14CFR1)

#### **INSTRUMENT FLIGHT RULES (IFR) TAKEOFF MINIMUMS AND DEPARTURE PROCEDURE:**

Federal Aviation Regulations, Part 91, prescribes standard takeoff rules for certain civil users. At some airports, obstructions or other factors require the establishment of nonstandard takeoff minimums, departure procedures, or both to assist pilots in avoiding obstacles during climb to the minimum en route altitude. Those airports are listed in National Airspace System (NAS) / Department of Defense (DOD) Instrument Approach Plate (IAP) Charts (W's) under a section entitled "IFR Takeoff Minimums and Departure Procedures." The IAP chart legend illustrates the symbol used to alert the pilot to nonstandard takeoff minimums and departure procedures. When departing Instrument Flight Rules (IFR) from such airports or from any airports where there are no departure procedures, standard instrument departures (SID's), or Air Traffic Control (ATC) facilities available, pilots should advise ATC of any departure limitations. Controllers may query a pilot to determine acceptable departure directions, turns, or headings after takeoff. Pilots should be familiar with the departure procedures and must assure that their aircraft can meet or exceed any specified climb gradients. (FAA4)

#### **INSTRUMENT LANDING SYSTEM**

**(ILS):** (See also *Glideslope, Localizer, Middle Marker, Outer Marker*) A precision instrument approach system

which normally consists of the following electronic components and visual aids: 1) Localizer. 2) Glideslope. 3) Outer Marker. 4) Middle Marker. 5) Approach Lights. (FAA4)

**INSTRUMENT LANDING SYSTEM CATEGORY:** (1) Instrument Landing System (ILS) Category I. An ILS approach procedure which provides for approach to a height above touchdown of not less than 200 feet and with runway visual range of not less than 1,800 feet. (2) ILS Category II. An ILS approach procedure which provides for approach to a height above touchdown of not less than 100 feet and with runway visual range of not less than 1,200 feet. (3) ILS Category III: (a) IIIA. An ILS approach procedure which provides for approach without a decision height minimum and with runway visual range of not less than 700 feet. (b) IIIB. - An ILS approach procedure which provides for approach without a decision height minimum and with runway visual range of not less than 150 feet. (c) IIIC. - An ILS approach procedure which provides for approach without a decision height minimum and without runway visual range minimum. (FAA4)

**INSTRUMENT METEOROLOGICAL CONDITIONS (IMC):** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling less than the minima specified for visual meteorological conditions. (FAA4)

**INSTRUMENT OPERATION:** Arrivals or departures of an aircraft in accordance with an Instrument Flight Rules (IFR) flight plan or Special Visual Flight Rules (SVFR) procedures or an operation where Instrument Flight Rules (IFR) separation between aircraft is provided by a terminal control facility. There are three kinds of instrument operations:  
1) Primary Instrument Operations:

arrivals and departures at the primary airport which is normally the airport at which the approach control facility is located. 2) Secondary Instrument Operations: arrivals and departures at all the secondary airports combined. 3) Overflights: operations in which an aircraft transits the area without intent to land. (FAA13)(FAA14)

**INSTRUMENT OPERATIONS:** Equals Primary Instrument Operations + Secondary Instrument Operations + Instrument Overflights. (FAA3)

**INSTRUMENT PRACTICE APPROACH:** An instrument approach procedure conducted by a Visual Flight Rules (VFR) or an Instrument Flight Rules (IFR) aircraft for the purpose of pilot training or proficiency demonstrations. (FAA4)

**INSTRUMENT RUNWAY:** A runway equipped with electronic and visual navigation aids for which a precision or nonprecision approach procedure having straight in landing minimums has been approved. (FAA4)

**INSTRUMENTS OF INTERNATIONAL TRAFFIC:** Lift vans, cargo vans, shipping tanks, skids, pallets, caul boards, and cores for textile fabrics, arriving (whether loaded or empty) in use or to be used in the shipment of merchandise in international traffic. (USTTA1)

**INSULATED BODY:** Truck or trailer designed for transportation of commodities at controlled temperatures. It may be equipped for refrigeration or heating. (ATAI)

**INSULATED RAIL JOINT:** A joint in which electrical insulation is provided between adjoining rails. (49CFR236)

**INSURED AND PRINCIPAL:** The motor carrier named in the policy of insurance, surety bond, endorsement, or notice of cancellation, and also the fiduciary of such motor carrier. (49CFR387)

**INTEGRATED CARRIERS:** Carriers that have both air and ground fleets; or other combinations, such as sea, rail, and truck. Since they usually handle thousands of small parcels an hour, they are less expensive and offer more diverse services than regular carriers. (USTTA1)

**INTEGRATED TOW:** Barges designed to fit together so the underwater configuration is the equivalent of a single hull of a motorized vessel. This eliminates water turbulence and increases efficiency. (DOD/COE1)

**INTEGRATED TRANSPORTATION:** See *Intermodalism* (3).

**INTERAGENCY FLEET MANAGEMENT SYSTEM (IFMS):** The organizational title assigned to the General Services Administrations (GSA) interagency fleet operation which encompasses the Central Office, Regional Offices, and all Fleet Management Centers and Fleet Management Subcenters. (GSA2)

**INTERCEPT GLIDESLOPE ALTITUDE:** (See also *Glideslope*) The minimum altitude to intercept the glideslope / path on a precision approach. The intersection of the published intercept altitude with the glideslope / path, designated on Government charts by the lightning bolt symbol, is the precision Final Approach Fix (FAF). However, when Air Traffic Control (ATC) directs a lower altitude, the resultant lower intercept position is then the FAF. (FAA4)

**INTERCHANGE:** An area designated to provide traffic access between roadways of differing levels. (DOI3)

**INTERCITY AND RURAL BUS TRANSPORTATION:** Establishments primarily engaged in furnishing passenger transportation by motor vehicles, the operations of which are principally outside a single municipality and its suburban areas. (BOC1)

**INTERCITY BUS:** (See also *Motor Bus, School and Other Nonrevenue Bus, Transit Bus*) A standard size bus equipped with front doors only, high backed seats, luggage compartments separate from the passenger compartment and usually with rest room facilities, for high - speed long distance service. (DOE6)

**INTERCITY PASSENGER MILE:** The distance generated by moving one passenger one mile on a trip between two cities. (DOD/COE1)

**INTERCITY RAIL PASSENGER:** A rail car, intended for use by revenue passengers, obtained by the National Railroad Passenger Corporation (currently AMTRAK) for use in intercity rail transportation. (49CFR37)

**INTERCITY RAIL TRANSPORTATION:** Transportation provided by Amtrak. (49CFR37)

**INTEREST LONG TERM DEBT AND CAPITAL LEASES:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Interest - Long Term Debt and Capital Leases is defined as interest on all classes of debt, both short - term and long - term, as well as the amortization of premium, discount and expense connected with the issuance of such debt and interest expense on capital leases. (RSPA1)

**INTERFACILITY:** Between adjacent facilities; between Air Control Facility (ACF) and ACF, or between ACF and Air Traffic Control Tower (ATCT), as contrasted with intrafacility. (FAA8)

**INTERIOR COMPARTMENT DOOR:** Any door in the interior of the vehicle installed by the manufacturer as a cover for storage space normally used for personal effects. (49CFR571)

**INTERLOCKED ROUTE:** A route within interlocking limits. (49CFR236)

**INTERLOCKING LIMITS:** The tracks between the opposing home signals of an interlocking. (49CFR218)(49CFR236)

**INTERLOCKING MACHINE:** (See also *Lock*) An assemblage of manually operated levers or other devices for the control of signals, switches or other units. (49CFR236)

**INTERLOCKING SIGNAL:** A roadway signal which governs movements into or within interlocking limits. (49CFR236)

**INTERMEDIATE APPROACH SEGMENT:** That segment of an instrument approach procedure between either the intermediate approach fix and the final approach fix or point, or between the end of a reversal, race track or dead reckoning track procedure and the final approach fix or point, as appropriate. (FAA4)

**INTERMEDIATE FIX (IF):** The fix that identifies the beginning of the intermediate approach segment of an instrument approach procedure. The fix is not normally identified on the instrument approach chart as an IF. (FAA4)

**INTERMEDIATE GRADE GASOLINE:** An increasingly common grade of

unleaded gasoline with an octane rating intermediate between "regular" and "premium". Octane boosters are added to gasolines to control engine pre-ignition or "knocking" by slowing combustion rates. (DOE4)(DOE5)

**INTERMEDIATE LANDING:** On the rare occasion that this option is requested, it should be approved. The departure center, however, must advise the Air Traffic Control Command Center (ATCCC) so that the appropriate delay is carried over and assigned at the intermediate airport. An intermediate landing airport within the arrival center will not be accepted without coordination with and the approval of the ATCCC. (FAA4)

**INTERMEDIATE TYPE ROAD SURFACE:** Mixed bituminous and bituminous penetration (Surface / Pavement Type Codes 52 and 53). (FHWA2)

**INTERMITTENT, CASUAL, OR OCCASIONAL DRIVER:** A driver who in any period of 7 consecutive days is employed or used as a driver by more than a single motor carrier. The qualification of such a driver shall be determined and recorded in accordance with the provisions of 49 CFR 391.63 or 391.65 as applicable. (49CFR390)

**INTERMODAL:** See *Term Index for intermodal specific terms.*

**INTERMODAL CONTAINER:** A freight container designed and constructed to permit it to be used interchangeably in two or more modes of transport. (49CFR171)

**INTERMODAL PASSENGER TERMINAL:** An existing railroad passenger terminal which has been or may be modified as necessary to

accommodate several modes of transportation, including intercity rail service and some or all of the following: intercity bus, commuter rail, intra city rail transit and bus transportation, airport limousine service and airline ticket offices, rent - a - car facilities, taxis, private parking, and other transportation services. (49CFR256)

**INTERMODAL PORTABLE TANK:** A specific class of portable tanks designed primarily for international intermodal use. (49CFR171)

**INTERMODAL TRANSPORT:** Enables cargo to be consolidated into economically large units (e.g., containers, bulk grain railcars) optimizing use of specialized intermodal handling equipment to effect high - speed cargo transfer between ships, barges, railcars, and truck chassis using a minimum of labor to increase logistic flexibility, reduce consignment delivery times, and minimize operating costs. (MARAD1)

**INTERMODAL TRANSPORTATION:** Use of more than one type of transportation; e.g., transporting a commodity by barge to an intermediate point and by truck to destination. (DOD/COE1)

**INTERMODALISM:** Typically used in three contexts: (1) most narrowly, it refers to containerization, piggyback service, or other technologies that provide the seamless movement of good and people by more than one mode of transport. (2) more broadly, intermodalism refers to the provision of connections between different modes, such as adequate highways to ports or bus feeder services to rail transit. (3) In its broadest interpretation, intermodalism refers to a holistic view of transportation in which individual modes work together or within their own niches

to provide the user with the best choices of service, and in which the consequences on all modes of policies for a single mode are considered. This view has been called balanced, integrated, or comprehensive transportation in the past. (BTS2)

**INTERNAL TRAFFIC:** See *Internal Water Transportation*.

#### **INTERNAL WATER**

**TRANSPORTATION:** Includes all local (intraport) traffic and traffic between ports or landings wherein the entire movement takes place on inland waterways. Also termed internal are movements involving carriage on both inland waterways and the water of the Great Lakes, and inland movements that cross short stretches of open water that link inland systems. Also known as Internal Traffic. (DOD/COE1)(DOE6)

**INTERNATIONAL AIR OPERATOR:** Commercial air transportation outside the territory of the United States, including operations between the U.S. and foreign countries and between the U.S. and its territories and possessions. (DOE6)

#### **INTERNATIONAL AIR**

**TRANSPORTATION ASSOCIATION (IATA):** Established in 1945, a trade association serving airlines, passengers, shippers, travel agents, and governments. The association promotes safety, standardization in forms (baggage checks, tickets, weight bills), and aids in establishing international airfares. International Air Transportation Association (IATA) headquarters are in Geneva, Switzerland. (USTTA1)

**INTERNATIONAL AIRPORT:** (1) Any airport designated by the Contracting State in whose territory it is situated as an airport of entry and departure for

international air traffic. (2) An airport of entry which has been designated by the Secretary of Treasury or Commissioner of Customs as an international airport for customs service. (3) A landing rights airport at which specific permission to land must be obtained from customs authorities in advance of contemplated use. (4) Airports designated under the Convention on International Civil Aviation as an airport for use by international commercial air transport and / or international general aviation. (FAA4)

**INTERNATIONAL BUNKERS:** Storage compartments, found on vessels and aircraft engaged in international commerce, where fuel to be used by the vessel or aircraft is stored. (DOE5)

**INTERNATIONAL CARGO HANDLING COORDINATION ASSOCIATION (ICHCA):**

(1) Collects, edits and disseminates technical information relating to cargo handling by all modes of transport; (2) Maintains consultative status with the International Standards Organization for the development of standards relating to cargo handling equipment (such as hooks, containers, wire slings, spreaders and pallets); (3) Maintains a library for members' use and (4) Represents members' interests on an international basis. (USTTA1)

**INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO):** A specialized agency of the United Nations whose objective is to develop the principles and techniques of international air navigation and to foster planning and development of international civil air transport. International Civil Aviation Organization (ICAO) Regions include: (AFI) African Indian Ocean Region, (CAR) Caribbean Region, (EUR) European Region, (MID / ASIA) Middle East / Asia Region, (NAM)

North American Region, (NAT) North Atlantic Region, (PAC) Pacific Region, (SAM) South American Region. (FAA4)(USTTA1)

**INTERNATIONAL CIVIL AVIATION ORGANIZATION BROADCAST:** A transmission of information relating to air navigation that is not addressed to a specific station or stations. (FAA4)

**INTERNATIONAL FLIGHT INFORMATION MANUAL:** A publication designed primarily as a pilot's preflight planning guide for flights into foreign airspace and for flights returning to the U.S. from foreign locations. (FAA4)

**INTERNATIONAL FLIGHT SERVICE STATION (IFSS):** A central operations facility in the flight advisory system, manned and equipped to control aeronautical point - to - point telecommunications, and air / ground telecommunications with pilots operating over international territory or waters, providing flight plan following, weather information, search and rescue action and other flight assistance operations. (FAA13)

**INTERNATIONAL FREIGHT FORWARDER:** A person, duly registered with the Federal Maritime Board, engaged in the business of dispatching shipments on behalf of other persons, for a consideration, by ocean going vessels in commerce from the United States, its territories, or possessions, and handling the formalities incident to such shipments. (DOD/COE1)

**INTERNATIONAL INLAND WATERWAYS TRANSPORT:** Inland waterways transport between two places (a place of loading / embarkment and a place of unloading / disembarking)

located in two different countries. It may involve transit through one or more additional countries. *(DOD/COE1)*

**INTERNATIONAL MARITIME ORGANIZATION (IMO):** Established as a specialized agency of the United Nations in 1948. The International Maritime Organization (IMO) facilitates cooperation on technical matters affecting merchant shipping and traffic, including improved maritime safety and prevention of marine pollution. Headquarters are in London, England. *(USTTA1)*

**INTERNATIONAL MARITIME SATELLITE ORGANIZATION (INMARSAT):** An international partnership of signatories from 67 nations. The partnership provides mobile satellite capacity to its signatories, who, in turn, use the capacity to provide worldwide mobile satellite services to their maritime, aeronautical and land - mobile customers--including shipping, cruise, fishing, research and offshore exploration industries, and airlines. INMARSAT began service in 1976. *(USTTA1)*

**INTERNATIONAL OPERATIONS:** In general, operations outside the territory of the U.S., including operations between the U.S. and foreign countries, and the U.S. and its territories or possessions. Includes both the combination passenger / cargo carrier and the all-cargo carriers engaged in international and territorial operations. *(FAA2)(FAA14)(FAA15)*

**INTERNATIONAL PASSENGER:** Any person traveling on a waterborne public conveyance between the United States and foreign countries and between Puerto Rico and the Virgin Islands and foreign countries. *(DOD/COE1)*

**INTERNATIONAL TRANSPORTATION:** Transportation between any place in the United States and any place in a foreign country; between places in the United States through a foreign country; or between places in one or more foreign countries through the United States. *(49CFR171)*

**INTERROGATOR:** The ground - based surveillance radar beacon transmitter - receiver, which normally scans in synchronism with a primary radar, transmitting discrete radio signals which repetitiously request all transponders on the mote being used to reply. The replies received are mixed with the primary radar returns and displayed on the same plan position indicator (radar scope). Also, applied to the airborne element of the TACAN / DME system. *(FAA4)*

**INTERSECTING RUNWAY:** Two or more runways which cross or meet within their lengths. *(FAA4)*

**INTERSECTION:** (1) A point defined by any combination of courses, radials, or bearings of two or more navigational aids. (2). Used to describe the point where two runways, a runway and a taxiway, or two taxiways cross or meet. *(FAA4)*

**INTERSECTION DEPARTURE:** A departure from any runway intersection except the end of the runway. *(FAA4)*

**INTERSTATE:** (1) Travel between two or more states. (2) Limited access divided facility of at least four lanes designated by the Federal Highway Administration as part of the Interstate System. *(BOC3)(NHTSA1)(NHTSA3)*

**INTERSTATE AIR COMMERCE:** The carriage by aircraft of persons or property for compensation or hire, or the carriage of mail by aircraft, or the

operation or navigation of aircraft in the conduct or furtherance of a business or vocation, in commerce (1) Between a place in any State of the United States, or the District of Columbia and a place in any other State of the United States, or the District of Columbia; or (2) Between places in the same State of the United States through the airspace over any place outside thereof; or (3) Between places in the same territory or possession of the United States, or the District of Columbia whether that commerce moves wholly by aircraft or partly by aircraft and partly by other forms of transportation. Also known as Interstate Air Transportation. (14CFR1)

**INTERSTATE COMMERCE:** Trade, traffic, or transportation in the United States which is between a place in a State and a place outside of such State (including a place outside of the United States) or is between two places in a State through another State or a place outside of the United States. (49CFR390)

**INTERSTATE COMMERCE COMMISSION (ICC) AUTHORIZED CARRIER:** A for - hire motor carrier engaged in interstate or foreign commerce, subject to economic regulation by the ICC. (FHWA2)

**INTERSTATE COMMERCE COMMISSION (ICC) EXEMPT CARRIER:** A for - hire motor carrier transporting commodities or conducting operations not subject to economic regulation by the ICC. (FHWA4)

**INTERSTATE HIGHWAY (FREEWAY OR EXPRESSWAY):** A divided arterial highway for through traffic with full or partial control of access and grade separations at major intersections. (FHWA4)

**INTERSTATE HIGHWAY SYSTEM:** This system is part of the Federal Aid Primary system. It is a system of freeways connecting and serving the principal cities of the continental United States. (FHWA5)

**INTERSTATE PIPELINE:** A pipeline or that part of a pipeline that is used in the transportation of hazardous liquids or carbon dioxide in interstate or foreign commerce. (49CFR195)

**INTERSTATE PIPELINE:** A natural gas pipeline company that is engaged in the transportation, by pipeline, of natural gas across state boundaries, and is subject to the jurisdiction of the Federal Energy Regulatory Commission (FERC) under the Natural Gas Act. (DOE1) (DOE5)

**INTRA-TERRITORIAL TRAFFIC:** Traffic between ports in Puerto Rico and the Virgin Islands, which are considered as a single unit. (DOD/COE1)

**INTRAFACILITY:** Within a single facility eg. between two sectors within the same Area Control Facility (ACF), as contrasted with interfacility. (FAA8)

**INTRANSIT DELIVERIES:** Redeliveries to a foreign country of foreign gas received for transportation across U.S. territory, and deliveries of U.S. gas to a foreign country for transportation across its territory and redelivery to the United States. (DOE5)

**INTRANSIT MERCHANDISE:** Inbound merchandise coming into the United States from a foreign country and shipped to a foreign country without having been entered as an import. Intransit merchandise is treated as an import when unloaded from a vessel and as an export when loaded onto a vessel. (DOD/COE2)

**INTRANSIT PASSENGER:** A passenger onboard an international flight which transits an airport for non - traffic purposes, limited to airports in the 48 contiguous states. *(FAA11)*

**INTRANSIT RECEIPTS:** Receipts of foreign gas for transportation across United States (U.S.) territory and redelivery to a foreign country, and redeliveries to the U.S. of U.S. gas transported across foreign territory. *(DOE5)*

**INTRASTATE:** Travel within the same state. *(BOC3)*

**INTRASTATE AIR TRANSPORTATION:** The carriage of persons or property as a common carrier for compensation or hire, by turbojet powered aircraft capable of carrying thirty or more persons, wholly within the same state of the United States. *(14CFR1)*

**INTRASTATE COMMERCE:** Any trade, traffic, or transportation in any State which is not described in the term "interstate commerce." *(49CFR390)*

**INTRASTATE PIPELINE:** Any person engaged in natural gas transportation (not including gathering) that is not subject to the jurisdiction of the Federal Energy Regulatory Commission (FERC) under the Natural Gas Act. *(DOE1)(DOE5)*

**INUNDATION AREA:** *(See also Basin)* An area of land subject to flooding. *(DOI3)*

**INVESTMENTS AND SPECIAL FUNDS:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Investments and Special Funds is defined as investments and advances to investor controlled and other

associated companies, notes and receivables not due within one year, investment in securities issued by others, allowance for unrealized gain or loss on noncurrent marketable equity securities, funds not available for current operations, investments in leveraged leases, and net investments in direct financing and sales - type leases which are not reasonably expected to be amortized within one year. *(RSPA1)*

**INVOICE:** *See Term Index for invoice specific terms.*

**IRON:** Old model truck. *(ATA1)*

**IRON LUNGER:** The conventional 220 or 250 horsepower engine. *(ATA1)*

**IRRIGATION SYSTEM:** Establishments primarily engaged in operating water supply systems for the purpose of irrigation. *(BOC1)*

**IRRIGATION SYSTEM:** A system designed to supply land with water. *(DOI4)*

**ITINERANT AIRCRAFT OPERATIONS:** All aircraft operations other than local operations. *(FAA13)(FAA14)*

**J ROUTE:** *See Jet Route.*

**JACK STAFF:** A vertical pole erected on the lead barge of a tow used by the pilot for aligning the heading of the tow. *(DOD/COE1)*

**JACKING IT AROUND:** Backing a semitrailer around a very sharp curve. *(ATA1)*

**JACKKNIFE:** *(See also Rollover)* (1) A non - collision accident in which a tractor and its trailer slide together, forming a V - shaped angle of 90 degrees or less. (2)

Jackknife can occur at any time during the crash sequence. In this report, jackknifing is restricted to truck tractors or straight trucks pulling a trailing unit, and the trailing unit and the pulling vehicle are capable of rotating (articulating) with respect to each other. (NHTSA2)

**JAMMING:** Electronic or mechanical interference which may disrupt the display of aircraft on radar or the transmission / reception of radio communications / navigation. (FAA4)

**JEEP-LIKE VEHICLE:** See *Sport Utility Vehicle*.

**JET BLAST:** Jet engine exhaust (thrust stream turbulence). (FAA4)

**JET DOWN:** To sink an object, generally a buoy sinker, deep into the mud below the river bottom by the use of high pressure water jet. (DOD/COE1)

**JET FUEL:** The term includes kerosene - type jet fuel and naphtha - type jet fuel. Kerosene - type jet fuel is a kerosene quality product used primarily for commercial turbojet and turboprop aircraft engines. Naphtha - type jet fuel is a fuel in the heavy naphthas range used primarily for military turbojet and turboprop aircraft engines. (DOE3) (DOE5)(DOE6)

**JET ROUTE:** A route designed to serve aircraft operations from 18,000 feet mean sea level (MSL) up to and including flight level 450. The routes are referred to as "J" routes with numbering to identify the designated route; e.g. J105. (FAA2) (FAA4)

**JET STREAM:** A migrating stream of high - speed winds present at high altitudes. (FAA4)

**JETTISONING OF EXTERNAL STORES:** (See also *Fuel Dumping*) Airborne release of external stores; (e.g., tiptanks, ordnance). (FAA4)

**JOCKEY LINE:** Lashing used to prevent lateral movement between barges connected in tandem. (DOD/COE1)

**JOHNBOAT:** Flat bottomed skiff type boat with square bow and stern. (DOD/COE1)

**JOINT OPERATIONS:** Rail operations conducted on a track used jointly or in common by two or more railroads subject to 49 CFR 225 or operation of a train, locomotive, car or other on track equipment by one railroad over the track of another railroad. (49CFR225)(FRA3)

**JOINT-USE AIRPORT:** A military airport where, by agreement, the Department of Defense permits some degree of civil use. Degrees of civil use include: 1) Open to all civil aviation under a joint - use agreement 2) Joint - use agreement for limited use 3) Weather alternative for scheduled air carriers by permit or prior permission. Strictly military airports do not qualify for primary or commercial service status. (FAA11)

**JOULE:** Unit of measurement of energy consumption. (DOD/COE1)

**JUMBO BARGE:** A barge 35 feet wide by 195 or 200 feet long that may be either a hopper or cover - type barge. (DOD/COE1)

**JUMPED THE PIN:** Missing the fifth wheel pin on the trailer when coupling tractor to trailer. (ATA1)

**JUNCTION:** (1) An intersection or confluence of two or more adjacent network segments. (2) Area formed by

the connection of two roadways. Includes intersections, interchange areas and entrance / exit ramps. (DOI3)(NHTSA2)

**KANAWHA RIVER RATCHET:** Term for placing toothpick or bar between doubled - up line to bring two barges together by twisting bar around and around. Very dangerous to use. (DOD/COE1)

**KEELBOAT:** A long, flat bottomed boat with a keel used to haul freight and passengers before the appearance of steamboats on the western rivers. (DOD/COE1)

**KEROSENE:** *See also Fuel, Gasohol, Gasoline.*

**KEROSENE:** A petroleum distillate that has a maximum distillation temperature of 401 degrees Fahrenheit at the 10 - percent recovery point, a final boiling point of 572 degrees Fahrenheit and a minimum flash point of 100 degrees Fahrenheit. Included are the two classifications recognized by American Society of Testing Materials (ASTM) Specification D 3699: No. 1 - K and No. 2 - K, and all grades of kerosene called range or stove oil which have properties similar to No. 1 fuel oil, but with a gravity of about 43 degrees API and a maximum endpoint of 625 degrees Fahrenheit. Kerosene is used in space heaters, cook stoves, and water heaters and is suitable for use as an illuminate when burned in wick lamps. (DOE3) (DOE5)(DOE6)

**KEROSENE-TYPE JET FUEL:** A quality kerosene product with an average gravity of 40.7 degrees API, and a 10 percent distillation temperature of 400 degrees Fahrenheit. It is covered by American Society of Testing Materials (ASTM) Specification D1655 and Military Specification MIL-T-5624L (Grades JP-5

and JP-8). A relatively low-freezing point distillate of the kerosene type; it is used primarily for commercial turbojet and turboprop aircraft engines. (DOE5) (DOE6)

**KEVEL:** Colloquial term used for a large steel cleat secured to the deck of a boat or a barge, used for securing mooring and towing lines. It is provided with two prongs called "horn." Also spelled "cavil", "cavel", "caval." (DOD/COE1)

**KICK DOWN:** Shift down to lower gear. (ATA1)

**KICK LINE:** A line used to hold towboat while stern is being backed in so that head will swing out into the stream. (DOD/COE1)

**KICK THE DONUTS:** Check the tires. (ATA1)

**KIDNEY BUSTER:** Hard riding truck. (ATA1)

**KILL OUT TOW (KILL HER OUT):** To back until headway is checked. (DOD/COE1)

**KILOMETER:** *See Term Index for kilometer specific terms; See also Mile.*

**KILOWATT:** *See Term Index for additional kilowatt specific terms; See also Electricity, Gigawatt, Megawatt.*

**KILOWATT (KW):** (*See also Gigawatt*) One thousand watts. (DOE5)

**KILOWATT ELECTRIC (KWE):** One thousand watts of electric capacity. (DOE5)

**KILOWATT HOUR (KWH):** One thousand watt / hours. (DOE5)

**KING-PIN SADDLE-MOUNT:** (*See also Saddle-Mount, Lower Half of Saddle-Mount and Upper Half of Saddle-Mount*) That device which is used to connect the "upper - half" to the "lower - half" in such manner as to permit relative movement in a horizontal plane between the towed and towing vehicles. (49CFR393)

**KNOCKED DOWN:** Unassembled freight or merchandise. (ATA1)

**KNOCKOUT:** To release towboat from tow. (DOD/COE1)

**KNOCKOUT SINGLE:** To uncouple the towboat and lay alongside the barges for single lockage. Also called single set over. (DOD/COE1)

**KNOT:** The unit of speed equivalent to one nautical mile, or 6,080.20 feet per hour or 1.85 kilometers per hour. (DOD/COE1)

**KORT NOZZLES:** Cylindrical devices which surround the towboat propellers to increase the maneuverability and efficiency of the towboat. (DOD/COE1)

**LABORING:** The effect of shallow water on the sound or performance of the boat's engine. (DOD/COE1)

**LAGOON:** (*See also Lake, Levee*) A shallow area of salt water separated from the open sea by sand or shingle banks. The sheet of water between an offshore reef, especially of coral, and the mainland. The sheet of water within a ring or horseshoe - shaped atoll. (DOI4)

**LAKE:** *See Term Index for additional lake specific terms; See also Lagoon, Levee.*

**LAKE:** Any standing body of inland water. (DOI4)

**LAKE/POND:** A standing body of water with a predominantly natural shoreline surrounded by land. (DOI3)

**LAKELIKE OR GREAT LAKES:** These terms apply to traffic between U.S. ports of the Great Lakes system. The Great Lakes system is treated as a separate system rather than as a part of the inland system. (DOD/COE1)

**LAMP:** *See Term Index for additional lamp specific terms.*

**LAMP:** A device used to produce artificial light. (49CFR393)

**LAND:** *See Term Index for additional land specific terms.*

**LAND:** To moor or bring a boat to the riverbank. (DOD/COE1)

**LAND AREA:** Based on the U.S. Bureau of the Census definition, this includes dry land and land temporarily or partially covered by water, such as marshlands, swamps and river flood plains, systems, sloughs, estuaries and canals less than 1 / 8 of a statute mile (0.2 kilometers) in width and lakes, reservoirs and ponds less than 1 / 16 square mile (0.16 square kilometers) in area. [For Alaska, 1 / 2 mile (0.8 kilometers) and 1 square mile (2.60 square kilometers) are substituted for these values]. The net land area excludes areas of oceans, bays, sounds, etc., lying within the 3 mile (4.8 kilometers) U.S. jurisdiction as well as inland water areas larger than indicated above. (FHWA2)

**LAND USE:** Designates whether the general area in which the crash occurred is urban or rural, based on 1980 Census Data. (NHTSA1)(NHTSA2)(NHTSA3)

**LAND WALL:** The concrete wall that forms part of the lock and is nearest to the land on the shore on which the lock chamber is constructed. *(DOD/COE1)*

**LANDBRIDGE:** *(See also Intermodal, Minibridge)* An intermodal connection between two ocean carriers separated by a land mass, linked together in a seamless transaction by a land carrier. *(MARAD1)*

**LANDED COST:** The dollar per barrel price of crude oil at the port of discharge. Included are the charges associated with the purchase, transporting, and insuring of a cargo from the purchase point to the port of discharge. Not included are charges incurred at the discharge port (e.g., import tariffs or fees, wharfage charges, and demurrage charges). *(DOE5)*

**LANDED WEIGHT:** The gross weight of an aircraft providing scheduled and non-scheduled service of only property (including mail) in intrastate, interstate and foreign air transportation. *(FAA11)*

**LANDING AREA:** (1) Any locality either on land, water, or structures, including airports / heliports and intermediate landing fields, which is used, or intended to be used, for the landing and takeoff of aircraft whether or not facilities are provided for the shelter, servicing, or for receiving or discharging passengers or cargo. (2) That part of a movement area intended for the landing or takeoff of aircraft. *(FAA4)*

**LANDING DIRECTION INDICATOR:** A device which visually indicates the direction in which landings and takeoffs should be made. *(FAA4)*

**LANDING DISTANCE AVAILABLE (LDA):** The runway length available for landing. *(FAA12)*

**LANDING GEAR:** Device that supports the front end of semitrailer when not attached to a tractor. *(ATA1)*

**LANDING GEAR EXTENDED SPEED:** The maximum speed at which an aircraft can be safely flown with the landing gear extended. *(14CFR1)*

**LANDING GEAR OPERATING SPEED:** The maximum speed at which the landing gear can be safely extended or retracted. *(14CFR1)*

**LANDING MINIMUMS:** The minimum visibility prescribed for landing a civil aircraft while using an instrument approach procedure. The minimum applies with other limitations set forth in Federal Aviation Regulation Part 91 with respect to the Minimum Descent Altitude (MDA) or Decision Height (DH) prescribed in the instrument approach procedures as follows: (1) Straight - in landing minimums. A statement of MDA and visibility, or DH and visibility, required for a straight - in landing on a specified runway, or (2) Circling minimums. A statement of MDA and visibility required for the circle-to-land maneuver. Descent below the established MDA or DH is not authorized during an approach unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and adequate visual reference to required visual cues is maintained. *(FAA4)*

**LANDING PLACE:** A place for loading and unloading passengers or cargo to and from water vessels. *(DOI4)*

**LANDING ROLL:** The distance from the point of touchdown to the point where the aircraft can be brought to a stop or exit the runway. *(FAA4)*

**LANDING SEQUENCE:** The order in which aircraft are positioned for landing. (FAA4)

**LANDING SIGNAL:** A prearranged signal which the towboats of some companies sound when approaching their dock. (DOD/COE1)

**LANDSCAPING:** (See also *Brush Out*) Colloquial term meaning to clear shore structure of brush and vegetation in order to obtain optimum range of visibility. (DOD/COE1)

**LANE:** See *Term Index* for additional lane specific terms.

**LANE:** (1) A prescribed course for ships, boats or seaplanes; (2) A prescribed course for aircraft; (3) A strip delineated on a road to accommodate a single line of automobiles; not to be confused with the road itself. (DOI4)

**LARGE AIR CARRIER:** Scheduled and nonscheduled aircraft operating under Federal Aviation Regulations (FAR) Parts 121, 125, or 127. Note: Part 129 foreign air carriers are not included in the National Transportation Safety Board (NTSB) accident data base, nor are hour and departure data available for these air carriers. (FAA3)

**LARGE AIR TRAFFIC HUB:** A community enplaning 1.00 percent or more of the total enplaned passengers in all services and all operations for all communities within the 50 States, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration. (FAA2)(FAA14)(FAA15)

**LARGE AIRCRAFT:** Aircraft of more than 12,500 pounds, maximum certificated takeoff weight. (14CFR1)

**LARGE AIRCRAFT COMMERCIAL OPERATOR:** Commercial operator operating aircraft of more than 12,500 pounds maximum certificated takeoff weight. (FAA9)

**LARGE AIRCRAFT COMMERCIAL OPERATOR:** Commercial operator operating aircraft with 30 seats or more or a maximum payload capacity of 7,500 pounds or more. (FAA2)

**LARGE CERTIFICATED AIR CARRIER:** Carrier holding a certificate issued under section 401 of the Federal Aviation Act of 1958 and operating aircraft designed to have a maximum passenger seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds, or conducting international operations. (FAA2)

**LARGE FLEET:** A fleet of 2,000 or more reportable vehicles, domestic or foreign for which accountability is held by a department, independent establishment, bureau, or a comparable organizational unit of that department or independent establishment. (GSA1)

**LARGE REGIONAL CARRIER GROUP:** Air carrier groups with operating revenues between \$10,000,000 and \$100,000,000. (FAA11)(RSPA1)(RSPA2)(RSPA3)

**LARGE TRUCK:** Trucks over 10,000 pounds gross vehicle weight rating, including single unit trucks and truck tractors. (NHTSA1)(NHTSA3)

**LASHING:** A comparatively short manila line with an eye spliced in one end, used to moor barges and tows when passing through locks. Its average length is about 60 feet with sizes varying from 1 3 / 4 to 3 inches in circumference. The line is thrown somewhat in the manner

of a lasso (hence the eye spliced) to catch a wall pin or bollard so as to snub the movement of barges and then moor them in the lock chamber. Also, any short length of line used to secure two barges end to end or side by side. *(DOD/COE1)*

**LAST ASSIGNED ALTITUDE:** The last altitude / flight level assigned by Air Traffic Control (ATC) and acknowledged by the pilot. *(FAA4)*

**LATCH BLOCK:** The lower extremity of a latch rod which engages with a square shoulder of the segment or quadrant to hold the lever in position. *(49CFR236)*

**LATCH SHOE:** The casting by means of which the latch rod and the latch block are held to a lever of a mechanical interlocking machine. *(49CFR236)*

**LATERAL DAM:** Usually a rock and brush structure constructed parallel with normal stream flow to train or confine the current to a definite channel. *(DOD/COE1)*

**LATERAL SEPARATION:** The lateral spacing of aircraft at the same altitude by requiring operation on different routes or in different geographical locations. *(FAA4)*

**LAUNCHING RAMP:** A transportation structure used for launching boats. *(DOI4)*

**LAY ON THE AIR:** Apply brakes. *(ATA1)*

**LAYOVER:** Eight hours or more rest before continuing trip or any off - duty period away from home. *(ATA1)*

**LEAD BARGE:** The head, or first, barge of a tow generally with a rake. *(DOD/COE1)*

**LEAD WALL:** *(See also Guide Wall)* The long wall of a lock, also known as a "guided wall," outside the confines of the lock chamber, usually the land wall in the case of older locks. *(DOD/COE1)*

**LEADED GASOLINE:** *See Fuel, Gasohol, Gasoline, Kerosene.*

**LEADED MOTOR GASOLINE:** Contains more than 0.05 grams of lead per gallon or more than 0.005 grams of phosphorus per gallon. The actual lead content of any given gallon may vary. Premium and regular grades are included, depending on the octane rating also leaded gasohol. Blendstock is excluded until blending has been completed. Alcohol that is to be used in the blending of gasohol is also excluded. *(DOE4)(DOE5)*

**LEASE:** *See Term Index for additional lease specific terms.*

**LEASE:** (1) Acquisition of a vehicle by an agency from a commercial firm, in lieu of government ownership, for a period of 60 continuous days or more. (2) A person or firm to whom a lease (a contract for the use of equipment or facilities) is granted. *(GSA1)(MARAD1)*

**LEASED PROPERTY (UNDER CAPITAL LEASES):** Total cost to the air carrier for all property obtained under leases that meet one or more of the following criteria; 1) The lease transfers ownership of the property to the lessee by the end of the lease term; 2) The lease contains a bargain purchase option; 3) The lease term is equal to 75 percent or more of the estimated economic life of the leased property; or 4) The present value at the beginning of the lease term of the minimum lease payments, excluding the portion of the payments representing executory costs such as insurance, maintenance and taxes to be paid by the

lessor, including any profit thereon, equals or exceeds 90 percent of the excess of the fair value of the lease property to the lessor at the inception of the lease over any related investment tax credit retained by the lessor and expected to be realized by him. (RSPA1)

**LEASER:** A person or firm that grants a lease. (MARAD1)

**LEFT BANK:** (See also *Reflective Material, Right Bank*) The left descending bank of a river. The side of the river marked by red buoys, white or red lights, and red reflective material. (DOD/COE1)

**LEFT-HANDED (IN THIS SET OF MARKS) DRAFT:** Channel report term meaning that one should expect the tow to drift to the left while running this course. (DOD/COE1)

**LEFT-HANDED DRAFT:** Current which pulls tow to left. (DOD/COE1)

**LEFT-HANDED MAKES WELL IN TOWARD CHANNEL REEF:** Term indicating that an underwater sandbar is building in toward the channel. A condition requiring extra caution on the part of the pilot and possibly the need for a flanking maneuver if the channel is considerably constricted. (DOD/COE1)

**LEGAL WEIGHT:** The weight of the goods plus any immediate wrappings which are sold along with the goods, e.g., the weight of a tin can as well as its contents. (DOD/COE1)

**LESS-THAN-TRUCKLOAD (LTL):** A shipment weighing less than the minimum weight needed to use the lower truckload rate. (MARAD1)

**LEVEE:** (See also *Lake, Lagoon*) A built-up embankment on or back from the

riverbank for the purpose of containing floodwater. (DOD/COE1)

**LEVEL:** See *Term Index for level specific terms.*

**LIABILITY:** See *Term Index for liability specific terms.*

**LICENSE:** See *Term Index for additional license specific terms.*

**LICENSE PLATE LAMP:** A lamp used to illuminate the license plate on the rear of a motor vehicle. (49CFR393)

**LICENSED DRIVER:** Any person who holds a valid driver's license from any state. (FHWA4)

**LIE SHEET:** Driver's log book. (ATA1)

**LIFT VESSEL:** A vessel designed to be loaded or unloaded by moving the containers with a heavy crane. (DOD/COE1)

**LIGHT:** See *Term Index for additional light specific terms.*

**LIGHT BOAT:** A towboat without a tow. (DOD/COE1)

**LIGHT DENSITY RAILROAD:** Railroads with 1200 or less train - miles per road mile. (49CFR245)

**LIGHT DUTY VEHICLE:** Automobiles and light trucks combined. (DOE6)

**LIGHT GUN:** A handheld directional light signaling device which emits a brilliant narrow beam of white, green, or red light as selected by the tower controller. The color and type of light transmitted can be used to approve or disapprove anticipated pilot actions where radio communication is not available. The light gun is used for

controlling traffic operating in the vicinity of the airport and on the airport movement area. (FAA4)

**LIGHT RAIL:** A streetcar type vehicle operated on city streets, semi - exclusive rights of way, or exclusive rights of way. Service may be provided by step entry vehicles or by level boarding. (49CFR37)

**LIGHT RAIL SERVICE:** Urban transit which uses predominantly reserved but not always grade separated rights of way. Electrically powered rail vehicles operate alone or in pairs. (FTA1)(FTA3)

**LIGHT STAND:** Colloquial term meaning the position or location of a shore-lighted aid to navigation. (DOD/COE1)

**LIGHT TRUCK:** (1) An automobile other than a passenger automobile which is either designed for off - highway operation as described in paragraph (b) of 49CFR523 or designed to perform at least one of the following functions:

- (a) Transport more than 10 persons;
- (b) Provide temporary living quarters;
- (c) Transport property on an open bed;
- (d) Provide greater cargo carrying than passenger - carrying volume; or (e) Permit expanded use of the automobile for cargo carrying purposes or other nonpassenger carrying purposes through the removal of seats by means installed for that purpose by the automobile's manufacturer or with simple tools, such as a screwdriver and wrenches, so as to create a flat, floor level, surface extending from the forward most point of installation of those seats to the rear of the automobile's interior.

(2) An automobile capable of off - highway operation that (a) Has 4 - wheel drive; or is rated at more than 6,000 pounds gross vehicle weight; and b) That has at least four of the following characteristics calculated when the automobile is at curb

weight, on a level surface, with the front wheels parallel to the automobile's longitudinal centerline, and the tires inflated to the manufacturer's recommended pressure (i) Approach angle of not less than 28 degrees.(ii) Breakover angle of not less than 14 degrees. (iii) Departure angle of not less than 20 degrees (iv) Running clearance of not less than 20 centimeters (v) Front and rear axle clearance of not less than 18 centimeters each. (49CFR523)

**LIGHT TRUCK:** Trucks of 10,000 pounds gross vehicle weight rating or less, including pickups, vans, truck - based station wagons, and utility vehicles. (DOE6)(NHTSA1)(NHTSA2)(NHTSA3)

**LIGHTED AIRPORT:** An airport where runway and obstruction lighting is available. (FAA4)

**LIGHTER:** A barge used in off - loading an oceangoing vessel. (DOD/COE1)

**LIGHTER ABOARD SHIP (LASH) SYSTEM:** (See also Seabarge) The Lighter Aboard Ship System (LASH) barge is a floating container smaller than the sea barge (SEABEE) (61.5 by 31 feet). The LASH containers move down the inland waterways and are lifted aboard the mother ship by shipboard cranes. (DOD/COE1)

**LIGHTER-ABOARD-SHIP (LAS):** A type of barge carrying vessel equipped with an overhead crane capable of lifting barges of a common size and stowing them into cellular slots in athwartship position. Lighter Aboard Ship (LAS) is an all - water technology analogous to containerization. (MARAD1)

**LIGHTER-THAN-AIR AIRCRAFT:**

Aircraft that can rise and remain suspended by using contained gas weighing less than the air that is displaced by the gas. (14CFR1)

**LIGHTING:** See Term Index for lighting specific terms.

**LIMIT:** See Term Index for additional limit specific terms.

**LIMITED RADAR APPROACH**

**CONTROL TOWER:** Airport traffic control towers at which air traffic control specialists are permitted to provide radar approach control service that requires only limited vectoring, as well as to handle takeoffs and landings. (FAA10)(FAA13)

**LIMOUSINE OR AUTO RENTAL**

**WITH DRIVER:** Establishments primarily engaged in furnishing limousines or auto rentals with drivers, where such operations are principally within a single municipality, contiguous municipalities, or a municipality and its suburban areas eg. automobile rental with driver, limousine rental with driver, hearse rental with driver, passenger automobile rental with driver. (BOC1)

**LINE:** See Term Index for additional line specific terms.

**LINE SECTION:** A continuous run of pipe that is contained between adjacent pressure pump stations, between a pressure pump station and a terminal or breakout tank, between a pressure pump station and a block valve, or between adjacent block valves. (49CFR194) (49CFR195)

**LINE SPAR:** Line used to secure spar to deck. (DOD/COE1)

**LINE THROUGH:** To pull boat through swift shallow channel by means of lines placed on bank. A term seldom used today. (DOD/COE1)

**LINEAR REFERENCING SYSTEM**

**(LRS):** The total set of procedures for determining and retaining a record of specific points along a highway. Typical systems used are mile point, milepost, reference point, and link - node. (FHWA2)

**LINEAR SERVICE:** International water carriers that ply fixed routes on published schedules. (MARAD1)

**LINEHAUL:** The movement of trains between terminals and stations on the main or branch lines of the road, exclusive of switching movements. (FRA2)

**LINER:** A word derived from the term "line traffic," which denotes operation along definite routes on the basis of definite, fixed schedules; a "line" thus is a vessel that engages in this kind of transportation, which generally involves the haulage of general cargo as distinct from bulk cargo. (DOD/COE1)

**LINER TERMS:** An expression covering assessment of ocean freight rates generally implying that loading and discharging expenses will be for ship owner's account, and usually apply from the end of ship's tackle in port of loading to the end of ship's tackle in port of discharge. (DOD/COE1)

**LINES (USED IN TOWING):** Back line, backing line, breast line, check line, dropping out line, face line, fore and aft line, handy line, head line, jockey line, lashing, lead line, lock line, monkey line, quarter line, side line, spar line, stem line, tow line, spring line, peg line. (DOD/COE1)

**LIQUEFIED NATURAL GAS (LNG):**

Natural gas or synthetic gas having methane as its major constituent which has been changed to a liquid or semisolid. (49CFR193)

**LIQUEFIED NATURAL GAS (LNG)**

**FACILITY:** A pipeline facility that is used for liquefying or solidifying natural gas or synthetic gas or transferring, storing, or vaporizing liquefied natural gas. (49CFR193)

**LIQUID:** See Term Index for additional liquid specific terms.

**LIQUID:** A material that has a vertical flow of over 2 inches (50 mm) within a three minute period, or a material having one gram or more liquid separation, when determined in accordance with the procedures specified in "Standard Test Method for Determining whether a Material is a Liquid or Solid," 1984 edition. (49CFR171)

**LIQUID PETROLEUM GAS (LPG):**

Consists of propane and butane and is usually derived from natural gas. In locations where there is no natural gas and the gasoline consumption is low, naphtha is converted to LPG by catalytic reforming. (DOE6)

**LIQUID PHASE:** A material that meets the definition of liquid when evaluated at the higher of the temperature at which it is offered for transportation or at which it is transported, not at the 37.8 degree C (100 degree F) temperature specified in American Society for Testing and Materials (ASTM) specifications D435F84. (49CFR171)

**LITE LOCOMOTIVE:** A locomotive or a consist of locomotives not attached to any piece of equipment or attached only to a caboose. (49CFR229)

**LIVESTOCK BODY:** Truck or trailer designed for the transportation of farm animals. (ATA1)

**LOAD:** See Term Index for additional load specific terms.

**LOAD FACTOR:** The ratio of a specified load to the total weight of the aircraft. The specified load is expressed in terms of any of the following: aerodynamic forces, inertia forces, or ground or water reactions. (14CFR1)

**LOAD FACTOR:** A term relating the potential capacity of a system relative to its actual performance. Is often calculated as total passenger miles divided by total vehicle miles. (DOE6)

**LOADED CAR MILE:** A loaded car mile is a mile run by a freight car with a load. In the case of intermodal movements, the car miles generated will be loaded or empty depending on whether the trailers / containers are moved with or without a waybill, respectively. (FRA2)

**LOADING TRAMWAY:** A pair of rails running down the riverbank upon which a cart rides for the purpose of loading buoys and other equipment aboard a tender. (DOD/COE1)

**LOCAL AIRCRAFT OPERATIONS:**

Performed by aircraft that: 1) Operate in the local traffic pattern or within sight of the airport; 2) Known to be departing for or arriving from flights in local practice areas located within a 20 - mile radius of the airport; 3) Execute simulated instrument approaches or low passes at the airport. (FAA13)(FAA14)

**LOCAL AIRPORT ADVISORY (LAA):**

A service provided by flight service stations or the military at airports not serviced by an operating control tower. This service consists of providing

information to arriving and departing aircraft concerning wind direction and speed, favored runway, altimeter setting, pertinent known traffic, pertinent known field conditions, airport taxi routes and traffic patterns, and authorized instrument approach procedures. This information is advisory in nature and does not constitute an Air Traffic Control (ATC) clearance. (FAA4)

**LOCAL AND SUBURBAN AND INTERURBAN PASSENGER TRANSPORTATION TRANSIT:** (See also *Intermodal*) Includes establishments that provide local and suburban passenger transportation, such as those providing passenger transportation within a single municipality, contiguous municipalities, or a municipality and its suburban areas by bus, rail, car subway, either separately or in combination. Also included are sightseeing, charter, intercity passenger operations, and establishments providing passenger terminal and maintenance facilities. (BEA1)

**LOCAL AND SUBURBAN TRANSIT:** (See also *Intermodal*) (1) Establishments primarily engaged in furnishing local and suburban mass passenger transportation over regular routes and on regular schedules. Such transportation may involve use of one or more modes of transportation. (2) Establishments primarily engaged in furnishing passenger transportation by automobile or bus to, from, or between airports or rail terminals over regular routes and those providing bus and rail commuter services are included in this industry. (3) Establishments primarily engaged in furnishing sightseeing buses where such operations are principally within a single municipality, contiguous municipalities, or a municipality and its suburban areas. (BOC1)

**LOCAL BUS CHARTER SERVICE:** Establishments primarily engaged in furnishing passenger transportation charter service where such operations are principally within a single municipality, contiguous municipalities or a municipality and its suburban areas. (BOC1)

**LOCAL COURIER SERVICE:** Establishments primarily engaged in the delivery of individually addressed letters, parcels, or packages (generally under 100 pounds) within a city, town, or other local area, including adjoining towns and suburban areas. Delivery is made by street or highway within the local area and by other than the U.S. Postal Service. (BOC1)

**LOCAL FREIGHT:** Freight movements within the confines of a port, whether the port has only one or several arms or channels (except car ferry and general ferry). The term is also applied to marine products, sand, and gravel taken directly from the Great Lakes. (DOD/COE1)

**LOCAL GENERAL FREIGHT (WITHOUT STORAGE) TRUCKING:** Establishments primarily engaged in furnishing trucking or transfer of general merchandise without storage, within a city, town, or other local areas, including adjoining towns and suburban areas. (BOC1)

**LOCAL HAZARDOUS MATERIALS TRUCKING:** (See also *Hazardous Material*) Establishments primarily engaged in furnishing trucking and transfer of hazardous materials, including liquid petroleum products, within a city, town, or other local area, including adjoining towns and suburban areas (i.e. acid waste collection, local liquid petroleum products trucking, local Hazardous waste trucking without disposal). (BOC1)

**LOCAL HIGHWAY:** Those roads and streets whose principal function is to provide direct access to abutting land. (FHWA5)

**LOCAL HOUSEHOLD GOODS (WITH STORAGE) MOVING:** Establishments primarily engaged in furnishing trucking and storage of furniture and other household goods within a city, town, or other local area, including adjoining towns and suburban areas. (BOC1)

**LOCAL HOUSEHOLD GOODS (WITHOUT STORAGE) MOVING:** Establishments primarily engaged in furnishing trucking or transfer of furniture and other household goods without storage, within a city, town, or other local area, including adjoining towns and suburban areas. (BOC1)

**LOCAL OPERATIONS:** Performed by aircraft which; 1) Operate in the local traffic pattern or within sight of the airport. 2) Are known to be departing for, or arriving from, flight in local practice areas within a 20 mile radius of the airport. 3) Execute simulated instrument approaches or low passes at the airport. Itinerant operations are all airport operations other than local operations. (FAA2)

**LOCAL PASSENGER (NOT ELSEWHERE CLASSIFIED) TRANSPORTATION:** Establishments primarily engaged in furnishing miscellaneous passenger transportation, where such operations are principally within a single municipality, contiguous municipalities, or a municipality and its suburban areas. (BOC1)

**LOCAL ROAD:** Roads whose principal function is to provide direct access to abutting land. (FHWA5)

**LOCAL STREET AND ROAD:** Streets whose primary purpose is feeding higher order systems, providing direct access with little or no through traffic. (NHTSA1)(NHTSA3)

**LOCAL TRAFFIC:** (1) Aircraft operating in the traffic pattern or within sight of the tower. (2) Aircraft known to be departing or arriving from flight in local practice areas. (3) Aircraft executing practice instrument approaches at the airport. (FAA4)

**LOCAL TRIP:** An intracity or short mileage trip by commercial motor vehicle. (FHWA4)

**LOCALIZER:** (See also *Glideslope, Instrument Landing System, Middle Marker, Outer Marker*) The component of an Instrument Landing System (ILS) which provides course guidance to the runway. (FAA4)

**LOCALIZER COURSE:** The locus of points, in any given horizontal plane, at which the difference in depth of modulation (DDM) is zero. (FAA4)

**LOCALIZER TYPE DIRECTIONAL AID:** A Navigational Aid (NAVAID) used for nonprecision instrument approaches with utility and accuracy comparable to a localizer but which is not a part of a complete Instrument Landing System and is not aligned with the runway. (FAA4)

**LOCALIZER USABLE DISTANCE:** The maximum distance from the localizer transmitter at a specified altitude, as verified by flight inspection, at which reliable course information is continuously received. (FAA4)

**LOCATION IDENTIFIER (LOCID):** A unique code which is assigned by the Federal Aviation Administration (FAA) to identify each airport. (FAA11)

**LOCATOR:** *See Term Index for additional locator specific terms.*

**LOCATOR:** A low / medium frequency (LM / MF) nondirectional beacon (NDB) used as an aid to final approach. Note: A locator usually has an average radius of rated coverage of between 18.6 and 46.3 miles (10 and 26 NM). (FAA4)

**LOCK:** *See Term Index for additional lock specific terms.*

**LOCK:** A chamber built at one side of a river dam for the purpose of raising or lowering the water level for floating traffic to pass the dam. (DOD/COE1)(DOI3)(DOI4)

**LOCK CELL:** The chamber of a lock. (DOD/COE1)

**LOCK GATE:** A movable, structural barrier to hold back the water in a lock chamber. (DOD/COE1)

**LOCK ROD:** [with respect to rail operations] A rod, attached to the front rod or lug of a switch, movable - point frog or derail, through which a locking plunger may extend when the switch points or derail are in the normal or reverse position. (49CFR236)

**LOCK TRAFFIC LIGHTS:** Red, yellow, and green lights displayed at the entrances of the lock, both up bound and down bound, for the purpose of controlling traffic. (DOD/COE1)

**LOCKING BAR:** [with respect to rail operations] A bar in an interlocking machine to which the locking dogs are attached. (49CFR236)

**LOCKING BED:** [with respect to rail operations] That part of an interlocking machine that contains or holds the tappets, locking bars, crosslocking, dogs and other apparatus used to interlock the levers. (49CFR236)

**LOCKING DOG:** [with respect to rail operations] A steel block attached to a locking bar or tappet of an interlocking machine, by means of which locking between levers is accomplished. (49CFR236)

**LOCKING FACE:** [with respect to rail operations] The locking surface of a locking dog, tappet or cross locking of an interlocking machine. (49CFR236)

**LOCKING LINE:** A long line led from the bow and the stern of the tow to the lock wall. (DOD/COE1)

**LOCKING SHEET:** A description in tabular form of the locking operations in an interlocking machine. (49CFR236)

**LOCKING TIME:** The total time required for a tow to pass through a locking procedure. This includes approach time, chamber time, and time to clear the lock. (DOD/COE1)

**LOCOMOTIVE:** *See Term Index for additional locomotive specific terms; See also Rail, Railway, Train.*

**LOCOMOTIVE:** A self - propelled unit of equipment designed for moving other railroad rolling equipment in revenue service including a self - propelled unit designed to carry freight or passenger traffic, or both, and may consist of one or more units operated from a single control. (49CFR218)(49CFR221)(FRA1)(FRA4)

**LOCOMOTIVE:** A self - propelled unit of equipment designed primarily for moving other equipment. It does not include self - propelled passenger cars. (49CFR223)

**LOCOMOTIVE:** A piece of ontrack equipment other than hi - rail, specialized maintenance, or other similar equipment; (1) With one or more propelling motors designed for moving other equipment; (2) With one or more propelling motors designed to carry freight or passenger traffic or both; or (3) Without propelling motors but with one or more control stands. (49CFR229) (FRA3)

**LOCOMOTIVE:** A self - propelled unit of equipment which can be used in train service. (49CFR236)

**LOCOMOTIVE CAB:** That portion of the superstructure designed to be occupied by the crew while operating the locomotive. (49CFR223)

**LOCOMOTIVE MILE:** The movement of a locomotive under its own power the distance of one mile. (FRA1)

**LOCOMOTIVE UNIT MILE:** The movement of a locomotive unit one mile under its own power. Miles of locomotives in helper service are computed on the basis of actual distance run in such service. Locomotive unit miles in road service are based on the actual distance run between terminals and / or stations. Train switching locomotive unit miles are computed at the rate of six miles per hour for the time actually engaged in such service. (FRA2)(FRA4)

**LOG BODY:** Truck or trailer designed for the transportation of logs or other loads which may be boomed or chained in place. (ATA1)

## **LONG RANGE NAVIGATION**

**(LRNAV):** A method of navigation that permits navigation over long distances. This is in contrast to the relatively short range navigation provided by the Very High Frequency Omni - Directional Radio Range (VOR) system. (FAA1)(FAA10)

**LONG TERM WET LEASE:** A lease by which the lessor provides both an aircraft and its crew, which either 1) Lasts more than 60 days, or 2) Is part of a series of such leases that amounts to a continuing arrangement lasting more than 60 days. (14CFR208)

**LONG TON:** Equivalent to a measure of 2,240 pounds weight per ton. (DOD/COE1)

**LONGITUDINAL:** Parallel to the longitudinal centerline of the vehicle. (49CFR571)

**LONGITUDINAL SEPARATION:** The longitudinal spacing of aircraft at the same altitude by a minimum distance expressed in units of time or miles. (FAA4)

**LOOSE-HEADED:** Light board under way. (DOD/COE1)

**LORAN:** An electronic navigational system by which hyperbolic lines of position are determined by measuring the difference in the time of reception of synchronized pulse signals from two fixed transmitters. Loran A operates in the 1750 - 1950 kHz frequency band. Loran C and D operate in the 100 - 110 kHz frequency band. (FAA4)

**LOST COMMUNICATIONS:** Loss of the ability to communicate by radio. Aircraft are sometimes referred to as NORDO (No Radio). Standard pilot procedures are specified in Federal Aviation Regulation (FAR) Part 91.

Radar controllers issue procedures for pilots to follow in the event of lost communications during a radar approach when weather reports indicate that an aircraft will likely encounter Instrument Flight Rules (IFR) weather conditions during the approach. (FAA4)

**LOST WORKDAYS:** Any full day or part of a day (consecutive or not) other than the day of injury, that a railroad employee is away from work because of injury or occupational illness. (49CFR225)

#### **LOW ALTITUDE AIRWAY**

**STRUCTURE (LAAS):** The network of airways serving aircraft operations up to but not including 18,000 feet mean sea level (MSL). (FAA4)

#### **LOW ALTITUDE ALERT SYSTEM**

**(LAAS):** An automated function of the TPX42 that alerts the controller when a Mode C transponder equipped aircraft on an Instrument Flight Rules (IFR) flight plan is below a predetermined minimum safe altitude. If requested by the pilot, Low Altitude Alert System (LAAS) monitoring is also available to Visual Flight Rules (VFR) Mode C transponder equipped aircraft. (FAA4)

**LOW APPROACH:** An approach over an airport or runway following an instrument approach or a Visual Flight Rules (VFR) approach including the go-around maneuver where the pilot intentionally does not make contact with the runway. (FAA4)

**LOW BOY:** A low trailer for hauling heavy machinery. (ATA1)

**LOW EMISSION VEHICLE:** A clean fuel vehicle meeting the low - emission vehicle standards. (DOE6)

**LOW FREQUENCY:** The frequency band between 30 and 300 kHz. (FAA4)

**LOW HEAD:** Vertical difference of 100 feet or less in the upstream surface water elevation (headwater) and the downstream surface water elevation (tailwater) at a dam. (DOE5)

#### **LOW IMPACT RESISTANT**

**SUPPORTS (LIRS):** Supports designed to resist operational and environmental static loads and fail when subjected to a shock load such as that from a colliding aircraft. (FAA12)

#### **LOW ROUTE AREA NAVIGATION:**

An area navigation route within the airspace extending upward from 1,200 feet above the surface of the earth to, but not including, 18,000 feet mean sea level (MSL). (14CFR1)

#### **LOW TYPE ROAD SURFACE:**

Bituminous surface-treated Surface / Pavement Type Code 51. (FHWA2)

#### **LOW WATER DAM:** (*See also Weir*) (1)

A low level dam designed to hold back a head of water so as to maintain project depth in a certain area. The dam may be visible at the low water stage. (2) A dam that is more effective at low water; at high water the dam becomes a weir. (DOD/COE1)

**LOW WATER DATUM:** A term used by the Corps of Engineers to define their originating point of elevation in determining stages of water when erecting various gages along the river. (DOD/COE1)

**LOWER GAGE:** A gage located in the tailwater of a dam (downstream side); colloquially called tailgate. (DOD/COE1)

**LOWER-HALF OF SADDLE-MOUNT:**

*(See also Saddle-Mount, Upper-Half of Saddle-Mount, King-Pin Saddle-Mount)*  
That part of the device which is securely attached to the towing vehicle and maintains a fixed position relative thereto but does not include the "king - pin." (49CFR393)

**LUMBER BODY:** Platform truck or trailer body with traverse rollers designed for the transportation of sawed lumber. (ATAI)

**MACH NUMBER:** The ratio of true airspeed to the speed of sound. (14CFR1) (FAA4)

**MACH TECHNIQUE:** Describes a control technique used by air traffic control whereby turbojet aircraft operating successively along suitable routes are cleared to maintain appropriate MACH numbers for a relevant portion of the en route phase of flight. The principle objective is to achieve improved utilization of the airspace and to ensure that separation between successive aircraft does not decrease below the established minima. (FAA4)

**MACHINE:** *See Term Index for machine specific terms.*

**MACKINAW BOAT:** A crudely built flatboat used on the Ohio and Upper Mississippi rivers during the 18th century. (DOD/COE1)

**MAGAZINE VESSEL:** *(See also Hazardous Material)* A vessel used for the receiving, storing, or dispensing of explosives. (49CFR171)

**MAIL:** *See Term Index for additional mail specific terms.*

**MAIL REVENUE:** Revenues from the carriage of mail bearing postage for air transportation both U.S. and foreign mail that go by air on priority and non - priority bases. (RSPA1)

**MAIN DECK:** The lowest deck on a river steamboat. The main deck supports the vessel's engines and boilers and has space for fuel and cargo. (DOD/COE1)

**MAIN HEATING FUEL:** Fuel that powers the main heating equipment. (DOE5)

**MAIN ROTOR:** The rotor that supplies the principal lift to a rotorcraft. (14CFR1)

**MAIN STEM:** The main portion of navigable channel of a river where more than one channel exists. (DOD/COE1)

**MAIN TRACK:** A track, other than an auxiliary track, extending through yards or between stations, upon which trains are operated by timetable or train order or both, or the use of which is governed by a signal system. (49CFR218) (49CFR221)(49CFR236)(49CFR245)

**MAINTAIN:** (1) Concerning altitude flight level, the term means to remain at the altitude flight level specified. The phrase "climb and" or "descend and" normally precedes "maintain" and the altitude assignment; e.g., "descend and maintain 5,000". (2) Concerning other Air Traffic Control (ATC) instructions, the term is used in its literal sense; (e.g., maintain Visual Flight Rule (VFR)). (FAA4)

**MAINTENANCE:** *(See also Maintenance Control Center, Preventive Maintenance)*  
(1) Inspection, overhaul, repair, preservation, and the replacement of parts, but excludes preventive maintenance. (2) The preservation of the entire highway, including surface,

shoulders, roadsides, structures, and such traffic control devices as are necessary for its safe and efficient utilization. (3) All expenses, both direct and indirect, specifically identifiable with the repair and upkeep of property and equipment. (14CFR1) (FHWA2)(RSPA1)

**MAINTENANCE CONTROL CENTER (MCC):** (See also *Maintenance, Preventive Maintenance*) Responsible for the oversight of authorization for vehicle repair and authorization and certification of maintenance and repair invoices for Interagency Fleet Management System (IFMS) vehicles within the specified region(s). The MCC also contacts vendors to schedule vehicle services. (GSA2)

**MAJOR ALTERATION:** An alteration not listed in the aircraft, aircraft engine, or propeller specifications that 1) Might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or 2) Done according to accepted practices cannot be done by elementary operations. (14CFR1)

**MAJOR CARRIER GROUP:** Air carrier groups with annual operating revenues exceeding \$1,000,000,000. (FAA11) (RSPA1)(RSPA2)(RSPA3)

**MAJOR FUEL:** Fuels or energy sources such as electricity, fuel oil, liquefied petroleum gases, natural gas, district steam, district hot water, and district chilled water. (DOE5)

**MAJOR INTERSTATE PIPELINE COMPANY:** A company whose combined sales for resale, including gas transported interstate or stored for a fee, exceeded 50 million thousand cubic feet in the previous year. (DOE5)

**MAJOR REPAIR:** A repair that, if improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or that is not done according to accepted practices or cannot be done by elementary operations. (14CFR1)

**MAJOR RIVER:** A river that, because of its velocity and vessel traffic, would require a more rapid response in case of a worst case discharge. (49CFR194)

**MAKE SHORT APPROACH:** Used by Air Traffic Control (ATC) to inform a pilot to alter his traffic pattern 80 degrees as to make a short final approach. (FAA4)

**MAKE UP TOW:** To assemble barges into a tow. (DOD/COE1)

**MAN:** See *Term Index* for additional man specific terms.

**MAN-HOUR:** An industrial unit of production reflecting paid labor hours. (FRA1)

**MANAGEMENT:** See *Term Index* for management specific terms.

**MANDATORY ALTITUDE:** An altitude depicted on an instrument approach procedure chart requiring the aircraft to maintain altitude at the depicted value. (FAA4)

**MANDATORY USE SEAT BELT LAW:** (See also *Manual Restraint System, Restraint Usage*) A law requiring some adult occupants of some traffic vehicles to use available restraint systems. (NHTSA1)

**MANEUVER:** See *Term Index* for additional maneuver specific terms.

**MANEUVER BOAT:** Boat used by the Corps of Engineers in raising and lowering movable wickets of dams on the Ohio River. (*DOD/COE1*)

**MANEUVERING:** Changing of course, speed, or similar boat handling action during which a high degree of alertness is required or the boat is imperiled because of the operation, i.e. docking, mooring, undocking, etc. (*USCG2*)

**MANIAC:** Shop mechanic. (*ATA1*)

**MANIFOLD PRESSURE:** Absolute pressure as measured at the appropriate point in the induction system and usually expressed in inches of mercury. (*14CFR1*)

**MANNER OF COLLISION:**  
A classification for crashes in which the first harmful event was a collision between two motor vehicles in transport. (*NHTSA3*)

**MANUAL:** *See Term Index for additional manual specific terms.*

**MANUAL INTERLOCKING:**  
An arrangement of signals and signal appliances operated from an interlocking machine and so interconnected by means of mechanical and / or electric locking that their movements must succeed each other in proper sequence, train movements over all routes being governed by signal indication. (*49CFR236*)

**MANUAL RESTRAINT SYSTEM:** (*See also Mandatory Use Seat Belt Law, Restraint Usage*) Occupant restraints that require some action, usually buckling, before they are effective. They include shoulder belt, lap belt, lap and shoulder belt. infant carrier. or child safety seat. (*NHTSA1*)

**MANUFACTURER:** (1) Any person engaged in the manufacture, construction, or assembly of boats or associated equipment (2) The manufacture or construction of components for boats and associated (3) Equipment to be sold for subsequent assembly or (4) The importation into the United States for sale of boats, associated equipment, or components thereof. (*USCG1*)

**MANUFACTURER IDENTIFICATION CODE (MIC):** Three - character identifier assigned by Headquarters on request to those manufacturers and importers defined under 33 CFR 181.31. (*USCG1*)

**MARINA:** Establishments primarily engaged in the operation of marinas. These establishments rent boat slips and store boats, and generally perform a range of other services including boat cleaning and incidental boat repair. They frequently sell food, fuel, and fishing supplies, and may sell boats. (*BOCI*)

**MARINE CARGO HANDLING:**  
Establishments primarily engaged in activities directly related to marine cargo handling from the time cargo (for or from a vessel) arrives at shipside, dock, pier, terminal, staging area, or in - transit area until cargo loading or unloading operations are completed. Included in this industry are establishments primarily engaged in the transfer of cargo between ship and barges, trucks, trains, pipelines, and wharfs. Cargo handling operations carried on by transportation companies and separately reported are classified here. This industry includes the operation and maintenance of piers, docks, and associated buildings and facilities. (*BOCI*)



**MARINE POLLUTANT:** (*See also Hazardous Material*) A hazardous material which is listed in Appendix B to CFR 172.101 of this subchapter and, when in a solution or mixture of one or more marine pollutants, is packaged in a concentration which equals or exceeds: (1) Ten percent by weight of the solution or mixture for materials listed in the appendix; or (2) One percent by weight of the solution or mixture for materials that are identified as severe marine pollutants in the appendix. (*49CFR171*)

**MARINE SANITATION DEVICE (MSD):** Any equipment for installation on board a vessel which is designed to receive, retrain, treat or discharge sewage and any process to treat such sewage. (*USCG1*)

**MARINE TERMINAL:** A designated area of a port, which includes but not limited to wharves, warehouses, covered and / or open storage spaces, cold storage plants, grain elevators and / or bulk cargo loading and / or unloading structures, landings, and receiving stations, used for the transmission, care, and convenience of cargo and / or passengers in the interchange of same between land and water carriers or between two water carriers. (*MARAD1*)

**MARINE TERMINAL OPERATOR:** Person or entity that operates the various marine terminals at ports, usually under long - term lease agreements with local or state governments or port authorities. The marine terminal operator provides receiving and delivery, and other terminal services for the cargos moving through these facilities. (*MARAD1*)

**MARITIME ADMINISTRATION (MARAD):** The Maritime Administration was established by Reorganization Plan No. 21 of 1950 (5 U.S.C. app.) effective

May 24, 1950. The Maritime Act of 1981 (46 U.S.C. 1601) transferred the Maritime Administration to the Department of Transportation, effective August 6, 1981. The Administration administers programs to aid in the development, promotion, and operation of the U.S. Merchant Marine. It is also charged with organizing and directing emergency merchant ship operations, administering subsidy programs, constructing or supervising the construction of merchant type ships for the Federal Government, conducting program and technical studies, maintains a National Defense Reserve Fleet of Government - owned ships, regulates sales to aliens and transfers to foreign registry of ships and also operates the U.S. Merchant Marine Academy, Kings Point. (*OFRI*)

**MARITIME CARRIER:** Carriers which operate on the open sea, i.e., their operations must include a foreign or international component and may include a domestic component. (*DOD/COE1*)

**MARITIME REVENUE:** Revenue received for operations in international or foreign shipping. (*DOD/COE1*)

**MARK:** *See Term Index for additional mark specific terms.*

**MARK TWAIN:** Colloquial term for 12 - foot depth or mark 2 on the lead line. (*DOD/COE1*)

**MARKED CHANNEL:** Channel marked by buoys. (*DOD/COE1*)

**MARKER BEACON:** An electronic navigation facility transmitting a 76 mHz vertical fan or boneshaped radiation pattern. Marker beacons are identified by their modulation frequency and keying code, and when received by compatible

airborne equipment, indicate to the pilot, both aurally and visually, that he is passing over the facility. (FAA4)

**MARKETED PRODUCTION:** Gross withdrawals less gas used for repressuring, quantities vented and flared, and nonhydrocarbon gases removed in treating or processing operations. Includes all quantities of gas used in field and processing operations. (DOE3)

**MARKINGS:** (See also *Hazardous Material*) A descriptive name, identification number, instructions, cautions, weight, specification, or combinations thereof, required by this subchapter on outer packagings of hazardous materials. (49CFR171)

**MATERIAL:** See *Term Index for additional material specific terms.*

**MATERIAL HANDLING:** Short - distance movement of goods within a storage area. (MARAD1)

#### **MATERIAL HANDLING**

**EQUIPMENT:** Forklift trucks, platform trucks, warehousing industrial cranes, straddle carrier trucks, pallet trucks, platform trucks, warehousing trailers, conveyer systems, and others, used in storage and handling operations. (MARAD1)

**MAXIMUM EXTENT PRACTICABLE:** The limits of available technology and the practical and technical limits on a pipeline operator in planning the response resources required to provide the on - water recovery capability and the shoreline protection and cleanup capability to conduct response activities for a worst case discharge from a pipeline in adverse weather. (49CFR194)

#### **MAXIMUM HIGH WATER**

**ELEVATION:** The highest water level reached during the past 200 years of record keeping. (DOD/COE1)

#### **MAXIMUM RATED CONTINUOUS**

**POWER:** With respect to reciprocating, turbopropeller, and turboshaft engines, means the approved brake horsepower that is developed statically or in flight, in standard atmosphere at a specified altitude, within the engine operating limitations established under Part 33, and approved for unrestricted periods of use. (14CFR1)

**MAY DAY:** (See also *Pan Pan*) The international radiotelephony distress signal. When repeated three times, it indicates imminent and grave danger and that immediate assistance is requested. (FAA4)

**MEAN:** (See also *Estimate Ratio; Ratio Estimate*) The simple arithmetic average for a population; that is, the sum of all the values in a population divided by the size of the population. For this report, population means are estimated by computing the weighted sum of the sample values, then dividing by the sum of the sample weights. The mean is, thus, an aggregate ratio whose denominator is the total number of households or vehicles. (DOE4)

**MEANS OF TRANSPORTATION:** (See also *Mode*) A mode used for going from one place (origin) to another (destination). Includes private and public modes, as well as walking. For all travel day trips, each change of mode constitutes a separate trip. (FHWA4)

**MEDIAN CATEGORY:** Inclusion of a median within single instance of road. (DOI3)

**MEDIAN INCLUDED:** Median is included within the instance of road. (DOI3)

**MEDIAN NOT INCLUDED:** Median is not included because there is no median or median is wide enough to cause separate instances of road. (DOI3)

**MEDIUM AIR TRAFFIC HUB:** A community enplaning from 0.25 to 0.99 percent of the total enplaned passengers in all services and all operations for all communities within the 50 States, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration. (FAA2)(FAA14)(FAA15)

**MEDIUM AND / OR HEAVY TRUCKS:** Trucks over 10,000 lbs. Gross Vehicle Weight Rating (GVWR), including single - unit trucks, tractor trailer combinations, trucks with cargo trailer(s), and truck - tractors pulling no trailer (buses, motor homes, and farm and construction equipment other than trucks are excluded). (NHTSA2)(NHTSA4)

**MEDIUM REGIONAL CARRIER GROUP:** Carrier groups with annual operating revenues less than \$10,000,000 or that operate only aircraft with 60 seats or less (or 18,000 lbs maximum payload). (FAA11)(RSPA1)(RSPA2)(RSPA3)

**MEDIUM SPEED:** A speed not exceeding 40 miles per hour. (49CFR236)

**MEGAWATT:** See Term Index for additional megawatt specific terms; See also Electricity, Gigawatt, High Voltage, Kilowatt.

**MEGAWATT ELECTRIC (MWE):** One million watts of electric capacity. (DOE5)

**METEOROLOGICAL IMPACT STATEMENT:** An unscheduled planning forecast describing conditions expected to begin within 4 to 12 hours which may impact the flow of air traffic in a specific Air Route Traffic Control Center's (ARTCC) area. (FAA4)

**METER FIX/SLOT TIME:** A calculated time to depart the meter fix in order to cross the vertex at the Actual Calculated Landing Time (ACLT). This time reflects descent speed adjustment and any applicable time that must be absorbed prior to crossing the meter fix. (FAA4)

**METERED DATA:** End - use data obtained through the direct measurement of the total energy consumed for specific uses within the individual household. Individual appliances can be submetered by connecting the recording meters directly to individual appliances. (DOE5)

**METERING:** A method of time regulating arrival traffic flow into a terminal area so as not to exceed a predetermined terminal acceptance rate. (FAA4)

**METERING AIRPORTS:** Airports adapted for metering and for which optimum flight paths are defined. A maximum of 16 airports may be adapted. (FAA4)

**METERING FIX:** A fix along an established route from over which aircraft will be metered prior to entering terminal airspace. Normally, this fix should be established at a distance from the airport which will facilitate a profile descent 10,000 feet above airport elevation or above. (FAA4)

**METRIC:** Refers to the modernized metric system known as the International System. (FHWA2)

**METRIC TON:** A unit of weight equal to 2,204.6 pounds. *(DOE5)*

**METROPOLITAN PLANNING ORGANIZATION (MPO):** Formed in cooperation with the state, develops transportation plans and programs for the metropolitan area. For each urbanized area, a Metropolitan Planning Organization (MPO) must be designated by agreement between the Governor and local units of government representing 75% of the affected population (in the metropolitan area), including the central cities or cities as defined by the Bureau of the Census, or in accordance with procedures established by applicable State or local law (23 U.S.C. 134(b)1) / Federal Transit Act of 1991 Sec. 8(b)1)). *(FHWA2)*

**METROPOLITAN STATISTICAL AREA (MSA):** *(See also Central City, Standard Metropolitan Statistical Area)* Areas defined by the U.S. Office of Management and Budget. A Metropolitan Statistical Area (MSA) is 1) A county or a group of contiguous counties that contain at least one city of 50,000 inhabitants or more, or 2) An urbanized area of at least 50,000 inhabitants and a total MSA population of at least 100,000 (75,000 in New England). The contiguous counties are included in an MSA if, according to certain criteria, they are essentially metropolitan in character and are socially and economically integrated with the central city. In New England, MSAs consist of towns and cities rather than counties. *(DOE4)(DOE5)(FHWA3)*

**METROPOLITAN STATUS:** A building classification referring to the location of the building either located within a Metropolitan Statistical Area (MSA) or outside a MSA. *(DOE5)*

**MEXICAN OVERDRIVE:** Kicking out of gear going down grade. *(ATA1)*

**MICROBRIDGE:** A joint water, rail or truck container movement on one Bill of Lading to or from a foreign port, or between two inland U.S. cities. *(MARAD1)*

**MICROBURST:** A small downburst with outbursts of damaging winds extending 2.5 miles or less. In spite of its small horizontal scale, an intense microburst could induce wind speeds as high as 150 knots. *(FAA4)*

**MICROWAVE LANDING SYSTEM (MLS):** A precision instrument approach system operating in the microwave spectrum which normally consists of the following components: (a) Azimuth Station. (b) Elevation Station. (c) Precision Distance Measuring Equipment. *(FAA4)*

**MIDDAY PERIOD:** The period between the end of the A.M. peak and the beginning of the P.M. peak. *(FTA1)*

**MIDDLE BAR:** Bar in middle of river. *(DOD/COE1)*

**MIDDLE COMPASS LOCATOR (MCL):** A compass locator installed at the site of the middle marker of an instrument landing system. *(FAA4)*

**MIDDLE MARKER (MM):** *(See also Compass Locator, Glideslope, Instrument Landing System, Localizer, Outer Marker)* A marker beacon that defines a point along the glideslope of an Instrument Landing System (ILS) normally located at or near the point of decision height (ILS Category I). It is keyed to transmit alternate dots and dashes, with the alternate dots and dashes keyed at the rate of 95 dot / dash combinations per minute on a 1300 Hz tone, which is received aurally and visually by compatible airborne equipment. *(FAA4)*

**MIDGRADE UNLEADED GASOLINE:** (See also *Fuel, Gasohol, Gasoline, Kerosene*) Gasoline having an antiknock index (R+M/2) greater than or equal to 88, or less than or equal to 90, and containing not more than 0.05 grams of lead or 0.005 grams of phosphorus per gallon. (DOE5)

**MILE:** See *Term Index for additional mile specific terms; See also Kilometer.*

**MILE:** A statute mile (5,280 feet). All mileage computations are based on statute miles. (RSPA2)(RSPA3)

**MILE BOARD:** A 12 by 36 inch board mounted horizontally above a shore to aid in navigation and labeled with the river mileage at that point. (DOD/COE1)

**MILE MARKER:** A point on a feature indicating the distance, in miles, measured along the course or path of the feature from an established origin point on the feature. (DOI3)

**MILES IN TRAIL:** A specified distance between aircraft, normally, in the same stratum associated with the same destination or route of flight. (FAA4)

**MILES OF ROAD OPERATED:** The single or first main track, measured by the distance between terminals, over which railway transportation service is conducted. (FRA2)

**MILES OF TRACK OPERATED:** (See also *Track Mile*) Total track mileage consisting of first, second and other main tracks, and of yard tracks and sidings over which railway transportation service is conducted. (FRA2)

**MILES PER GALLON (MPG):** A measure of vehicle fuel efficiency. Miles Per Gallon (MPG) represents "Fleet Miles per Gallon". For each subgroup or "table

cell", MPG is computed as the ratio of the total number of miles traveled by all vehicles in the subgroup to the total number of gallons consumed. MPGs are assigned to each vehicle using the Environmental Protection Agency (EPA) certification files and adjusted for on - road driving. (DOE4)(DOE5)

**MILES PER GALLON (MPG) SHORTFALL:** The difference between actual on - road Miles Per Gallon (MPG) and Environmental Protection Agency (EPA) laboratory test MPG. Miles Per Gallon (MPG) shortfall is expressed as gallons per mile ratio (GPMR). (DOE4)

**MILITARY APPROACH CONTROLS:** Military approach control facilities include Army Radar Approach Controls (ARACs), Radar Air Traffic Control Facilities (RATCFs), and Radar Approach Controls (RAPCONs). (FAA10)

**MILITARY AUTHORITY ASSUMES RESPONSIBILITY FOR AIRCRAFT SEPARATION:** A condition whereby the military services involved assume responsibility for separation between participating military aircraft in the Air Traffic Control (ATC) system. It is used only for required Instrument Flight Rules (IFR) operations which are specified in letters of agreement or other appropriate Force Module (FM) or military documents. (FAA4)

**MILITARY BASE:** An area owned and operated by the government in which various military activities take place. (DOI4)

**MILITARY FUEL:** Kerosene - type jet fuel intended for military use. (DOE5)

**MILITARY INSTRUMENT FLIGHT RULES (IFR) TRAINING ROUTE:** Routes used by the Department of Defense and associated Reserve and Air

Guard units for the purpose of conducting low altitude navigation and tactical training in both Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) weather conditions below 10,000 feet Main Sea Level (MSL) at airspeeds in excess of 250 knots Indicated Airspeed (IAS). (FAA4)

**MILITARY OPERATIONS:** All classes of military operations. (FAA13)

**MILITARY OPERATIONS:** Arrivals and departures of aircraft not classified as civil. (FAA14)

**MILITARY OPERATIONS AREA (MOA):** An airspace assignment of defined vertical and lateral dimensions established outside positive control areas to separate / segregate certain military activities from Intermediate Fix (IF) traffic and to identify for Visual Flight Rules (VFR) traffic where these activities are conducted. (FAA8)

**MILITARY TRAINING ROUTE:** Airspace of defined vertical and lateral dimensions established for the conduct of military flight training at airspeeds in excess of 250 knots IAS. (FAA4)

**MILK RUN:** Easy trip. (ATA1)

**MILL CAPITAL:** Cost for transportation and equipping a plant for processing ore or other feed materials. (DOE5)

**MINI SERVICE:** Service station attendants pump vehicle fuel but do not provide other services, such as checking oil and tire pressure or washing windshields. (DOE5)

**MINI VAN:** New type of small van that first appeared with that designation in 1984. Any of the smaller vans built on an automobile - type frame. Earlier models

such as the Volkswagen van are now included in this category. (DOE5)

**MINIATURE RAILWAY:** Small scale railway used for amusement. (DOI3)

**MINIBRIDGE:** (See also *Intermodal, Landbridge*) A joint water, rail or truck container move on a single Bill of Lading for a through route from a foreign port to a U.S. port destination through an intermediate U.S. port or the reverse. (MARAD1)

**MINIMUM EN ROUTE INSTRUMENT FLIGHT RULES (IFR)**

**ALTITUDE (MEA):** The lowest published altitude between radio fixes which assures acceptable navigational signal coverage and meets obstacle clearance requirements between those fixes. The Minimum En Route Altitude (MEA) prescribed for a federal airway, or segment thereof, area navigation low or high route, or other direct route applies to the entire width of the airway, segment, or route between the radio fixes defining the airway, segment or route. (FAA4)(FAA8)

**MINIMUM ALTITUDE:** Instrument Flight Rules (IFR) Minimum altitudes for Instrument Flight Rules (IFR) operations as prescribed in Federal Aviation Regulation (FAR) Part 91. These altitudes are published on aeronautical charts and prescribed in FAR Part 96 for airways and routes, and in FAR Part 97 for standard instrument approach procedures. If no applicable minimum altitude is prescribed in FAR Part 96 or FAR Part 97, the following minimum IFR altitude applies: 1) In designated mountainous areas, 2,000 feet above the highest obstacle within a horizontal distance of 4 nautical miles from the course to be flown; 2) Other than mountainous areas, 1,000 feet above the highest obstacle within a horizontal

distance of 4 nautical miles from the course to be flown; or 3) As otherwise authorized by the Administrator or assigned by Air Traffic Control (ATC). (FAA4)

**MINIMUM CROSSING ALTITUDE:**

The lowest altitude at certain fixes at which an aircraft must cross when proceeding in the direction of a higher minimum en route Instrument Flight Rules (IFR) altitude (MEA). (FAA4)

**MINIMUM DESCENT ALTITUDE**

(MDA): (See also *Height Above Airport*)

The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle - to - land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided. (FAA4)(FAA8)

**MINIMUM FUEL:** (See also *Fuel*

*Remaining*) Indicates that an aircraft's fuel supply has reached a state where, upon reaching the destination, it can accept little or no delay. This is not an emergency situation but merely indicates an emergency situation is possible should any undue delay occur. (FAA4)

**MINIMUM HOLDING ALTITUDE:**

The lowest altitude prescribed for a holding pattern which assures navigational signal coverage, communications, and meets obstacle clearance requirements. (FAA4)

**MINIMUM INSTRUMENT FLIGHT RULE (IFR) ALTITUDE (MIA):**

Minimum altitudes for Instrument Flight Rules (IFR) operations as prescribed in Federal Aviation Regulations (FAR) Part 91. (FAA8)

**MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS:**

A set of standards which require aircraft to have a minimum navigation performance capability in order to operate in minimum navigation performance specifications (MNPS) designated airspace. In addition, aircraft must be certified by their State of Registry for MNPS operation. (FAA4)

**MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS AIRSPACE (MNPSA):**

Designated airspace in which minimum navigation performance specifications (MNPS) procedures are applied between MNPS certified and equipped aircraft. Under certain conditions, non - MNPS aircraft can operate in Minimum Performance Specifications Airspace (MNPSA). However, standard oceanic separation minima is provided between the non - MNPS aircraft and other traffic. Currently, the only designated MNPSA is described as follows: 1) Between Flight Level 275 and 400; 2) Between latitudes 27 - N. and the North Pole; 3) In the east, the eastern boundaries of the Control Areas (CTA) Santa Maria Oceanic, Shanwick Oceanic, and Reykjavik; 4) In the west, the western boundaries of CTA's Reykjavik and Gander Oceanic and New York Oceanic excluding the area west of 60 - W and south of 38 - 30°N. (FAA4)

**MINIMUM OBSTRUCTION**

**CLEARANCE ALTITUDE:** The lowest published altitude in effect between radio fixes on very high frequency (VHF) omnidirectional range (VOR) airways, off - airway routes or route segments which meets obstacle clearance requirements for the entire route segment and which assures acceptable navigational signal coverage only within 25 statute (22 nautical) miles of a VOR. (FAA4)

**MINIMUM POOL ELEVATION:** The least depth to which a pool is permitted to go and still maintain project channel depth. *(DOD/COE1)*

**MINIMUM SAFE ALTITUDE (MSA):**

(1) The minimum altitude specified in Federal Aviation Regulation (FAR) Part 91 for various aircraft operations; (2) Altitudes depicted on approach charts which provide at least 1,000 feet of obstacle clearance for emergency use within a specified distance from the navigation facility upon which a procedure is predicated. These altitudes will be identified as Minimum Sector Altitudes or Emergency Safe Altitudes and are established as follows:

(a) Minimum Sector Altitudes. Altitudes depicted on approach charts which provide at least 1,000 feet of obstacle clearance within a 25 - mile radius of the navigation facility upon which the procedure is predicated. Sectors depicted on approach charts must be at least 90 degrees in scope. These altitudes are for emergency use only and do not necessarily assure acceptable navigational signal coverage; (b) Emergency Safe Altitudes. Altitudes depicted on approach charts which provide at least 1,000 feet of obstacle clearance in nonmountainous areas and 2,000 feet of obstacle clearance in designated mountainous areas within a 100 - mile radius of the navigation facility upon which the procedure is predicated and normally used only in military procedures. These altitudes are identified on published procedures as "Emergency Safe Altitudes." *(FAA4)*

**MINIMUM SAFE ALTITUDE**

**WARNING (MSAW):** A function of the Automated Radar Terminal System (ARTS) III computer that aids the controller by alerting him when a tracked Mode C equipped aircraft is below or is predicted by the computer to go below a

predetermined minimum safe altitude. *(FAA4)(FAA8)*

**MINIMUM SECTOR ALTITUDE:** The lowest altitude which may be used under emergency conditions which will provide a minimum clearance of 300 m (1,000 feet) above all obstacles located in an area contained within a sector of a circle of 46 km (25 nautical miles) radius centered on a radio aid to navigation. *(FAA4)*

**MINIMUM VECTORING ALTITUDE**

**(MVA):** The lowest Mean Sea Level (MSL) altitude at which an Instrument Flight Rule (IFR) aircraft will be vectored by a Radar Controller, except as otherwise authorized for radar approaches, departures, and missed approaches. The MVA meets Instrument Flight Rules (IFR) obstacle clearance criteria and may be lower than the published Minimum En Route IFR Altitude (MEA) along an airway or J - route segment. It may be utilized for radar vectoring only upon the controller's determination that an adequate radar return is being received from the aircraft being controlled. Charts depicting minimum vectoring altitudes are normally available only to the controllers and not to pilots. *(FAA8)*

**MINIMUMS:** Weather condition requirements established for a particular operation or type of operation; e.g., Instrument Flight Rules (IFR) takeoff or landing, alternate airport for Instrument Flight Rules (IFR) flight plans, Visual Flight Rules (VFR) flights, etc. *(FAA4)*

**MINING DANGER AREA:** An area identified as a danger to maritime navigation due to unexploded ordinances. *(DOI3)*

**MINIVAN:** New type of small van that first appeared with that designation in 1984. Any of the smaller vans built on an automobile - type frame. Earlier models such as the Volkswagen van are now included in this category. *(DOE4)*

**MINNIE:** Less than 100 pound shipment. *(ATA1)*

**MINOR ALTERATION:** An alteration other than a major alteration. *(14CFR1)*

**MINOR ARTERIAL:** *(See also Arterial, Arterial Highway, Principal Arterial)* Streets and highways linking cities and larger towns in rural areas in distributing trips to small geographic areas in urban areas (not penetrating identifiable neighborhoods). *(NHTSA1) (NHTSA3)*

**MINOR REPAIR:** A repair other than a major repair. *(14CFR1)*

**MINUTES IN TRAIL:** A specified interval between aircraft expressed in time. This method would more likely be utilized regardless of altitude. *(FAA4)*

**MISCELLANEOUS TRANSPORT REVENUE:** Other revenues associated with air transportation performed by air carriers, such as transportation fees collected from those traveling on free or reduced transportation and processing service charges such as lost tickets. *(RSPA1)*

**MISSED APPROACH:** *(See also Go Around)* 1) A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. The route of flight and altitude are shown on instrument approach procedure charts. A pilot executing a missed approach prior to the Missed Approach Point (MAP) must continue along the final approach to the MAP. The pilot may climb

immediately to the altitude specified in the missed approach procedure; 2) A term used by the pilot to inform Air Traffic Control (ATC) that he is executing the missed approach; 3) At locations where ATC radar service is provided, the pilot should conform to radar vectors when provided by ATC in lieu of the published missed approach procedure. *(FAA4)*

**MISSED APPROACH POINT:** A point prescribed in each instrument approach procedure at which a missed approach procedure shall be executed if the required visual reference does not exist. *(FAA4)*

**MISSED APPROACH PROCEDURE:** The procedure to be followed if the approach cannot be continued. *(FAA4)*

**MISSED EXECUTED APPROACH:** Instructions issued to a pilot making an instrument approach which means continue inbound to the missed approach point and execute the missed approach procedure as described on the Instrument Approach Procedure Chart or as previously assigned by Air Traffic Control (ATC). The pilot may climb immediately to the altitude specified in the missed approach procedure upon making a missed approach. No turns should be initiated prior to reaching the missed approach point. When conducting an Airport Surveillance Radar (ASR) or Precision Approach Radar (PAR) approach, execute the assigned missed approach procedure immediately upon receiving instructions to "execute missed approach." *(FAA4)*

**MITER GATES:** Vertical, gates which form the openings of navigation locks; these gates consist of two swinging leaves and close at the center. *(DOD/COE1)*

**MITER SILL:** The underwater concrete sill across the openings in the upper and lower lock chamber that the movable lock gates close on. The depth over these cells exceeds project depth and is registered on the several gages within the lock chamber. *(DOD/COE1)*

**MIXED CARGO:** Indicates that a vessel carries any combination of Grains, Government Aid, Containers, General or Bulk Cargo. *(SLSDC1)*

**MIXED CHARTER:** A charter, the cost of which is borne, or pursuant to contract may be borne, partly by the charter participants and partly by the charterer. *(14CFR208)*

**MIXED TRAINS:** Mixed trains are passenger - carrying trains consisting of both passenger and freight cars. Freight cars, such as baggage cars, that are equipped with passenger - type braking and suspension systems, are considered to be passenger cars when utilized in passenger service. *(FRA3)*

**MOBILE HOME:** A housing unit built on a movable chassis and moved to the site. It may be placed on a permanent or temporary foundation and may contain one room or more. If rooms are added to the structure, it is considered a single - family housing unit. A manufactured house assembled on site is a single - family housing unit, not a mobile home. *(DOE5)*

**MOBILE HOME PARK:** An area maintained for the parking of inhabited mobile homes. *(DOI4)*

**MODE:** *See Term Index for additional mode specific terms.*

**MODE:** (1) Any of the following transportation methods; rail, highway, air, or water. (2) The letter or number

assigned to a specific pulse spacing of radio signals transmitted or received by ground interrogator or airborne transponder components of the Air Traffic Control Radar Beacon System (ATCRBS) Mode A (military Mode 3) and Mode C (altitude reporting) are used in air traffic control. *(49CFR171)(FAA4)*

**MODE:** Transportation planners, analysts, and decisionmakers refer to the means of transportation as a mode. *(BTS2)*

**MODE C INTRUDER ALERT:** *(See also Conflict Alert)* A function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between a tracked target (known Instrument Flight Rules (IFR) or Visual Flight Rules (VFR) aircraft) and an untracked target (unknown Instrument Flight Rules (IFR) or Visual Flight Rules (VFR) aircraft) that require immediate attention / action. *(FAA4)*

**MODE S.:** A secondary surveillance radar and communication system in which each aircraft is assigned a unique address code. Using this unique code, interrogations and other messages can be directed to a particular aircraft, and replies can be unambiguously identified. *(FAA7)*

**MODEL BOW:** A shaped, pointed bow. *(DOD/COE1)*

**MODEL YEAR:** The year in which the particular style or design of vehicle was introduced or manufactured. *(DOE4)*

**MONITOR:** When used with communication transfer, listen on a specific frequency and stand by for instructions. Under normal circumstances do not establish communications. *(FAA4)*

**MONKEY LINE:** Small hand line used by lockman to throw down or bring up lockline. (DOD/COE1)

**MONORAIL:** A single rail on which a vehicle or train of cars travels. (DOI3)

**MOORING:** The place where a craft may be secured to the ground, wharf, pier, post, or buoy. (DOI4)

**MOORING:** A floating ball, can, or other structure, which is permanently secured to the harbor bottom by means of a heavy chain and anchor system and to which vessels are made fast, but able to swing to the wind and / or current. (BOC2)

**MOORING CELL:** (See also *Dolphin*) A river - front structure generally composed of steel piling or a cluster of wooden piles used for securing barges along the bank at loading facilities. (DOD/COE1)

**MOPED:** (See also *Motorcycle, Motor Driven Cycle*) Includes motorized bicycles equipped with a small engine, typically 2 horsepower or less. Also includes minibikes such as dirt bikes and trail bikes. Note that a motorized bicycle may or may not be licensed for highway use. (FHWA3)

**MOST HARMFUL EVENT:** The event during a crash for a particular vehicle that is judged to have produced the greatest personal injury or property damage. (NHTSA2)

**MOST RESTRICTIVE STATE:** The mode of an electric or electronic device that is equivalent to a track relay in its deenergized position. (49CFR236)

**MOTOR CARRIER:** (1) A for - hire motor carrier or a private motor carrier of property. The term "motor carrier" includes a motor carrier's agents, officers and representatives as well as employees

responsible for hiring, supervising, training, assigning, or dispatching of drivers and employees concerned with the installation, inspection, and maintenance of motor vehicle equipment and / or accessories. (2) An employer firm that is primarily engaged in providing commercial motor freight or long distance trucking or transfer services. (49CFR390) (BOC4)

**MOTOR DRIVEN CYCLE:** (See also *Moped, Motorcycle*) A motorcycle with a motor that produces 5 brake horsepower or less. (49CFR571)

**MOTOR FREIGHT TRANSPORTATION WAREHOUSING AND STOCKYARDS:** Includes establishments that provide local or long - distance trucking or transfer services, warehousing and storage of farm products, furniture or other household goods, and commercial goods of a general nature. The operation of terminal facilities for handling freight, with or without maintenance facilities is also included. Stockyards, establishments that provide holding pens for livestock in transit, are included in this major group. These stock yards do not sell or auction livestock. (BEA1)

**MOTOR GASOLINE:** (See also *Fuel, Gasohol, Gasoline, Kerosene*) A complex mixture of relatively volatile hydrocarbons, with or without small quantities of additives, obtained by blending appropriate refinery streams to form a fuel suitable for use in spark ignition engines. Motor gasoline includes both leaded and unleaded grades of finished motor gasoline, blending components, and gasohol. (DOE3)(DOE4) (DOE5)

**MOTOR HOME:** Includes self - powered recreational vehicles (RV) that are operated as a unit without being towed by another vehicle (e.g., a Winnebago motor home). (FHWA3)

**MOTOR VEHICLE:** See Term Index for additional motor vehicle specific terms; See also Automobile, Bus, Car, Minivan, Moped, Motorcycle, Semi, Semitrailer, Taxi, Tractor Trailer, Truck, Vehicle.

**MOTOR VEHICLE:** A vehicle, machine, tractor, trailer, or semitrailer, or any combination thereof, propelled or drawn by mechanical power and used upon the highways in the transportation of passengers or property. It does not include a vehicle, locomotive, or car operated exclusively on a rail or rails, or a trolley bus operated by electric power derived from a fixed overhead wire, furnishing local passenger transportation similar to street - railway service. (49CFR171)(49CFR383)(49CFR390)(49CFR393)

**MOTOR VEHICLE CHASSIS:** The basic operative motor vehicle, including engine, frame, and other essential structures and mechanical parts, but excluding body and all accessories and auxiliary equipment. (GSA2)

**MOTOR VEHICLE IN TRANSPORT:** A motor vehicle in motion on the trafficway or any other motor vehicle on the roadway, including stalled, disabled, or abandoned vehicles. (NHTSA1)(NHTSA3)(NHTSA4)

**MOTOR VEHICLE TRAFFIC ACCIDENT:** An accident involving a motor vehicle in use within the right - of - way or other boundaries of a trafficway open for the use of the public. (FHWA1)

**MOTOR VESSEL:** Any vessel equipped with propulsion machinery (other than steam) more than sixty - five feet long. (USCG2)

**MOTORBOAT:** See Term Index for additional motorboat specific terms; See also Boat, Barge, General Cargo Ship, Towboat, Tugboat, Vessel.

**MOTORBOAT:** Any vessel equipped with propulsion machinery, not more than sixty - five feet in length. (USCG2)

**MOTORBUS:** (See also Intercity Bus, School and Other Nonrevenue Bus, Transit Bus) Rubber tired, self - propelled, manually steered bus with fuel supply on board the vehicle. Motor bus types include intercity, school, and transit. (DOE6)

**MOTORBUS:** Rubber tired passenger vehicles which operate on roadways. Motorbus service implies fixed routes and schedules. (FTA1)(FTA3)

**MOTORCYCLE:** See also Moped, Motor Vehicle, Vehicle.

**MOTORCYCLE:** (See also Moped, Motor Driven Cycle) All two or three wheeled motorized vehicles. Typical vehicles in this category have saddle type seats and are steered by handle bars rather than a wheel. This category includes motorcycles, motor scooters, mopeds, motor powered bicycles, and three wheeled motorcycles. (FHWA2)

**MOTORIZED VEHICLE:** Includes all vehicles that are licensed for highway driving. specifically excluded are snow mobiles, minibikes, etc. (FHWA3)

**MOUTH:** The exit or point of discharge of a stream into another stream, lake, or sea. (DOI4)

**MOVABLE BRIDGE:** That section of a structure bridging a navigable waterway so designed that it may be displaced to permit passage of traffic on the waterway. (49CFR236)

**MOVABLE BRIDGE LOCKING:** The rail locks, bridge locks, bolt locks, circuit controllers, and electric locks used in providing interlocking protection at a movable bridge. (49CFR236)

**MOVABLE DAM:** A dam that is predominantly constructed of a series of wickets which may be raised or lowered as water stages dictate for passing water through the dam. These wickets may all be lowered at the bed of the river and vessels may pass over the dam during periods of high water. The dam and / or river is then said to be "open". (DOD/COE1)

**MOVEMENT:** See *Term Index for additional movement specific terms.*

**MOVEMENT AREA:** (1) The runways, taxiways, and other areas of an airport / heliport which are utilized for taxiing / hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports / heliports with a tower, specific approval for entry onto the movement area must be obtained from ATC. (2) That part of an aerodrome to be used for the takeoff, landing and taxiing of aircraft, consisting of the maneuvering area and the apron(s). (FAA4)

**MOVING TARGET INDICATOR:** An electronic device which will permit radar scope presentation only from target which are in motion. A partial remedy for ground clutter. (FAA4)

**MULE:** Small tractor used in warehouse to pull two axle dollies, also yard tractor. (ATA1)

**MULE TRAIN:** The maneuver of towboats in ice - choked channels whereby the tow is strung out single file, the barges fitted with loose couplings or lashings, and the tow pulled behind the towboat. Also known as string out. (DOD/COE1)

**MULTI STOP BODY:** Fully enclosed truck body with driver's compartment designed for quick, easy entrance and exit. (ATA1)

**MULTI-TRAILER FIVE OR LESS AXLE TRUCK:** All vehicles with five or less axles consisting of three or more units, one of which is a tractor or straight truck power unit. (FHWA2)

**MULTI-TRAILER SEVEN OR MORE AXLE TRUCK:** All vehicles with seven or more axles consisting of three or more units, one of which is a tractor or straight truck power. (FHWA2)

**MULTI-TRAILER SIX AXLE TRUCK:** All six axle vehicles consisting of three or more units, one of which is a tractor or straight truck power - unit. (FHWA2)

**MULTICOM:** A mobile service not open to public correspondence used to provide communications essential to conduct the activities being performed by or directed from private aircraft. (FAA4)

**MULTIMODAL TRANSPORTATION:** See also *Intermodalism (3)*. Often used as a synonym for intermodalism. Congress and others frequently use the term intermodalism in its broadest interpretation as a synonym for multimodal transportation. Most precisely, multimodal transportation covers all modes without necessarily including a holistic or integrated approach. (BTS2)

**MULTIPLE RUNWAY:** The utilization of a dedicated arrival runway(s) for departures and a dedicated departure runway(s) for arrivals when feasible to reduce delays and enhance capacity. (FAA4)

**MULTIPURPOSE PASSENGER**

**VEHICLE:** A motor vehicle with motive power, except a trailer, designed to carry 10 persons or less which is constructed either on a truck chassis or with special features for occasional off - road operation. (49CFR571)

**NAPHTHA-TYPE JET FUEL:** A fuel in the heavy naphtha boiling range with an average gravity of 52.8 degrees American Petroleum Institute (API) and 20 to 90 percent distillation temperatures of 290 degrees to 470 degrees Fahrenheit, meeting Military Specification MIL-T-5624L (Grade JP - 4). JP - 4 is used for turbojet and turboprop aircraft engines, primarily by the military. Excludes ram-jet and petroleum rocket fuels. (DOE5)(DOE6)

**NARROW CHANNEL:** Channel with very little room to spare. (DOD/COE1)

**NARROW RAILWAY GAUGE:** Distance between the rails of a track less than 4 ft 8.5 inches. (DOI3)

**NATIONAL AIRSPACE SYSTEM (NAS):** The common network of U.S. airspace; air navigation facilities, equipment, and services; airports or landing areas; aeronautical charts, information, and services; rules, regulations, and procedures; technical information, manpower, and material. Included are system components shared jointly with the military. (FAA4)(FAA8)

**NATIONAL AIRSPACE SYSTEM (NAS) STAGE A:** The en route Air Traffic Control (ATC) system's radar,

computers and computer programs, controller plan view displays (Plan View Displays (PVD) / Radar Scopes), input / output devices, and the related communications equipment which are integrated to form the heart of the automated Instrument Flight Rules (IFR) air traffic control system This equipment performs Flight Data Processing (FDP) and Radar Data Processing (RDP). It interfaces with automated terminal system and is used in the control of en route Instrument Flight Rules (IFR) aircraft. (FAA4)

**NATIONAL BEACON CODE ALLOCATION PLAN AIRSPACE:**

Airspace over United States territory located within the North American continent between Canada and Mexico, including adjacent territorial waters outward to about boundaries of oceanic control areas (CTA) / Flight Information Regions (FIR). (FAA4)

**NATIONAL BOATING SAFETY**

**ADVISORY COUNCIL (NBSAC):** A 21 member council, equally represented by industry, the public, and State Boating Law Administrators, with expertise, knowledge and experience in boating safety. The Council acts in an advisory or consulting capacity to the Commandant. (USCG1)

**NATIONAL CARRIER GROUP:** Air carrier groups with annual operating revenues between \$100,000,000 and \$1,000,000,000. (FAA11)(RSPA1)(RSPA2)(RSPA3)

**NATIONAL FLIGHT DATA CENTER:**

A facility in Washington DC, established by Federal Aviation Administration (FAA) to operate a central aeronautical information service for the collection, validation, and dissemination of aeronautical data in support of the activities of government, industry, and

the aviation community. The information is published in the National Flight Data Digest. (FAA4)

**NATIONAL FLIGHT DATA DIGEST:**

A daily (except weekends and Federal holidays) publication of flight information appropriate to aeronautical charts, aeronautical publications, Notices to Airmen, or other media serving the purpose of providing operational flight data essential to safe and efficient aircraft operations. (FAA4)

**NATIONAL HIGHWAY SYSTEM**

(NHS): A new Federal - aid highway system initiated via recent legislation. (FHWA2)

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

(NHTSA): The Administration was established by the Highway Safety Act of 1970 (23 U.S.C. 101) to carry out a congressional mandate to reduce the mounting number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways and to provide motor vehicle damage susceptibility and ease of repair information, motor vehicle inspection demonstrations and protection of purchasers of motor vehicles having altered odometers, and to provide average standards for greater vehicle mileage per gallon of fuel for vehicles under 10,000 pounds (gross vehicle weight). (OFR1)

**NATIONAL INCOME:** The aggregate earnings of labor and property which arise in the current production of goods and services by the nation's economy. (DOE6)

**NATIONAL INLAND WATERWAYS**

**TRANSPORT:** Inland waterways transport between two places (a place of IWT loading / embarkment and a place of

unloading / disembarking) located in the same country irrespective of the country in which the IWT vessel is registered. It may involve transit through a second country. (DOD/COE1)

**NATIONAL INLAND WATERWAYS**

**TRANSPORT VESSEL:** Inland Waterways Transport (IWT) vessel which is registered at a given date in the reporting country. (DOD/COE1)

**NATIONAL SEARCH AND RESCUE**

**PLAN:** An interagency agreement which provides for the effective utilization of all available facilities in all types of search and rescue missions. (FAA4)(FAA15)

**NATIONWIDE PERSONAL TRANSPORTATION SURVEY**

(NPTS): A periodic national survey that provides comprehensive information on travel by the U.S. population, along with related socioeconomic characteristics of the tripmaker. The Nationwide Personal Transportation Survey (NPTS) is designed to allow an analysis of travel by characteristics of the trip (e.g., length, purpose, mode), the tripmaker (e.g., age, sex, household income) and the vehicle used (e.g., model year, vehicle type, make and model). NPTS surveys were conducted in 1969, 1977 and 1983 by the Bureau of Census (BOC) for the Department of Transportation (DOT). The 1990 NPTS was sponsored by a group of DOT agencies, specifically the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), National Highway Traffic Safety Administration (NHTSA), Office of the Secretary (OST), and the Federal Transit Administration (FTA). The survey was conducted for DOT by Research Triangle Institute. Information was collected on all trips taken by each household member age 5 and older during a designated 24 - hour period, known as a "travel day," and on trips of

75 miles or more taken during the preceeding 14 - day period, known as the "travel period." The trip information was expanded to annual estimates of trips and travel. The survey encompassed trips on all modes of transportation for all trip purposes and all lengths. (FHWA3)

**NATIONWIDE PERSONAL TRANSPORTATION SURVEY**

(NPTS): A nationwide home interview survey of households that provides information on the characteristics and personal travel patterns of the U.S. population. Surveys were conducted in 1969, 1977, 1983 and 1990 by the U.S. Bureau of Census for the U.S. Department of Transportation. (DOE6)

**NATURAL GAS MARKETED**

**PRODUCTION:** Gross withdrawals of natural gas from production reservoirs, less gas used for reservoir repressuring; nonhydrocarbon gases removed in treating and processing operations; and quantities vented and flared. (DOE3)

**NATURAL GAS POLICY ACT**

(NGPA): Section 311 Construction, 1978 allows an interstate pipeline company to transport gas "on behalf of" any intrastate pipeline or local distribution company. Pipeline companies may expand or construct facilities used solely to enable this transportation service, subject to certain conditions and reporting requirements. (DOE1)

**NATURAL GAS TRANSMISSION:**

Establishments engaged in the transmission and / or storage of natural gas for sale. (BOC1)

**NATURAL GAS TRANSMISSION AND DISTRIBUTION:**

Establishments engaged in both the transmission and distribution of natural gas for sale. (BOC1)

**NAVIGABLE AIRSPACE:** Airspace at and above the minimum flight altitudes prescribed in the Federal Aviation Regulations (FAR's) including airspace needed for safe takeoff and landing. (FAA4)

**NAVIGABLE CANAL:** Waterway built primarily for navigation. (DOD/COE1)

**NAVIGABLE INLAND WATERWAY:** A stretch of water, not part of the sea, over which vessels of a carrying capacity of not less than 50 tones can navigate when normally loaded. This term covers both navigable rivers and lakes and navigable canals. (DOD/COE1)

**NAVIGABLE LAKE:** Natural expanse of water open for navigation. (DOD/COE1)

**NAVIGABLE PASS:** The water pass through which vessels may pass over a movable dam during periods of high water. The wickets of the dam are lowered to the riverbed and the water flows with little or no obstruction. Navigable passes are usually from 600 feet to 900 feet in width when the dam is lowered. These are found only in the Ohio and Illinois rivers. (DOD/COE1)

**NAVIGABLE RIVER:** Natural waterway open for navigation irrespective of whether it has been improved for that purpose. (DOD/COE1)

**NAVIGABLE WATERS:** The waters of the United States, including the territorial sea and such waters as lakes, rivers, streams, waters which are used for recreation, and waters from which fish or shellfish are taken and sold in interstate or foreign commerce. (49CFR194)

**NAVIGABLE WATERS OF THE U.S.:** Waters of the United States that are subject to the ebb and flow of the tide,



and / or are presently used, or have been used in the past, or may be susceptible to use to transport interstate or foreign commerce. (DOD/COE1)

**NAVIGATION AID (NAVAID):** Includes electrical and visual air navigation aids, lights, signs, and their supporting equipment. (FAA12)

**NAVIGATION AID (NAVAID)**  
**CLASSES:** Very high frequency omni - directional radio range (VOR), combined Very High Frequency Omni - Directional Radio Range (VOR) and tactical aircraft control and navigation (TACAN) navigational facility (VORTAC), and TACAN aids are classed according to their operational use. The three classes of NAVAIID's are: T - Terminal, L - Low altitude, H - High altitude. (FAA4)

**NAVIGATION AREA (RNAV):** A method of using navigation instruments that allows pilots flexibility to fly direct routes between way points or offset from published or established routes / airways at specified distance and direction. (FAA6)

**NAVIGATION BULLETIN:** See *Public Notice*.

**NAVIGATIONAL AID:** (See also *Air Navigation Facility*) Any visual or electronic device airborne or on the surface which provides point - to - point guidance information or position data to aircraft in flight. (FAA4)

**NEAR MIDAIR COLLISION:** An incident associated with the operation of an aircraft in which a possibility of collision occurs as a result of proximity of less than 500 feet to another aircraft, or a report is received from a pilot or flight crew member stating that a collision hazard existed between two or more aircraft. (FAA3)(FAA10)

**NEEDLE:** A long stick of timber placed between the wickets of a movable dam to stop the leakage of water between the gates. A needle flat is a small barge used in transporting these timbers. (DOD/COE1)

**NEGATIVE:** "No", or "Permission not granted", or "That is not correct." (FAA4)

**NEGATIVE CONTACT:** Used by pilots to inform Air Traffic Control (ATC) that: 1) Previously issued traffic is not in sight. It may be followed by the pilot's request for the controller to provide assistance in avoiding the traffic. 2) They were unable to contact ATC on a particular frequency. (FAA4)

**NET HORSEPOWER:** The usable power output of an engine "as installed". Net horsepower is the gross horsepower minus the horsepower used to drive the alternator, water pump, fan, etc., at a specified rpm. (GSA2)

**NET INCOME OR LOSS BEFORE INCOME TAXES:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Net Income or Loss Before Income Taxes is defined as the Operating Profit or (Loss) -- which is operating revenues less operating expenses -- less nonoperating income and expense produces the Net Income, but before "nonrecurring items." (RSPA1)

**NET MAXIMUM DEPENDABLE CAPACITY:** The gross electrical output measured at the output terminals of the turbine generator(s) during the most restrictive seasonal conditions, less the station service load. (DOE5)

**NET MODULE SHIPMENTS:** Represents the difference between module shipments and module purchases.

When exported, incomplete modules and unencapsulated cells are also included. (DOE5)

**NET RECEIPTS:** The difference between total movements into and total movements out of each PAD District by pipeline, tanker, and barge. (DOE5)

**NET TON MILE:** The movement of revenue and / or non revenue freight a distance of one mile. Includes a reasonable portion of the weight of exclusive work equipment and motorcar trains moved one mile. (FRA2)

**NET WEIGHT:** (See also Gross Weight) Weight of the goods alone without any immediate wrappings, (e.g., the weight of the contents of a tin can without the weight of the can). (DOD/COE1)

**NETWORK NAVIGABLE INLAND WATERWAY:** All navigable inland waterways open to public navigation in a given area. (DOD/COE1)

**NEW VEHICLE:** A vehicle which is offered for sale or lease after manufacture without any prior use. (49CFR37)

**NEW VEHICLE STORAGE:** A Fleet Management System (FMS) inventory status indicating vehicles that are placed in storage when first received and are awaiting assignment. (GSA2)

**NIGHT:** The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be specified by the appropriate authority. Note: Civil twilight ends in the evening when the center of the sun's disk is 6 degrees below the horizon and begins in the morning when the center of the sun's disk is 6 degrees below the horizon. (14CFR1)(FAA4)

**NIGHT:** From 6:00 p.m. to 5:59 a.m. (NHTSA3)

**NINE FOOT CONTOUR LINE:** A meandering line not necessarily on the channel edge at which a depth of 9 feet is obtained at river stage low water reference plain. (DOD/COE1)

**NO GYRO APPROACH:** A radar approach / vector provided in case of a malfunctioning gyro - compass or directional gyro. Instead of providing the pilot with headings to be flown, the controller observes the radar track and issues control instructions "turn right / left" or "stop turn" as appropriate. (FAA4)

**NON REVENUE FREIGHT:** Company materials and supplies transported without charge in freight trains of a particular railroad for its own use. (FRA2)

**NON-BULK PACKAGING:** A packaging which has 1) A maximum capacity of 460 L (119 gallons) or less as a receptacle for a liquid; 2) A maximum net mass of 400 kg (882 pounds) or less and a maximum capacity of 450 L (119 gallons) or less as a receptacle for a solid; or 3) A water capacity of 454 kg (1000 pounds) or less as a receptacle for a gas. (49CFR171)

**NON-COINCIDENTAL PEAK-DAY FLOW:** The largest volume of gas delivered to a particular customer by a pipeline company in a single day during the year. (DOE1)

**NON-COLLISION ACCIDENT:** A motor vehicle accident which does not involve a collision. Non - collision accidents include jackknives, overturns, fires, cargo shifts and spills, and incidents in which trucks run off the road. (FHWA2)

**NON-COLLISION CRASH:** A class of crash in which the first harmful event does not involve a collision with a fixed object, non - fixed object, or a motor vehicle. This includes overturn, fire / explosion, falls from a vehicle, and injuries in a vehicle. (*NHTSA2*) (*NHTSA3*)

**NON-EARTHEN SHORE:** A structure built of stone, brick, concrete, or other building materials, that borders a body of water and that is not otherwise classified. (*DOI3*)

**NON-MOTORIST:** Any person who is not an occupant of a motor vehicle in transport and includes the following: (1) Pedestrians, 2) Pedal cyclists, 3) Occupants of parked motor vehicles, 4) Others such as joggers, skateboard riders, people riding on animals, and persons riding in animal - drawn conveyances. (*NHTSA3*)

**NON-MOTORIST LOCATION:** The location of non motorists at time of impact. Intersection locations are coded only if non motorists were struck in the area formed by a junction of two or more traffic ways. Non - intersection location may include non - motorists struck on a junction of a driveway / alley access and a named traffic way. Non - motorists who are occupants of motor vehicles not in transport are coded with respect to the location of the vehicle. (*NHTSA3*)

**NON-OCCUPANT:** Any person who is not an occupant of a motor vehicle (e.g., pedestrian or pedalcyclist), or who is an occupant of a motor vehicle which is not in transport. (*NHTSA2*)

**NON-PILOT PERSONNEL:** May include any of the following personnel: Rules, Regulations, Standards , Maintenance, Servicing, Inspection, Weather Service, Airport Management,

Production Design, Ground Signalman, Passenger, Driver of Vehicle, Flight Engineer, Radio Operator, Flight Instructor on ground, Operational Supervisor, Air Traffic Control, Airway Facilities, Pilot of another aircraft, Ground Crewman, Spectator, Third Pilot, Navigator, Flight Attendant, Dispatching and other flight personnel. (*NTSB2*)

**NON-PORT TERMINAL:** Waterfront terminals individually located along the navigable rivers, having place identity but not otherwise classifiable as a regional distribution or subregional port. (*DOD/COE1*)

**NON-PRECISION INSTRUMENT RUNWAY:** A runway with an approved or planned straight - in instrument approach procedure which has no existing or planned precision instrument approach procedure. (*FAA12*)

**NON-RADAR APPROACH CONTROL TOWER:** An airport traffic control tower (ATCT) providing approach control service without the use of radar. In other words, an ATCT at which air traffic control specialists are permitted to provide manual approach control service, as well as to handle takeoffs and landings. (*FAA10*)(*FAA13*)

**NON-SELF PROPELLED:** Vessels not containing within themselves the means for their own propulsion. (*DOD/COE1*)

**NON-TRAIN INCIDENT:** An event arising from railroad operations but not from the movement of on - track equipment, which does not exceed the reporting threshold, and results in a death, a reportable injury, or a reportable occupational illness. (*FRA1*)

**NON-TRESPASSERS:** A person who is lawfully on any part of railroad property which is used in railroad operations or a

person who is adjacent to railroad premises when injured as a result of railroad operations. (FRA1)(FRA4)

**NON-TRESPASSERS (CLASS D):**

Persons lawfully on that part of railroad property that is used in railroad operation (other than those herein defined as employees, passengers, trespassers, or contractor employees) and persons adjacent to railroad premises when they are injured as the result of the operation of a railroad. This class also includes other persons on vessels or buses, whose use arises from the operation of a railroad. (FRA3)

**NON-VEHICLE MAINTENANCE:** All activities associated with facility maintenance, including: administration; repair of buildings, grounds and equipment as a result of accidents or vandalism; operation of electric power facilities; and, maintenance of vehicle movement control systems; fare collection and counting equipment; structures, tunnels and subways; roadway and track; passenger stations, operating station buildings, grounds and equipment; communication systems; general administration buildings, grounds and equipment; and electric power facilities. (FTA1)

**NONCOMPLIANCE:** Failure to comply with a standard or regulation issued under 46 U.S.C. Chapter 43, or with a section of the statutes. (USCG1)

**NONCURRENT LIABILITIES:** For the purpose of CFR Parts 217 and 241 reporting requirements, Noncurrent Liabilities is defined as noncurrent portion of long - term debt and of capital leases, advances to associated companies and other liabilities not due during the normal business cycle. (RSPA1)

**NONFATAL (MOST SERIOUS)**

**INJURED:** Are nonfatally injured persons whose injury is classified as incapacitating (as defined in the "Manual On Classification of Motor Vehicle Traffic Accidents," American National Standards Institute (ANSI) D16.1-1989). States may receive information about these injuries on the accident report forms as incapacitating, incapacitating injury, incapacitated, disabled, carried from scene, severe injury, critical nonfatal, major injury, or other similar terms. (FHWA2)

**NONFATAL ACCIDENT:** A motor vehicle traffic accident that results in one or more injuries, but no fatal injuries. (FHWA1)

**NONFATAL ALCOHOL**

**INVOLVEMENT CRASH:** Alcohol - related or alcohol - involved if police indicate on the police accident report that there is evidence of alcohol present. The code does not necessarily mean that a driver, passenger, or non - occupant was tested for alcohol. (NHTSA3)

**NONFATAL CASUALTY:** Injuries and occupational illnesses incurred during railroad operations and maintenance procedures. (FRA1)(FRA4)

**NONFATAL INJURY:** A nonfatal injury is any traffic accident injury other than a fatal injury. (FHWA2)(FHWA5)

**NONFATAL INJURY ACCIDENT:** A nonfatal injury accident is a traffic accident that results in nonfatal injuries. (FHWA5)

**NONFATAL INJURY ACCIDENT**

**RATE:** The nonfatal injury accident rate is the number of nonfatal injury accidents per 100 million vehicle miles of travel. (FHWA5)

**NONFATALITY INJURED**

**PEDESTRIAN:** Are the number of pedestrians nonfatally injured in motor vehicle accidents. (FHWA2)

**NONFATALLY INJURED PERSON:** A nonfatally injured person is one who suffers a nonfatal injury in either a fatal or nonfatal injury traffic accident. (FHWA5)

**NONFATALLY INJURED PERSONS**

**RATE:** The nonfatally injured persons rate is the number of nonfatally injured persons per 100 million vehicle miles of travel. (FHWA5)

**NONHUB:** A community enplaning less than 0.05 percent of the total enplaned passengers in all services and all operations in all communities within the 50 States, and District of Columbia, and other U.S. areas designated by the Federal Aviation Administration. (FAA2)(FAA14)(FAA15)

**NONMETROPOLITAN:** Households not located within Metropolitan Statistical Areas (MSA) as defined by the U.S. Office of Management and Budget. (DOE4)(DOE5)

**NONOPERATING INCOME AND**

**EXPENSE:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Nonoperating Income and Expense is defined as interest income and expense, unusual foreign exchange gains or losses, and capital gains or losses in disposition or property an equipment. (RSPA1)

**NONPRECISION APPROACH**

**PROCEDURE:** A standard instrument approach procedure in which no electronic glide slope is provided. (14CFR1)

**NONPRIORITY U.S. MAIL:** Mail bearing postage for surface transportation that goes by air on a space available basis at rates lower than those fixed for priority (i.e., air) mail. (RSPA2)

**NONRECURRING ITEMS:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Nonrecurring Items is defined as discontinued operations, extraordinary items and accounting changes income or loss. (RSPA1)

**NONRESIDENT COMMERCIAL**

**DRIVER'S LICENSE:** A commercial driver's license (CDL) issued by a State to an individual domiciled in a foreign country. (49CFR383)

**NONSCHEDULED AIR**

**TRANSPORTATION:** Establishments primarily engaged in furnishing nonscheduled air transportation. Also included in this industry are establishments primarily engaged in furnishing airplane sightseeing services, air taxi services and helicopter passenger transportation services to, from, or between local airports, whether or not scheduled. (BOC1)

**NONSCHEDULED SERVICE:** Revenue flights that are not operated in regular scheduled service, such as charter flights, and all nonrevenue flights incident to such flights. (NTSB2)(RSPA1)(RSPA2)(RSPA3)

**NONTRESPASSERS:** See *Non-Trespassers*.

**NONVESSEL OPERATING COMMON**

**CARRIER (NVOCC):** (1) A company operating as a freight forwarder involved in ocean - going vessel freight only. (2) A form of freight consolidation for the selling of space on ocean - going vessels. (BOC2)

**NONVESSEL OWNING CARRIER (NVOC):** A firm which consolidates and disperses international containers that originate at, or are bound for, inland ports. *(USTTA1)*

**NORDO:** *See Lost Communications.*

**NORMAL POOL:** The stage of an artificially impounded water body that prevails for the greater part of the year. *(DOI3)*

**NORMAL POOL ELEVATION:** Height in feet above sea level at which a section of the river is to be maintained behind the dam. *(DOD/COE1)*

**NORMAL POOL STAGE:** That level of the river maintained by the desired dam operations. *(DOD/COE1)*

**NOSE DIVE:** Trailer tipped forward on its nose. *(ATA1)*

**NOSE'ER IN:** To land by putting the bow of the boat into the bank. *(DOD/COE1)*

**NOT PAVED SURFACE:** All surfaces other than asphalt or concrete. *(DOI3)*

**NOTCH:** A void or opening or any place where barge head logs do not meet, where they are not even with each other, or where no other barge is faced to a barge. *(DOD/COE1)*

#### **NOTES AND ACCOUNTS**

**RECEIVABLE:** For the purpose of 14 CR Parts 217 and 241 reporting requirements, Notes and Accounts Receivable is defined as current notes and accounts receivable which are reasonably expected to be amortized within one year. These receivables include passenger receivables for air travel to be performed both by the selling carrier and other airlines, for which the

related liabilities (to passenger or to the performing air carrier) are included in the "air traffic liabilities" account. *(RSPA1)*

**NOTICE:** *See Term Index for additional notice specific terms.*

#### **NOTICE OF PROPOSED**

**RULEMAKING (NPRM):** A public notice of proposed regulations required by law, which allows for public comments and scheduling of public hearings. *(USCG1)*

**NOTICE TO AIRMEN (NOTAM):** A notice containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition, or change in any component (facility, service, or procedure of, or hazard to the national airspace system), the timely knowledge of which is essential to personnel concerned with flight operations. *(FAA2)(FAA7)(FAA8)*

**NOTICE TO MARINERS:** *(See also Public Notice)* A bulletin or information to mariners issued by the Coast Guard. *(DOD/COE1)*

#### **NOTICES TO AIRMEN**

**PUBLICATION (NTAP):** A publication issued every 14 days, designed primarily for the pilot, which contains current Notice to Airmen (NOTAM) information considered essential to the safety of flight as well as supplemental data to other aeronautical publications. The contraction NTAP is used in NOTAM text. *(FAA4)*

**NUMBERED VESSEL:** An undocumented vessel numbered by a state with an approved numbering system or by the Coast Guard under Chapter 123 of title 46, U.S.C. *(USCG2)*

**NUMEROUS TARGETS VICINITY**

**(LOCATION):** A traffic advisory issued by Air Traffic Control (ATC) to advise pilots that targets on the radar scope are too numerous to issue individually. (FAA4)

**OAKIE BLOWER:** Air scoop on air intake to increase power. (ATA1)

**OBJECT:** Includes, but is not limited to above ground structures, people, equipment, vehicles, natural growth, terrain, and parked aircraft. (FAA12)

**OBJECT CLASS:** As the term is used in expense classification, an object is an article or service obtained. An object class is a grouping of expenses on the basis of goods or services purchased. The object classes include salaries and wages, fringe benefits, services, materials and supplies, and other expenses as defined in Section 7.2, Volume II of the Uniform System of Accounts (USOA). (FTA1)

**OBJECT FREE AREA (OFA):** A two dimensional ground area surrounding runways, taxiways, and taxilanes which is clear of objects except for Navigation Aids (NAVAIDs) and objects whose location is fixed by function. (FAA12)

**OBJECT NOT FIXED:** Objects that are movable or moving but are not motor vehicles, pedestrians, pedalcyclists, animals, or trains, (e.g., spilled cargo in roadway). (NHTSA2)(NHTSA3)

**OBLIGATIONS UNDER CAPITAL LEASES (CURRENT AND**

**NONCURRENT):** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Obligations Under Capital Leases (Current and Noncurrent) is defined as liability applicable to property obtained under capital leases. (RSPA1)

**OBSTACLE:** An existing object, object of natural growth, or terrain at a fixed geographical location or which may be expected at a fixed location within a prescribed area with reference to which vertical clearance is or must be provided during flight operation. (FAA4)(FAA8)

**OBSTACLE FREE ZONE (OFZ):** (See also *Inner-Approach Obstacle Free Zone, Inner-Transitional Obstacle Free Zone, Runway Obstacle Free Zone*) The obstacle free zone (OFZ) is a three dimensional volume of airspace which protects for the transition of aircraft to and from the runway. The Obstacle Free Zone (OFZ) clearing standard precludes taxiing and parked airplanes and object penetrations, except for frangible navigation aid (NAVAID) locations that are fixed by function. Additionally, vehicles, equipment, and personnel may be authorized by air traffic control to enter the area using the provisions of Order 7110.65, Air Traffic Control, paragraph 3-5. The runway OFZ and when applicable, the inner - approach OFZ, and the inner - transitional OFZ, comprise the OFZ. (FAA4)

**OBSTRUCTION:** Any object / obstacle exceeding the obstruction standards specified by Federal Aviation Regulations (FAR) Part 77, Subpart G. (FAA4)(FAA8)

**OBSTRUCTION ACCIDENT:**

An accident / incident consisting of striking: 1) A bumping post or a foreign object on the track right - of - way; 2) A highway vehicle at a location other than a highway - rail crossing site; derailed equipment; or 3) A track motorcar or similar work equipment not equipped with Association of American Railroad couplers, and not operating under train rules. (FRA3)

**OBSTRUCTION LIGHT:** A light or one of a group of lights, usually red or white, frequently mounted on a surface structure or natural terrain to warn pilots of the presence of an obstruction. (FAA8)

**OBSTRUCTION TO AIR**

**NAVIGATION:** An object of greater height than any of the heights or surfaces presented in Subpart C of Federal Aviation Regulations (FAR) Part 77. (FAA12)

**OCCUPANCY:** The number of persons, including driver and passenger(s) in a vehicle. Nationwide Personal Transportation Survey (NPTS) occupancy rates are generally calculated as person miles divided by vehicle miles. (FHWA3)

**OCCUPANT:** Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle (e.g., a skateboard rider who is set in motion by holding onto a vehicle). (NHTSA3)

**OCCUPATIONAL ILLNESS:** Any abnormal condition or disorder of a railroad employee, other than one resulting from injury, caused by environmental factors associated with his or her railroad employment, including, but not limited to, acute or chronic illnesses or diseases which may be caused by inhalation, absorption, ingestion or direct contact. (49CFR225)

**OCCUPIED CABOOSE:** A rail car being used to transport non - passenger personnel. (49CFR171)

**OCEAN BILL OF LADING:** A receipt for the cargo and a contract for transportation between a shipper and the ocean carrier. It may also be used as an instrument of ownership which can be

bought, sold, or traded while the goods are in transit. (USTTA1)

**OCEAN FREIGHT DIFFERENTIAL (OFD):** The amount by which the cost of the ocean freight bill for the portion of commodities required to be carried on U.S. flag vessels exceeds the cost of carrying the same amount on foreign flag vessels. When applied to agricultural commodities shipped under Food for Peace, OFD is the amount paid by the Commodity Credit Corporation. (USTTA1)

**OCEAN GOING CONTAINER:** Usually made of steel, it is a large rectangular box designed for easy lift on / off by cranes. (BOC3)

**OCEANIC AIRSPACE:** Airspace over the oceans of the world, considered international airspace, where oceanic separation and procedures per the International Civil Aviation Organization are applied. Responsibility for the provisions of air traffic control service in this airspace is delegated to various countries, based generally upon geographic proximity and the availability of the required resources. (FAA4)

**OCEANIC DISPLAY AND PLANNING SYSTEM:** An automated digital display system which provides flight data processing, conflict probe, and situation display for oceanic air traffic control. (FAA4)

**OCEANIC NAVIGATIONAL ERROR REPORT (ONER):** A report filed when an aircraft exiting oceanic airspace has been observed by radar to be off course. ONER reporting parameters and procedures are contained in Order 7110.82, Monitoring of Navigational Performance In Oceanic Areas. (FAA4)

**OCEANIC PUBLISHED ROUTE:** A route established in international airspace and charted or described in flight information publications, such as Route Charts, Department of Defense (DOD) En Route Charts, Chart Supplements, NOTAM's, and Track Messages. (FAA4)

**OCEANIC TRANSITION ROUTE:** Route established for the purpose of transitioning aircraft to / from an organized track system. (FAA4)

**OFF COURSE:** (See also *On Course, On Course Indication*) A term used to describe a situation where an aircraft has reported a position fix or is observed on radar at a point not on the air traffic control (ATC) approved route of flight. (FAA4)

**OFF ROUTE VECTOR:** A vector by Air Traffic Control (ATC) which takes an aircraft off a previously assigned route. Altitudes assigned by ATC during such vectors provide required obstacle clearance. (FAA4)

**OFF-ROAD VEHICLE AREA:** An area for the testing of, or use by, vehicles that are designed to travel across the terrain. (DOI4)

**OFFICE OF THE SECRETARY OF TRANSPORTATION (OST):** The Department of Transportation is administered by the Secretary of Transportation, who is the principal adviser to the President in all matters relating to Federal Transportation Programs. The Secretary is assisted in the administration of the Department by a Deputy Secretary of Transportation, who acts for and exercises the powers of the Secretary of Transportation and is

responsible for the supervision and coordination of the activities of the Department as directed by the Secretary of Transportation. (OFR1)

**OFFICER IN CHARGE MARINE INSPECTION (OCMI):** A person from the civilian or military branch of the Coast Guard designated as such by the Commandant and who under the supervision and direction of the Coast Guard District Commander is in charge of a designated inspection zone for the performance of duties with respect to the enforcement and administration of Title 52, Revised Statutes, acts amendatory thereof or supplemental thereto, rules and regulations thereunder, and the inspection required thereby. (49CFR171)

**OFFSET PARALLEL RUNWAY:** Staggered runways having centerlines which are parallel. (FAA4)

**OFFSHORE:** That geographic area that lies seaward of the coastline. In general, the coastline is the line of ordinary low water along with that portion of the coast that is in direct contact with the open sea or the line marking the seaward limit of inland water. (49CFR195)(DOE3)(DOE5)

**OFFSHORE CONTROL AREA:** That portion of airspace between the U.S 12 - mile limit and the Oceanic Control Area / Flight Information Region (CTA / FIR) boundary within which air traffic control is exercised. These areas are established to permit the application of domestic procedures in the provision of air traffic control services. Offshore Control Area is generally synonymous with Federal Aviation Regulations, Part 71, Subpart E, "Control Areas and Control Area Extensions." (FAA4)

**OFFSHORE SUPPLY VESSEL:** A cargo vessel of less than 500 gross tons that regularly transports goods, supplies or equipment in support of exploration or production of offshore mineral or energy resources. (49CFR171)

**OIL:** See Term Index for additional oil specific terms.

**OIL:** Oil of any kind or in any form, including, and not limited to, petroleum, fuel oil, vegetable oil, animal oil, sludge, oil refuse, oil mixed with wastes other than dredged spoil. (49CFR194)

**OIL:** A mixture of hydrocarbons usually existing in the liquid state in natural underground pools or reservoirs. Gas is often found in association with oil. (DOE5)

**OIL AND GAS PRODUCTION:** The lifting of oil and gas to the surface and gathering, treating, field processing (as in the case of processing gas to extract liquid hydrocarbons), and field storage. The production function shall normally be regarded as terminating at the outlet valve on the lease or field production storage tank. If unusual physical or operational circumstances exist, it may be more appropriate to regard the production function as terminating at the first point at which oil, gas, or gas liquids are delivered to a main pipeline, a common carrier, a refinery, or a marine terminal. (DOE5)

**OIL FIELD BODY:** Heavily constructed platform - type truck body equipped with instruments for oil drilling. (ATA1)

**OIL PIPELINE MODE:** Covers crude oil, petroleum product and gas trunk lines. The pipeline industry, which transports oil and petroleum products, is an important -- if specialized -- freight mode. (BTS1)

## **OIL SPILL REMOVAL**

**ORGANIZATION:** An entity that provides response resources. (49CFR194)

**OMEGA:** An Area Navigation (RNAV) system designed for long - range navigation based upon ground - based electronic navigational aid signals. (FAA4)

**ON A STAND:** River stationary as to rise or fall. (DOD/COE1)

**ON COURSE:** (See also *Off Course, On Course Indication*) (1) Used to indicate that an aircraft is established on the route centerline. (2) Used by Air Traffic Control (ATC) to advise a pilot making a radar approach that his aircraft is lined up on the final approach course. (FAA4)

**ON FLIGHT PASSENGER TRIP LENGTH:** The average length of a passenger trip, calculated by dividing the number of revenue passenger - miles in scheduled service by the number of revenue passenger enplanements in scheduled service. (RSPA2)

**ON-COURSE INDICATION:** (See also *Off Course, On Course*) An indication on an instrument, which provides the pilot a visual means of determining that the aircraft is located on the centerline of a given navigational track, or an indication on a radar scope that an aircraft is on a given track. (FAA4)

**ON-ROAD MILE PER GALLON (MPG):** A composite miles per gallon (MPG) that was adjusted to account for the difference between the test value and the fuel efficiency actually obtained on the road. (DOE4)

**ON-SYSTEM:** Any point on or directly interconnected with a transportation, storage, or distribution system operated by a natural gas company. (DOE5)

**ON-TRACK EQUIPMENT:** Railroad rolling stock used to transport freight or passengers; includes locomotives, railroad cars, maintenance equipment, and one or more locomotives coupled to one or more cars. *(FRA1)(FRA4)*

**ONSHORE OIL PIPELINE**

**FACILITY:** New and existing pipe, rights - of - way and any equipment, facility, or building used in the transportation of oil located in, on, or under, any land within the United States other than submerged land. *(49CFR194)*

**OPEN CHANNEL:** That portion of the river above pool water. *(DOD/COE1)*

**OPEN INSURANCE POLICY:** A marine insurance policy that applies on all shipments over a period of time rather than on a single shipment. *(DOD/COE1)*

**OPEN MOTORBOAT:** Craft of open construction specifically built for operating with a motor, including boats canopied or fitted with temporary partial shelters. *(USCG2)*

**OPEN RIVER:** (1) Any river having no obstructions such as dams; (2) When the stage of a pooled river running through movable dams is high enough for traffic to clear the dams, the river is said to be "open". *(DOD/COE1)*

**OPEN TO PUBLIC TRAVEL ROAD:** A road must be available, except during scheduled periods, extreme weather or other emergency conditions, and open to the general public for use by four - wheel, standard passenger cars without restrictive gates, prohibitive signs, or regulation other than restrictions based on size, weight, or class of registration. Toll plazas of public toll facilities are not considered restrictive gates. *(23 CFR 460.2(c))(FHWA2)*

**OPEN TOP:** Trailer with sides but without permanent top; often used for heavy equipment that must be lowered into place by crane. *(ATA1)*

**OPEN-ACCESS TRANSPORTATION:** The contract carriage delivery of non - system supply gas on a nondiscriminatory basis for a fee generally subject to transportation tariffs which are usually on an interruptible service basis on first - come, first - serve capacity usage. *(DOE1)*

**OPEN-BODY TYPE VEHICLE:** A vehicle having no occupant compartment top or an occupant compartment top that can be installed or removed by the user at his convenience. *(49CFR571)*

**OPERATE:** With respect to aircraft, means use, cause to use or authorize to use aircraft, for the purpose (except as provided in 14 CFR 91.13) of air navigation including the piloting of aircraft, with or without the right of legal control (as owner, lessee, or otherwise). *(14CFR1)*

**OPERATED:** *See Term Index for operated specific terms.*

**OPERATING EXPENSES:** Expenses incurred in the performance of air transportation, based on overall operating revenues and overall operating expenses. Does not include nonoperating income and expenses, nonrecurring items or income taxes. *(RSPA1)*

**OPERATING PRACTICE:** Railroad employment performance and adherence to the established operating rules of a railroad company. *(FRA1)(FRA4)*

**OPERATING PROFIT OR LOSS:** For the purpose 14 CFR Parts 217 and 241 air carrier reporting requirements, Operating Profit or Loss is defined as the

profit or loss from performance of air transportation, based on overall operating revenues and overall operating expenses. Does not include nonoperating income and expenses, nonrecurring items or income taxes. (RSPA1)

**OPERATING PROPERTY AND EQUIPMENT:** Owned assets including capital leases and leaseholds which are used and useful to the air carrier's central business activity, excluding those assets held for resale, or inoperative or redundant to the air carrier's current operations. These assets include loans and units of tangible property and equipment that are used in air transportation services and services incidental thereto. (RSPA1)

**OPERATING REVENUE:** Revenues from the performance of air transportation and related incidental services. Includes 1) Transport revenues from the carriage of all classes of traffic in scheduled and nonscheduled services and 2) Nontransport revenues consisting of Federal subsidy (where applicable) and revenues for services related to air transportation. (RSPA1)

**OPERATION:** See *Term Index for additional operation specific terms.*

**OPERATION OF A RAILROAD:** Inclusive term used to describe all activities of a railroad related to the performance of its rail transportation business. (FRA3)

**OPERATIONAL ACCEPTABLE LEVEL OF TRAFFIC (OALT):** An air traffic activity level associated with the designed capacity for a sector or airport. The OALT considers dynamic changes in staffing, personnel experience levels, equipment outages, operational configurations, weather, traffic complexity, aircraft performance

mixtures, transitioning flights, adjacent airspace, handoff / point - out responsibilities, and other factors that may affect an air traffic operational position or system element. The OALT is normally considered to be the total number of aircraft that any air traffic functional position can accommodate for a defined period of time under a given set of circumstances. (FAA4)

**OPERATIONAL CONTROL:** With respect to a flight, means the exercise of authority over initiating, conducting or terminating a flight. (14CFR1)

**OPERATIONAL DEVIATION:** (See also *Operational Error, Pilot Deviation, Runway Incursion, Vehicle / Pedestrian Deviation*) An occurrence where applicable separation minima as referenced in the operational error definition below were maintained but 1) Less than the applicable separation minima existed between an aircraft and protected airspace without prior approval; 2) An aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval; or 3) An aircraft penetrated airspace that was delegated to another position of operation or another facility at an altitude or route contrary to the altitude or route requested and approved in direct coordination or as specified in a Letter of Agreement, pre - coordination or internal procedure; 4) An aircraft, vehicle, equipment, or personnel encroached upon a landing area that was delegated to another position of operation without prior coordination and approvals. (FAA10)

**OPERATIONAL ERROR:** (See also *Operational Deviation, Pilot Deviation, Runway Incursion, Vehicle / Pedestrian Deviation*) An occurrence attributable to an element of the air traffic control

system which results in less than the applicable separation minima between two or more aircraft, or between an aircraft and terrain or obstacles and obstructions as required by Handbook 7110.65 and supplemental instructions. Obstacles include vehicles / equipment on runways. (FAA3)(FAA10)

**OPERATIONAL ROAD:** Usable road and intended for use. (DOI3)

**OPERATIONAL RUNWAY:** Usable and intended for use runway. (DOI3)

**OPERATOR:** See Term Index for additional operator specific items.

**OPERATOR:** See Driver.

**OPERATOR:** A person who controls the use of an aircraft, vessel, or vehicle. (49CFR171)

**OPERATOR:** A person who owns or operates pipeline facilities. (49CFR195)

**OPERATOR:** The company responsible for the management and day to day operations of natural gas production, gathering, treating, processing, transportation, storage, and / or distribution facilities and / or a synthetic natural gas plant. (DOE5)

**OPERATOR:** Any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft. (FAA2)

**OPPOSING SIGNALS:** Roadway signals which govern movements in opposite directions on the same track. (49CFR236)

**OPPOSING TRAIN:** A train, the movement of which is in a direction opposite to and toward another train on the same track. (49CFR236)

**OPPOSITE DIRECTION AIRCRAFT:** Aircraft are operating in opposite directions when: 1) They are following the same track in reciprocal directions; or 2) Their tracks are parallel and the aircraft are flying in reciprocal directions; or 3) Their tracks intersect at an angle of more than 136 degrees. (FAA4)

**OPTION APPROACH:** See Cleared for the Option.

**ORDINARY HIGH WATER LINE:** In nature, that water elevation below which aquatic vegetation will not grow. In practice, a water surface elevation arbitrarily fixed from past experience or the establishment of navigation pools. (DOD/COE1)

**ORGANIZATION:** See Term Index for organization specific terms.

**ORGANIZED TRACK SYSTEM:** A movable system of oceanic tracks that traverses the North Atlantic between Europe and North America the physical position of which is determined twice daily taking the best advantage of the winds aloft. (FAA4)

**ORIGIN:** Starting point of a trip. (FHWA3)

**ORIGIN:** The country in which the cargo was loaded and / or the transit originated. (SLSDC1)

**ORIGINATED CARLOAD:** An originated carload is one which is loaded and begins its journey on a particular railroad. (FRA2)

**OTHER (EXCEPT LOCAL)**

**TRUCKING:** Establishments primarily engaged in furnishing trucking, with or without storage, not elsewhere classified. Such operations are principally outside a single municipality, outside one group of

contiguous municipalities, or outside a single municipality and its suburban groups. *(BOC1)*

**OTHER ASSETS:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Other Assets is defined as debit balances in general clearing accounts including prepayments chargeable against operations over a period of years, capitalized expenditures of an organization or developmental character, long - term prepayments, and property acquisition adjustments. *(RSPA1)*

**OTHER DEFERRED CREDITS:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Other Deferred Credits is defined as credit balances in general clearing accounts including credits for which the final disposition cannot be effected until additional information has been received. *(RSPA1)*

**OTHER FREEWAYS AND EXPRESSWAYS:** All urban principal arterial with limited control of access not on the Interstate system. *(NHTSA3)*

**OTHER INTEREST EXPENSE:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Other Interest Expense is defined as interest expense other than that on long - term debt and capital leases. This includes interest expense on short - term debt, imputed interest capitalized, and amortization of premium on all classes of debt. *(RSPA1)*

**OTHER LOCAL (WITH STORAGE) TRUCKING:** Establishments primarily engaged in furnishing trucking and storage services, not elsewhere classified, within a city, town, or other local area, including adjoining suburban areas. *(BOC1)*

**OTHER LOCAL (WITHOUT STORAGE) TRUCKING:**

Establishments primarily engaged in furnishing other trucking service without storage, not elsewhere classified, within a city, town, or other local area, including adjoining towns and suburban areas. *(BOC1)*

**OTHER NONOPERATING INCOME AND EXPENSES, NET:**

For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Other Nonoperating Income and Expenses, Net is defined as income from investor controlled companies and nontransport ventures, equipment and investments in securities of others, interest income, gains or losses resulting from nonroutine abnormal changes in the rates of foreign exchange, and other nonoperating items except capital gains or losses and interest expense. *(RSPA1)*

**OTHER TANKER VESSEL:** A crude oil carrying ship of between 25,000 and 160,000 deadweight tons. *(DOE5)*

**OTHER TRANSPORT RELATED**

**REVENUE:** Revenues from services such as in - flight sales, rentals and sales of services, supplies and parts. *(RSPA1)*

**OTHER TRUCK:** All trucks other than pickups, (i.e., dump trucks, trailer trucks, etc.). *(FHWA3)*

**OTHER VEHICLE:** Consists of the following types of vehicles: (1) Large limousines (more than four side doors or stretched chassis), 2) Three - wheel automobiles or automobile derivatives, 3) Van - based motor homes, 4) Light - truck - based motor homes (chassis mounted), 5) Large - truck - based motor homes, 6) ATVS (all terrain vehicle, including dune / swamp buggy) and ATC (all terrain cycle), 7) Snowmobiles, 8) Farm equipment other than trucks,

9) Construction equipment other than trucks (includes graders), (10) Other type vehicles (includes go - cart, fork lift, city street sweeper). (NHTSA3)

**OUT:** The conversation is ended and no response is expected. (FAA4)

**OUT OF SHAPE:** Term used when a tow is not in the proper position to negotiate the channel or to shove into, or come out of, a lock (conversely, "in shape"). (DOD/COE1)

**OUT RIGGERS:** Device used for increasing width of trailers. (ATA1)

**OUT WIDE-JUST BELOW:** Channel report term meaning after passing the mark, swing out wide away from the bank. (DOD/COE1)

**OUTAGE:** The period during which a generating unit, transmission line, or other facility is out of service. (DOE5)

**OUTAGE:** The loss of a facility / service for one minute or more. (FAA3)

**OUTAGE OR ULLAGE:** The amount by which a packaging falls short of being liquid full, usually expressed in percent by volume. (49CFR171)

**OUTBOARD:** An engine not permanently affixed to the structure of the craft, regardless of the method or location used to mount the engine, (e.g., motor wells, "kicker pits", motor pockets, etc). (USCG2)

**OUTBOARD DESIGNATED SEATING POSITION:** A designated seating position where a longitudinal vertical plane tangent to the outboard side of the seat cushion is less than 12 inches from the innermost point on the inside surface of the vehicle at a height between the design H - point and the shoulder

reference point and longitudinally between the front and rear edges of the seat cushion. (49CFR571)

**OUTBOUND WATERWAYS:** Traffic moving from one waterway into another where the origin is on the subject waterway. (DOD/COE2)

**OUTDRAFT:** Current moving across the lock entrance toward the river or toward the dam. (DOD/COE1)

**OUTER AREA:** Nonregulatory airspace surrounding designated Class C airspace airports wherein Air Traffic Control (ATC) provides radar vectoring and sequencing on a full - time basis for all Instrument Flight Rules (IFR) and participating Visual Flight Rules (VFR) aircraft. The service provided in the outer area is called Class C service which includes: IFR / IFR - standard Instrument Flight Rules separation; IFR / VFR - traffic advisories and conflict resolution; and VFR / VFR - traffic advisories and, as appropriate, safety alerts. The normal radius will be 20 nautical miles with some variations based on site - specific requirements. The outer area extends outward from the primary Class C airspace airport and extends from the lower limits of radar / radio coverage up to the ceiling of the approach control's delegated airspace excluding the Class C charted area and other airspace as appropriate. (FAA4)

**OUTER COMPASS LOCATOR (OCL):** A compass locator installed at the site of the outer marker of an instrument landing system. (FAA4)

**OUTER CONTINENTAL SHELF:** Offshore Federal domain. (DOE5)

**OUTER FIX:** A general term used within Air Traffic Control (ATC) to describe fixes in the terminal area, other

than the final approach fix. Aircraft are normally cleared to these fixes by an Air Route Traffic Control Center or an Approach Control Facility. Aircraft are normally cleared from these fixes to the final approach fix or final approach course. (FAA4)

**OUTER FIX TIME:** A calculated time to depart the outer fix in order to cross the vertex at the actual calculated landing time. The time reflects descent speed adjustments and any applicable delay time that must be absorbed prior to crossing the meter fix. (FAA4)

**OUTER LOCK WALL:** The wall of the lock on the river or channel side away from the shore. (DOD/COE1)

**OUTER MARKER (OM):** (See also *Compass Locator, Glideslope, Instrument Landing System, Localizer, Middle Marker*) A marker beacon at or near the glideslope intercept altitude of an Instrument Landing System (ILS) approach. It is keyed to transmit two dashes per second on a 400 Hz tone, which is received aurally and visually by compatible airborne equipment. The OM is normally located four to seven miles from the runway threshold on the extended centerline of the runway. (FAA4)

**OUTER PACKAGING:** The outermost enclosure of a composite or combination packaging together with any absorbent materials, cushioning and any other components necessary to contain and protect inner receptacles or inner packagings. (49CFR171)

**OUTLET:** See *Term Index* for outlet specific terms.

**OUTPUT:** The amount of power or energy produced by a generating unit, station, or system. (DOE5)

**OUTSIDE OF A BEND:** The side of the river channel with the largest projected circumference. (DOD/COE1)

**OVER:** My transmission is ended; I expect a response. (FAA4)

**OVER-THE-ROAD BUS:** A bus characterized by an elevated passenger deck located over a baggage compartment. (49CFR37)

**OVER-THE-ROAD TRIP:** An intercity movement by commercial motor vehicle. (FHWA4)

**OVER-THE-TOP:** Means above the layer of clouds or other obscuring phenomena forming the ceiling. (14CFR1)

**OVERALL (TON MILES, LOAD FACTOR, AVAILABLE CAPACITY, ETC.):** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Overall (Ton Miles, Load Factor, Available Capacity, etc.) is defined as the total of passenger plus nonpassenger traffic, i.e., the sum of passenger and baggage, freight, express, U.S. mail, and foreign mail. (RSPA2)

**OVERALL AVAILABLE TON MILE:** The aircraft miles flown on each inter-airport hop multiplied by the capacity available (in tons) for that hop for revenue traffic use. (RSPA2)

**OVERALL FLIGHT STAGE LENGTH:** The average distance covered per aircraft hop in revenue services, from take-off to landing. Derived by dividing the total aircraft miles flown in revenue service by the number of aircraft revenue departures performed. (RSPA2)

**OVERALL REVENUE TON MILE:** The aircraft miles flown on each inter-airport hop multiplied by the tons of

revenue traffic (passenger and nonpassenger) carried on that hop. (RSPA2)

**OVERALL VEHICLE WIDTH:** The nominal design dimension of the widest part of the vehicle, exclusive of signal lamps, marker lamps, outside rearview mirrors, flexible fender extensions, and mud flaps, determined with doors and windows closed and the wheels in the straight - ahead position. (49CFR571)

**OVERFALLS:** Short breaking waves occurring when a current passes over a shoal or other submarine obstruction or meets a contrary current or wind. (DOI4)

**OVERHEAD MANEUVER:** A series of predetermined maneuvers prescribed for aircraft (often in formation) for entry into the visual flight rules (VFR) traffic pattern and to proceed to a landing. An overhead maneuver is not an instrument flight rules (IFR) approach procedure. An aircraft executing an overhead maneuver is considered VFR and the IFR flight plan is cancelled when the aircraft reaches the "initial point" on the initial approach portion of the maneuver. The pattern usually specifies the following:

- 1) The radio contact required of the pilot.
- 2) The speed to be maintained.
- 3) An initial approach 3 to 6 miles in length.
- 4) An elliptical pattern consisting of two 180 degree turns.
- 5) A break point at which the first 180 degree turn is started.
- 6) The direction of turns.
- 7) Altitude (at least 600 feet above the conventional pattern).
- 8) A "Roll - out" on final approach not less than 1 / 4 mile from the landing threshold and not less than 300 feet above the ground. (FAA4)

**OVERLOAD:** Using all available power. (DOD/COE1)

**OVERLOADING:** Excessive loading of the vessel causing instability, limited

maneuverability, dangerously reduced freeboard, etc. (USCG2)

**OVERLOOK ACCESS:** (See also *Public Use Class II Road*) A road that provides access to a pull - off area, having definite entrance and exit points. (DOI3)

**OVERLYING CENTER:** The Air Route Traffic Control Center (ARTCC) facility that is responsible for arrival / departure operations at a specific terminal. (FAA4)

**OVERPACK:** An enclosure that is used by a single consignor to provide protection or convenience in handling of a package or to consolidate two or more packages. Overpack does not include a freight container. (49CFR171)

**OVERRUN/STOPWAY:** An area beyond the take off runway able to support an airplane during an aborted take off. (DOI4)

**OVERSEAS:** Transit to or from foreign ports beyond the Coast of Canada and the United States. (SLSDC1)

**OVERSEAS AIR COMMERCE:** The carriage by aircraft of persons or property for compensation or hire, or the carriage of mail by aircraft, or the operation or navigation of aircraft in the conduct or furtherance of a business or vocation, in commerce between a place in any state of the United States, or the District of Columbia and any place in a territory or Possession of the United States; or between a place in a territory or possession of the United States, and a place in any other territory or possession of the United States. (14CFR1)

**OVERSEAS AIR TRANSPORTATION:** The carriage by aircraft of persons or property as a common carrier for compensation or hire, or the carriage of mail by aircraft, in commerce: 1) Between

a place in a state or the District of Columbia and a place in a possession of the United States. or 2) Between a place in a possession of the United States and a place in another possession of the United States whether that commerce moves wholly by aircraft or partly by aircraft and partly by other forms of transportation. (14CFR1)

**OVERSEAS EXPORTS:** Outbound domestic merchandise and re-export of foreign merchandise from a U.S. foreign trade zone destined for foreign countries other than Canada or Mexico. (DOD/COE2)

**OVERSEAS IMPORTS:** Inbound merchandise for direct consumption and entries into custom bonded storage and manufacturing warehouses originating in foreign countries other than Canada. (DOD/COE2)

**OWNER OPERATOR:** A person who owns a vehicle (truck) and operates it himself (no paid employees) as his own business or who contracts with a company to use the vehicle on the company's behalf. (BOC3)

**OWNING AGENCY:** A federal agency having accountability for government owned motor vehicles. This term applies when a federal agency has authority to take possession of, assign or reassign the vehicle regardless of which agency is using the vehicle. (GSA1)

**OXBOW LAKES:** Lakes resulting from the cutting off of sharp river bends during realignment of a river channel. (DOD/COE1)

**OXYGENATED MOTOR GASOLINE:** (See also *Fuel, Gasohol, Gasoline, Kerosene*) Motor gasoline, formulated for use in motor vehicles, that has an oxygen

content of 1.8 percent or higher by weight. (DOE3)

**P & D'S:** Pick up and deliveries of freight. (ATA1)

**P.M. PEAK PERIOD:** (See also *A.M. Peak Period*) The period in one afternoon or evening when additional services are provided to handle higher passenger volumes. The period begins when normal headways are reduced and ends when headways are returned to normal. (FTA1)

**PACKAGE FREIGHT:** In the historical tables, designates cargo consisting of miscellaneous packages generally unidentifiable as to commodity and carried only on vessels licensed by the respective Authorities in Canada and the United States. This commodity classification is no longer applicable. (SLSDC1)

**PACKAGING:** See *Term Index for additional packaging specific terms; See also Packet, Packing and Crating, Packing Group.*

**PACKAGING:** A receptacle and any other components or materials necessary for the receptacle to perform its containment function in conformance with the minimum packing requirements of this subchapter. (49CFR171)

**PACKET:** A boat, usually a coastal or river steamer, that plies a regular route, carrying passengers, freight, and mail. (DOD/COE1)

**PACKING AND CRATING:** Establishments primarily engaged in packing, crating, and otherwise preparing goods for shipping. (BOC1)

**PACKING GROUP:** (See also *Hazardous Material*) A grouping according to the degree of danger

presented by hazardous materials. Packing Group I indicates great danger; Packing Group II, medium danger; Packing Group III, minor danger. (49CFR171)

**PAD COMPASS CALIBRATION:** An airport facility used for calibrating an aircraft compass. (FAA12)

**PAID STORAGE:** A vehicle on assignment to a customer agency but temporarily out of service (usually a seasonally used vehicle). (GSA2)

**PAID-IN CAPITAL:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Paid - In Capital is defined as invested capital from stock subscribed or issued at a par or stated value (or the subscription value in the case of stock without par value) for preferred stock and common stock. (RSPA1)

**PAJAMA WAGON:** Sleeper tractor. (ATA1)

**PALLET:** A platform on which cargo is loaded, can be stacked and can be handled by forklift or sling, usually constructed of wood. (MARAD1)

**PAN PAN:** (See also *May Day*) The international radio telephony urgency signal. When repeated three times, indicates uncertainty or alert followed by the nature of the urgency. (FAA4)

**PANCAKE:** Brake diaphragm housing. (ATA1)

**PANEL BODY:** Small, fully enclosed truck body often used for small package delivery. (ATA1)

**PARACHUTE:** A device used or intended to be used to retard the fall of a body or object through the air. (14CFR1)

**PARALLEL ILS APPROACHES:** Approaches to parallel runways by Instrument Flight Rules (IFR) aircraft which, when established inbound toward the airport on the adjacent final approach courses, are radar separated by at least 2 miles. (FAA4)

**PARALLEL OFFSET ROUTE:** A parallel track to the left or right of the designated or established airway / route. Normally associated with Area Navigation (RNAV) operations. (FAA4)

**PARALLEL RUNWAY:** Two or more runways at the same airport whose centerlines are parallel. In addition to runway numbers, parallel runways are designated as L (left) and R (right) or, if three parallel runways exist L (left) C (center), and R (right). (FAA4)

**PARATRANSIT:** Comparable transportation service required by the American Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed route transportation systems. (49CFR37)

**PARK:** (See also *Parkway*) A place or area set aside for recreation or preservation of a cultural or natural resource. (DOI4)

**PARKING AREA:** An area set aside for the parking of motor vehicles. (DOI4)

**PARKING BRAKE:** A mechanism designed to prevent the movement of a stationary motor vehicle. (49CFR571)

**PARKING BRAKE SYSTEM:** A brake system used to hold a vehicle stationary. (49CFR393)

**PARKWAY:** (See also *Park*) A highway that has full or partial access control, is usually located within a park or a ribbon

of park - like developments, and prohibits commercial vehicles. Buses are not considered commercial vehicles in this case. (FHWA2)

**PARTICIPATING AGENCY:** A federal department or agency which transferred (consolidated) vehicles to the Interagency Fleet Management System (IFMS). (GSA2)

**PASS:** Any one of several distributary channels near the mouth of the Mississippi River. (DOD/COE1)

**PASS CELL:** Piers on each side of the navigable pass of a dam. (DOD/COE1)

**PASS SILL GAGE:** Gage indicating depth through navigable pass. (DOD/COE1)

**PASSENGER:** See Term Index for additional passenger specific terms.

**PASSENGER:** With respect to vessels and for the purposes of 49 CFR 176 only means a person being carried on a vessel other than: the owner or his representative, the operator, a bona fide member of the crew engaged in the business of the vessel who has contributed no consideration for his carriage and who is paid for his services or a guest who has not contributed any consideration directly or indirectly for his carriage. (49CFR171)

**PASSENGER:** A person who is on, boarding, or alighting from a railroad car for the purpose of travel, without participating in its operation. (FRA1) (FRA4)

**PASSENGER:** Any occupant of a motor vehicle who is not a driver. (NHTSA2) (NHTSA3)(NHTSA4)

**PASSENGER AUTOMOBILE:** A passenger automobile is any automobile other than an automobile capable of off - highway operation manufactured primarily for use in the transportation of not more than 10 individuals. (49CFR523)

**PASSENGER CAR:** (1) A unit of rolling equipment intended to provide transportation for members of the general public and includes self - propelled cars designed to carry baggage, mail, express and passengers. (2) A motor vehicle with motive power, except a multipurpose passenger vehicle, motorcycle, or trailer, designed for carrying 10 persons or less. (3) All sedans, coupes, and station wagons manufactured primarily for the purpose of carrying passengers and including those passenger cars pulling recreational or other light trailers. (4) Any motor vehicle that is a convertible; 2 - door sedan, hardtop, or coupe; a 4 - door sedan or hardtop; a 3 - or 5 - door hatchback coupe; an automobile with pickup body; or station wagon. (49CFR223)(49CFR571)(FHWA2) (NHTSA2)

**PASSENGER CARRYING AIRCRAFT:** An aircraft that carries any person other than a crewmember, company employee, an authorized representative of the United States, or a person accompanying the shipment. (49CFR171)

**PASSENGER FACILITY CHARGE (PFC):** (See also Apportionment) A charge that is imposed on passengers by an airport for the purpose of funding airport planning and development projects. Collection of these charges is authorized under The Aviation Safety and Capacity Expansion Act of 1990 and is limited to two segments per one - way

trip and four segments per round trip. Airports collecting PFC funds receive reduced funding from the ACAIS system Airport Improvement Program entitlement funds. *(FAA11)*

**PASSENGER LOAD FACTOR:** The percent that revenue passenger miles are of available seat - miles in revenue passenger services, representing the proportion of aircraft seating capacity that is actually sold and utilized. *(FAA11) (FAA14)(RSPA2)(RSPA3)*

**PASSENGER MILE:** One passenger transported one mile. Total passenger miles are computed by summation of the products of the aircraft miles flown on each inter - airport flight stage multiplied by the number of passengers carried on that flight stage. *(FAA11)(NTSB2)*

**PASSENGER MILE:** The movement of a passenger for one mile. *(FRA3)*

**PASSENGER MILES:** The total number of miles traveled by transit passengers (e.g., one bus traveling 3 miles while carrying 5 passengers results in 15 passenger miles). *(FTA2)*

**PASSENGER PER AIRCRAFT MILE:** The average number of passengers carried per aircraft in revenue passenger services, derived by dividing the total revenue passenger - miles by the total aircraft miles flown in revenue passenger services. *(RSPA2)(RSPA3)*

**PASSENGER REVENUE TON MILE:** One ton of revenue passenger weight (including all baggage) transported one mile. The passenger weight standard for both domestic and international operations is 200 pounds. *(RSPA2) (RSPA3)*

**PASSENGER SERVICE:** Pertains to both intercity rail passenger service and commuter rail passenger service. *(49CFR245)*

**PASSENGER SERVICE EXPENSES:** Costs of activities contributing to comfort, safety, and convenience of passengers while in flight and when flights are interrupted. Includes salaries and expenses of flight attendants and passenger food expenses. *(RSPA1)*

**PASSENGER VEHICLE:** A vehicle with a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or less which includes passenger cars, light pickup trucks, light vans, and utility vehicles. *(NHTSA4)*

**PASSENGER VEHICLE CRASH:** A motor vehicle crash involving at least one passenger vehicle. *(NHTSA4)*

**PASSENGER VESSEL:** (1) A vessel subject to any of the requirements of the International Convention for the Safety of Life at Sea, 1974, which carries more than 12 passengers; (2) A cargo vessel documented under the laws of the United States and not subject to that Convention, which carries more than 16 passengers; (3) A cargo vessel of any foreign nation that extends reciprocal privileges and is not subject to that Convention and which carries more than 16 passengers; and (4) A vessel engaged in a ferry operation and which carries passengers. *(49CFR171)*

**PASSENGER-CARRYING VOLUME:** The sum of the front seat volume and, if any, rear seat volume, as defined in 40 CFR 600.315, in the case of automobiles to which that term applies. With respect to automobiles to which that term does not apply, "passenger - carrying volume" means the sum in cubic feet, rounded to the nearest 0.1 cubic feet, of the volume of a vehicle's front seat and seats to the

rear of the front seat, as applicable, calculated as follows with the head room shoulder room, and leg room dimensions determined in accordance with the procedures outlined in Society of Automotive Engineers (SAE) Recommended Practice J1100a, Motor Vehicle Dimensions (Report of Human Factors Engineering Committee, Society of Automotive Engineers, approved September 1973 and last revised September 1975). (49CFR523)

**PASSENGERS ON TRAINS**

**(CLASS C):** Persons who are on, boarding, or alighting from railroad cars for the purpose of travel. (FRA3)

**PASSING DAYMARK:** A rectangular or triangular daymark used on lights which are intended for position reference only and are not to be steered on. (DOD/COE1)

**PATRON:** A person who intends to use or has used the transit system and is on property affiliated with the transit system. An employee is not a patron. (FTA1)(FTA3)

**PAVED ROAD SURFACE:** Bituminous, concrete, brick, block, and other special surfaces (Surface / Pavement Type Codes 51 and above). (FHWA2)

**PAVED SURFACE:** Surface of asphalt or concrete. (DOI3)

**PAYLOAD:** The maximum load that a unit of equipment may carry within its total rated capacity. The payload is the Gross Vehicle Weight Rating (GVWR) less the tare weight or actual weight of the unloaded vehicle. (GSA2)

**PEAK KILOWATT:** One thousand peak watts. (DOE5)

**PEAK MEGAWATT:** One million peak watts. (DOE5)

**PEAK-PERIOD TRIP:** Any travel day trip that began between 6:30 a.m. and 9:00 a.m. or from 3:30 p.m. to 6:00 p.m. (FHWA3)

**PEANUT WAGON:** Small tractor pulling a large trailer. (ATA1)

**PEAT:** Peat consists of partially decomposed plant debris. It is considered an early stage in the development of coal. Peat is distinguished from lignite by the presence of free cellulose and a high moisture content (exceeding 70 percent). The heat content of air - dried peat (about 50 percent moisture) is about 9 million Btu per ton. Most U.S. peat is used as a soil conditioner. The first U.S. electric power plant fueled by peat began operating in Maine in 1990. (DOE5)

**PEDALCYCLIST:** A person on a vehicle that is powered solely by pedals. (NHTSA2)(NHTSA3)

**PEDESTRIAN:** Any person not in or upon a motor vehicle or other vehicle. (NHTSA2)(NHTSA3)

**PEDESTRIAN ACCIDENT:** Is any person injured or killed in a highway motor vehicle accident who is not a vehicle occupant. (FHWA2)

**PEDESTRIAN FATALITY:** Are the number of pedestrians fatally injured in motor vehicle accidents. (FHWA2)

**PEG LINE:** A line used in locks to prevent barge movement. (DOD/COE1)

**PEG-LEG:** Tandem tractor with only one power axle. (ATA1)

**PEGS:** Small, bent metal bars countersunk in lock walls and arranged

in a vertical line for hooking mooring lines on. Care must be taken that lines do not get hung up on these pegs as the vessel rises or drops in the lock. (DOD/COE1)

**PELVIC IMPACT AREA:** That area of the door or body side panel adjacent to any outboard designated seating position which is bounded by horizontal planes 7 inches above and 4 inches below the seating reference point and vertical transverse planes 8 inches forward and 2 inches rearward of the seating reference point. (49CFR571)

**PENINSULA:** A body of land jutting out into and nearly surrounded by water. (DOI4)

**PERCENT OF ENPLANEMENT:** (See also *Hub*) The percent that a community's enplaned passengers is of the total enplaned passengers in all services and all operations for all communities within the 50 States, the District Columbia, and other U.S. areas designated by the Federal Aviation Administration. (FAA15)

**PERCENT SCHEDULED AIRCRAFT MILES COMPLETED:** Scheduled aircraft miles completed (excluding extra sections) as a percent of total aircraft miles scheduled. (RSPA2)

**PERILS OF THE SEA:** Those causes of loss of goods for which the carrier is not legally liable. The elemental risks of ocean transport. (DOD/COE1)

**PERMANENT ECHO:** Radar signals reflected from fixed objects on the earth's surface; e.g., buildings, towers, terrain. Permanent echoes are distinguished from "ground clutter" by being definable locations rather than large areas. Under certain conditions they may be used to check radar alignment. (FAA4)

**PERMIT LINE:** An imaginary line, or plane, approximately parallel to a riverbank, or shore, shoreward of which any marine structure may be erected without the authority of a formal federal navigation permit. Also called harbor line. Established by act of Congress. (DOD/COE1)

**PERSON:** See *Term Index* for additional person specific terms; See also *Pedestrian*.

**PERSON MILES OF TRAVEL (PMT):** A measure of person travel. When one person travels one mile, one person mile of travel results. Where 2 or more persons travel together in the same vehicle, each person makes the same number of person miles as the vehicle miles. Therefore, four persons traveling 5 miles in the same vehicle, make 4 times 5 or 20 person miles. (FHWA3)

**PERSON TRIP:** A person trip is a trip by one or more persons in any mode of transportation. Each person is considered as making one person trip. For example, four persons traveling together in one auto make four person trips. (FHWA3)

**PERSONAL FLOTATION DEVICE (PFD):** Lifesaving device approved by the Commandant under 46 CFR 160 (i.e., life jackets). (USCG1)

**PERSONAL FLYING:** Flying by individuals in their own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business. This category included practice flying (for the purpose of increasing or maintaining proficiency) not performed under supervision of an accredited instructor, and not part of an approved flight training program. (NTSB1)

**PERSONAL WATERCRAFT:** Craft less than 13 feet in length designed to be operated by a person or persons sitting, standing or kneeling on the craft rather than within confines of a hull. (USCG2)

**PETROLEUM:** See Term Index for additional petroleum specific terms.

**PETROLEUM:** A generic term applied to oil and oil products in all forms, such as crude oil, lease condensate, unfinished oils, petroleum products, natural gas plant liquids, and nonhydrocarbon compounds blended into finished petroleum products. (DOE3)(DOE5)(DOE6)

**PETROLEUM COKE:** A residue, the final product of the condensation process in cracking. This product is reported as marketable coke or catalyst coke. The conversion factor is 5 barrels per short ton. (DOE3)(DOE5)

**PETROLEUM CONSUMPTION:** The sum of all refined petroleum products supplied. For each refined petroleum product, the amount supplied is calculated by adding production and imports, then subtracting changes in primary stocks (net withdrawals are a plus quantity and net additions are a minus quantity) and exports. (DOE3)

**PETROLEUM CONSUMPTION:** A calculated demand for petroleum products obtained by summing domestic production, imports of crude petroleum and natural gas liquids, imports of petroleum products, and the primary stocks at the beginning of the period and then subtracting the exports and the primary stocks at the end of the period. (DOE5)(DOE6)

**PETROLEUM EXPORTS:** Shipments of petroleum products from the 50 States and the District of Columbia to foreign

countries, Puerto Rico, the Virgin Islands, and other U.S. possessions and territories. (DOE6)

**PETROLEUM IMPORTS:** Imports of petroleum into the 50 States and the District of Columbia from foreign countries and from Puerto Rico, the Virgin Islands, and other U.S. territories and possessions. Included are imports for the Strategic Petroleum Reserve and withdrawals from bonded warehouses for onshore consumption, offshore bunker use, and military use. Excluded are receipts of foreign petroleum into bonded warehouses and into U.S. territories and U.S. Foreign Trade Zones. (DOE3)

**PETROLEUM IMPORTS:** All imports of crude petroleum, natural gas liquids, and petroleum products from foreign countries and receipts from Guam, Puerto Rico, the Virgin Islands, and the Hawaiian Trade Zone. The commodities included are crude oil, unfinished oils, plant condensate, and refined petroleum products. (DOE5)(DOE6)

**PETROLEUM PRODUCT:** Petroleum products are obtained from the processing of crude oil (including lease condensate), natural gas, and other hydrocarbon compounds. Petroleum products include unfinished oils, liquefied petroleum gases, pentanes plus, aviation gasoline, motor gasoline, naphtha - type jet fuel, kerosene - type jet fuel, kerosene, distillate fuel oil, residual fuel oil, petrochemical feedstocks, special naphthas, lubricants, waxes, petroleum coke, asphalt, road oil, still gas, and miscellaneous products. (DOE3)(DOE5)

**PETROLEUM REFINERY:** An installation that manufactures finished petroleum products from crude oil, unfinished oils, natural gas liquids, other hydrocarbons, and alcohol. (DOE5)

**PHASE OF OPERATION:** The phase of the flight or operation is the particular phase of flight in which the first occurrence or circumstance occurred. In the event that there was more than one occurrence in one operational phase, the same phase is recorded for each of those occurrences. *(NTSB1)(NTSB2)*

**PHOTO RECONNAISSANCE:** Military activity that requires locating individual photo targets and navigating to the targets at a preplanned angle and altitude. The activity normally requires a lateral route width of 16 nautical miles and altitude range of 1,500 feet to 10,000 feet above ground level (AGL). *(FAA4)*

**PICK-UP:** Small delivery truck. *(ATA1)*

**PICKUP TRUCK:** Includes compact and full - size pickup trucks. *(DOE4)*

**PICKUP TRUCK:** A motorized vehicle, privately owned and / or operated, with an enclosed cab that usually accommodates 2 - 3 passengers and an open cargo area in the rear. Pickup trucks usually have about the same wheelbase as a full - size station wagon. *(FHWA3)*

**PIER:** *See Term Index for additional pier specific terms; See also Dock Facility, Marina, Wharf.*

**PIER:** *(See also Dock, Wharf)* One of two basic types of ship berthing structures, a pier extends into the harbor at an angle (often perpendicular) to the shore line. Berthing for cargo transfer is usually available on both sides of the pier, and may be sufficiently wide at the head or face of the pier to also accommodate berthing. *(DOI4)(MARAD1)*

**PIG:** Trailer transported on flat car. *(ATA1)*

**PIGGYBACK:** *(See also Intermodal)* Intermodal transportation system where trailers or containers are carried by rail. *(ATA1)(DOD/COE1)*

**PIGGYBACK TRAILERS:** Trailers which are designed for quick loading on railcars. *(BOC3)*

**PIGTAIL:** Cable used to transmit electrical power to trailer. *(ATA1)*

**PIKE:** Turnpike. *(ATA1)*

**PIKE POLE:** *(See also Sounding Pole)* A long pole with a hook on one end used for pulling in a line or wire that is out of reach. It may also be painted with red and white markings to denote a scale of measuring water depth or barge draft. *(DOD/COE1)*

**PILFERAGE:** The act of broaching and stealing part or all of the content of cargo. *(MARAD1)*

**PILING:** A set of posts forced into the earth to serve as a support, as for a pier, or to resist lateral pressure. *(DOI4)*

**PILING AREA:** *(See also Hazard)* An area identified as a danger to maritime navigation containing one or more structures consisting of piles (long heavy timbers or sections of steel, concrete etc., forced into the earth to serve as a support, as for a pier). *(DOI3)*

**PILOT:** *See Term Index for additional pilot specific terms.*

**PILOT:** The helmsman on a riverboat. Also one who, though not belonging to a ship's company, is licensed to guide a vessel into and out of a port or through dangerous waters. *(DOD/COE1)*

**PILOT BRIEFING:** A service provided by a Flight Service Station (FSS) or International Flight Service Station (IFSS) to assist pilots in flight planning. Briefing items may include weather information, Notice to Airmen (NOTAM), military activities, flow control information, and other items as requested. (FAA13)

**PILOT DEVIATION:** (See also *Operational Deviation, Operational Error, Runway Incursion, Vehicle / Pedestrian Deviation*) The actions of a pilot that result in the violation of a Federal Aviation Regulation (FAR) or a North American Aerospace Defense Command (NORAD) Air Defense Identification Zone (ADIZ) tolerance. (FAA10)

**PILOT IN COMMAND:** The pilot responsible for the operation and safety of an aircraft during flight time. (14CFR1)(FAA2)

**PILOT WATERS:** Areas in which the services of a marine pilot are essential. (DOI4)

**PILOT WEATHER REPORT:** A report of meteorological phenomena encountered by aircraft in flight. (FAA4)

**PILOT'S AUTOMATIC TELEPHONE WEATHER ANSWERING SERVICE:** A continuous telephone recording containing current and forecast weather information for pilots. (FAA4)

**PILOT'S DISCRETION:** When used in conjunction with altitude assignments, means that Air Traffic Control (ATC) has offered the pilot the option of starting a climb or descent whenever he wishes and conducting the climb or descent at any rate he wishes. He may temporarily level off at any intermediate altitude.

However, once he has vacated an altitude, he may not return to that altitude. (FAA4)

**PILOTAGE:** Navigation by visual reference to landmarks. (14CFR1)

**PIN-UP:** Hook tractor to semitrailer. (ATA1)

**PINNACLE:** A tall, slender, spire shaped rock projecting from a level or gently sloping surface. (DOI4)

**PIPE:** (See also *Hazardous Material*) A tube, usually cylindrical, through which a hazardous liquid or carbon dioxide flows from one point to another. (49CFR195)

**PIPE LINE:** Discharge line from a hydraulic dredge. (DOD/COE1)

**PIPELINE:** See *Term Index for additional pipeline specific terms.*

**PIPELINE:** All parts of an onshore pipeline facility through which oil moves including, but not limited to, line pipe, valves, and other appurtenances connected to line pipe, pumping units, fabricated assemblies associated with pumping units, metering and delivery stations and fabricated assemblies therein, and breakout tanks. (49CFR194)(49CFR195)

**PIPELINE:** A continuous pipe conduit, complete with such equipment as valves, compressor stations, communications systems, and meters for transporting natural and / or supplemental gas from one point to another, usually from a point in or beyond the producing field or processing plant to another pipeline or to points of utilization. Also refers to a company operating such facilities. (DOE5)

**PIPELINE:** Crude oil and product pipelines used to transport crude oil and petroleum products, respectively (including interstate, intrastate, and intracompany pipelines), within the 50 states and the District of Columbia. (DOE5)

**PIPELINE:** A closed conduit, with pumps, valves and control devices, for conveying fluids, gases, or finely divided solids. (DOI3)

**PIPELINE FACILITY:** New and existing piping, rights - of - way, and any equipment, facility, or building used in the transportation of gas or in the treatment of gas during the course of transportation. (49CFR193)

**PIPELINE FUEL:** Gas consumed in the operation of pipelines, primarily in compressors. (DOE3)(DOE5)

**PIPELINE MODE:** See *Oil Pipeline Mode*.

**PIPELINES EXCEPT NATURAL GAS:** Includes establishments engaged in the pipeline transportation of petroleum and other commodities, except natural gas. Also included are coal and slurry pipeline operations. (BEA1)

**PIPING:** (See also *Hazardous Material*) Pipe, tubing, hoses, fittings, valves, pumps, connections, safety devices or related components for containing the flow of hazardous fluids. (49CFR193)

**PIROQUE:** A boat or canoe made from a hollowed tree trunk. (DOD/COE1)

**PISTON AIRCRAFT:** An aircraft fitted with engines in which pistons, moving back and forth, work upon a crankshaft or other device to create rotational movement. (FAA15)

**PITCH:** The propeller blade setting as determined by the blade angle measured in a manner, and at a radius specified by the instruction manual for the propeller. (14CFR1)

**PLACARD CAR:** A rail car which is placarded in accordance with the requirements of part 49 CFR 172 except those cars displaying only the FUMIGATION placards as required by 49 CFR 172.510. (49CFR171)

**PLACE:** See *Term Index for additional place specific terms*.

**PLACE:** An area with definite or indefinite boundaries. (DOI4)

**PLAIN:** A region of generally uniform slope, comparatively level, and of considerable extent. (DOI4)

**PLAN:** See *Term Index for plan specific terms*.

**PLATE:** See *Term Index for plate specific terms*.

**PLATFORM AREA:** (See also *Hazard*) An area identified as a danger to maritime navigation containing one or more platforms (horizontal surfaces raised above the level of the surrounding area for the purpose of supporting equipment used in the drilling. (DOI3)

**PLATFORM BODY:** Truck or trailer body with a floor, but no sides or roof. (ATA1)

**PLAY:** Any free movement of components. (49CFR393)

**POINT:** See *Term Index for additional point specific terms*.

**POINT DETECTOR:** A circuit controller which is part of the switch operating mechanism and operated by a rod connected to a switch, derail or movable point frog to indicate that the point is within a specified distance of the stock rail. (49CFR236)

**POINT HOLDING:** A specified location, identified by visual or other means, in the vicinity of which the position of an aircraft in flight is maintained in accordance with air traffic control clearances. (FAA4)

**POINT-OF-RENT:** Area on a terminal facility which is assigned for the receipt of inbound cargo from the ship and from which inbound cargo may be delivered to the consignee, and that area which is assigned for the receipt of outbound cargo from shippers for vessel loading. (MARAD1)

**POINTWAY CHANNEL:** A cutoff channel which lies across the point of a bend and usually leads deep into another bend. (Conversely, "bendway channel"). (DOD/COE1)

**POISON GAS IN BULK:** The transportation, as cargo, of any poison gas in any quantity. (49CFR387)

**POLAR TRACK STRUCTURE:** A system of organized routes between Iceland and Alaska which overlies Canadian airspace. (FAA4)

**POLE TRAILER:** A motor vehicle without motive power designed to be drawn by another motor vehicle and attached to the towing vehicle by means of a reach or pole, or by being boomed or otherwise secured to the towing vehicle, for transporting long or irregularly shaped loads such as poles, pipes, or structural members capable generally of sustaining themselves as beams between

the supporting connections. (49CFR390) (49CFR571)

**POOL:** See Term Index for additional pool specific terms.

**POOL:** (See also Field Area) That area of a river impounded behind a dam. A pool may extend for many miles between one dam and the next. (DOD/COE1)

**POOL BOAT:** A towboat with the pilothouse built on the forward end of the cabin rather than on top of the roof. So called because this type is used in areas where low bridges dictate low superstructure. (DOD/COE1)

**POOL LINE:** Normal pool water line along the bank. (DOD/COE1)

**POOL RIVER:** A river comprised of various pools or revels formed by dams and having generally a minimum of current, in contrast to open river where currents often become fierce. (DOD/COE1)

**POOL SITE:** One or more spent fuel storage pools that has a single cask loading area. Each dry cask storage area is considered a separate site. (DOE5)

**POOL STAGE:** The stage of water that is maintained between two successive dams and is usually the minimum depth that can be maintained and yet have the project depth in the channel. (DOD/COE1)

#### **POOR CONDITION**

**CLASSIFICATION:** Major repairs or modifications are required to make the facility operational or to prevent failure. Facility is only partially operational, and is not adequately serving the purpose for which it was constructed. (DOI2)

**POP RISE:** A fast rise (usually not a great one) in the river generally caused by a flash flood. (DOD/COE1)

**PORT:** See Term Index for additional port specific terms; See also Facility, Harbor, Marina.

**PORT:** In an inland waterway sense, any organized complex of terminals on the waterway, even if the organizational arrangement is very loose. (DOD/COE1)

**PORT:** A landing place with terminal and transfer facilities for loading and discharging cargo or passengers, usually located in a harbor. (DOI4)(MARAD1)

**PORT AUTHORITY:** Body established by law to have specified powers including the right to act with respect to a defined area of responsibility. Often used to apply to any quasi - autonomous or quasi - independent agency which has adequate authority over and effective management of a port. (DOD/COE1)

**PORT AUTHORITY:** An entity of state or local government that owns, operates, or otherwise provides wharf, dock and other marine terminal investments at ports. (MARAD1)

**PORT MARKS:** An identifying set of letters, numbers, and / or geometric symbols followed by the name of the port of destination, placed on export shipments. Foreign government requirements may be exceedingly strict in the matter of port marks. (DOD/COE1)

**PORT OF ENTRY:** See Customs Station.

**PORT OF ENTRY:** A port at which foreign goods are admitted into the receiving country. (DOD/COE1)

**PORT TARIFF:** A set of rules and regulations governing a port along with the published fees and charges for using a port's facilities. (DOD/COE1)

**PORTABLE TANK:** A bulk packaging (except a cylinder having a water capacity of 1000 pounds or less) designed primarily to be loaded onto, or on, or temporarily attached to a transport vehicle or ship and equipped with skids, mountings, or accessories to facilitate handling of the tank by mechanical means. It does not include a cargo tank, tank car, multi - unit tank car tank, or trailer carrying 3AX, 3AAX, or 3T cylinders. (49CFR171)

**PORTAGE:** An overland passage connecting two bodies of water. (DOD/COE1)

**POSITION REPORT:** A report over a known location as transmitted by an aircraft to Air Traffic Control (ATC). (FAA4)

**POSITION SYMBOL:** A computer generated indication shown on a radar display to indicate the mode of tracking. (FAA4)

**POSITIVE CONTROL:** (1) Control of all air traffic, within designated airspace, by air traffic control. (2) The separation of all air traffic within designated airspace by air traffic control. (14CFR1)(FAA4)

**POSSUM:** (See also Bumpers, Rubbing Stake or Timber) Colloquial term for a portable fender or hand fender used to prevent damage to lock walls or vessels when mooring. Should always be used wet. (DOD/COE1)

**POSSUM BELLY:** Livestock trailer with a drop frame to haul small animals (chickens, etc.) underneath heavy cattle. (ATA1)

**POST:** See Term Index for additional post specific terms.

**POST:** An upright piece of timber or other material, in or adjacent to a body, used for mooring ships or supporting other structures. (DOI3)

**POST:** A long, relatively slender and generally round piece of wood or other material. (DOI4)

**POTS:** (See also Hazard) Flares placed on highway to warn traffic of an obstruction or hazard. (ATA1)

**POUR ON THE COAL:** Step on the gas. (ATA1)

**POWER BRAKE:** Open throttle while applying brakes. (ATA1)

**POWER TRAIN:** The group of components used to transmit engine power to the wheels. The power train includes the engine, clutch, transmission universal joints, drive shafts and rear axle gears. (GSA2)

**POWER-OPERATED SWITCH:** A switch operated by an electrically, hydraulically, or pneumatically driven switch - and - lock movement. (49CFR236)

**POWERED AXLE:** An axle equipped with a traction device. (49CFR229)

**PREARRANGED COORDINATION:** A standardized procedure which permits an air traffic controller to enter the airspace assigned to another air traffic controller without verbal coordination. The procedures are defined in a facility directive which ensures standard separation between aircraft. (FAA4)

**PRECISION APPROACH PROCEDURE:** A standard instrument

approach procedure in which an electronic glide slope is provided, such as Instrument Landing System (ILS) and Precision Approach Radar (PAR). (14CFR1)(FAA4)

#### **PRECISION APPROACH RADAR**

**(PAR):** (See also Airport Surveillance Radar, Ground Controlled Approach) Radar equipment in some Air Traffic Control (ATC) facilities operated by the Federal Aviation Administration (FAA) and / or the military services at joint-use civil / military locations and separate military installations to detect and display azimuth, elevation, and range of aircraft on the final approach course to a runway. This equipment may be used to monitor certain nonradar approaches, but is primarily used to conduct a precision instrument approach wherein the controller issues guidance instructions to the pilot based on the aircraft's position in relation to the final approach course (azimuth), the glide path (elevation), and the distance (range) from the touchdown point on the runway as displayed on the radar scope. (FAA4)

#### **PRECISION INSTRUMENT**

**RUNWAY:** A runway with an existing or planned precision instrument approach procedure. (FAA12)

#### **PRECISION RUNWAY MONITOR:**

Provides air traffic controllers with high precision secondary surveillance data for aircraft on final approach to closely spaced parallel runways. High resolution color monitoring displays are required to present surveillance track data to controllers along with detailed maps depicting approaches and no transgression zone. (FAA4)

#### **PREFERENTIAL ARRIVAL ROUTE**

**(PAR):** A specific arrival route from an appropriate en route point to an airport or terminal area. It may be included in a

Standard Terminal Arrival (STAR) or a Preferred Instrument Flight Rules (IFR) Route. The abbreviation PAR is used primarily within the Air Route Traffic Control Center (ARTCC) and should not be confused with the abbreviation for Precision Approach Radar. (FAA2)

**PREFERENTIAL ASSIGNMENT:** An agreement whereby one company is given first choice in the use of a particular facility in the port. Also called "first call on berth privilege." (DOD/COE1)

**PREFERENTIAL DEPARTURE AND ARRIVAL ROUTE (PDAR):** A route between two terminals which are within or immediately adjacent to one Air Route Traffic Control Center's (ARTCC) area. Preferential Departure and Arrival Route's (PDAR) are synonymous with Preferred Instrument Flight Rules (IFR) Routes but may be listed as such as they do accomplish essentially the same purpose. (FAA2)

**PREFERENTIAL DEPARTURE ROUTE (PDR):** A specific departure route from an airport or terminal area to an en route point where there is no further need for flow control. It may be included in a Standard Instrument Departure (SID) or a Preferred Instrument Flight Rules (IFR) Route. (FAA2)

**PREFERENTIAL ROUTE:** Preferential routes (Preferential departure route (PDR), preferential arrival route (PAR), and preferential departure arrival route (PDAR)) are adapted in Air Route Traffic Control Center (ARTCC) computers to accomplish inter / intrafacility controller coordination and to assure that flight data is posted at the proper control positions. Locations having a need for these specific inbound and outbound routes normally publish such routes in local facility bulletins, and their use by

pilots minimizes flight plan route amendments. When the workload or traffic situation permits, controllers normally provide radar vectors or assign requested routes to minimize circuitous routing. (FAA4)

**PREFERRED INSTRUMENT FLIGHT RULES (IFR) ROUTE:** Routes established between busier airports to increase system efficiency and capacity. They normally extend through one or more Air Route Traffic Control Center (ARTCC) areas and are designed to achieve balanced traffic flows among high density terminals. Instrument Flight Rules (IFR) clearances are issued on the basis of these routes except when severe weather avoidance procedures or other factors dictate otherwise. Preferred IFR Routes are listed in the Airport / Facility Directory. If a flight is planned to or from an area having such routes but the departure or arrival point is not listed in the Directory, pilots may use that part of a Preferred IFR Route which is appropriate for the departure or arrival point that is listed. Preferred IFR Routes are correlated with standard instrument departures (SID) and standard terminal arrival routes (STAR) and may be defined by airways, jet routes, direct routes between NAVAID's, Waypoints, NAVAID radials / distance measuring equipment (DME), or any combinations thereof. (FAA4)

**PREMIUM GASOLINE:** (See also Fuel, Gasohol, Gasoline, Kerosene) Gasoline having an antiknock index (R+M/2) greater than 90. Includes both leaded premium gasoline as well as unleaded premium gasoline. (DOE5)

**PREMIUM GRADE GASOLINE:** (See also Fuel, Gasohol, Gasoline, Kerosene) A grade of unleaded gasoline with a high octane rating, (approximately 92) designed to minimize preignition or

engine "knocking" by slowing combustion rates. (DOE4)(DOE5)

**PREMIUM LEADED GASOLINE:** (See also *Fuel, Gasohol, Gasoline, Kerosene*) Gasoline having an antiknock index (R+M/2) greater than 90 and containing more than 0.05 grams of lead or 0.005 grams of phosphorus per gallon. (DOE5)

**PREMIUM UNLEADED GASOLINE:** (See also *Fuel, Gasohol, Gasoline, Kerosene*) Gasoline having an antiknock index (R+M/2) greater than 90 and containing not more than 0.05 grams of lead or 0.005 grams of phosphorus per gallon. (DOE5)

**PRESSURE:** See *Term Index for pressure specific terms.*

**PREVENTIVE MAINTENANCE (PM):** (See also *Maintenance, Maintenance Control Center*) The systematic servicing and inspection of motor vehicles on a predetermined time, mileage or engine - hour basis. The period varies with the type of equipment and the purpose for which it is assigned. (GSA2)

**PRIMARY RAILWAY:** Tracks providing a direct route through an area. (DOI3)

**PRIMARY TRANSPORTATION:** Conveyance of large shipments of petroleum raw materials and refined products usually by pipeline, barge, or ocean - going vessel. All crude oil transportation is primary, including the small amounts moved by truck. All refined product transportation by pipeline, barge, or ocean - going vessel is primary transportation. (DOE5)

**PRIMARY USE:** The use category in which an aircraft flew the most hours. The ten use categories are: aerial application, aerial observation, commuter air carrier, demand air taxi, business

transportation, executive / corporate transportation, instructional flying, personal flying, other work, and other. (FAA9)

**PRINCIPAL ARTERIAL:** (See also *Arterial, Arterial Highway, Minor Arterial*) Major streets or highways, many with multi - lane or freeway design, serving high volume traffic corridor movements that connect major generators of travel. (NHTSA1)

**PRINCIPAL IMPACT POINT:** The impact that is judged to have produced the greatest personal injury or property damage for a particular vehicle. (NHTSA1)

**PRINCIPAL PLACE OF BUSINESS:** A single location designated by the motor carrier, normally its headquarters, where records required by 49 CFR 387, 390, 391, 395, and 396 will be maintained. Provisions in this subchapter are made for maintaining certain records at locations other than the principal place of business. (49CFR390)

**PRIORITY U.S. MAIL:** Mail bearing postage for air transportation that goes by air on a priority basis at air mail service rates. (RSPA2)

**PRIVATE CARRIER:** (1) Company engaged in transportation operations of manufacturers, wholesalers, merchants, and other shippers for transporting their own goods by means of equipment (truck, barge, ship, etc.) which they themselves own or lease. If their principal business is not transportation, they qualify as private carriers. (2) A commercial motor carrier whose highway transportation activities are incidental to, and in furtherance of, its primary business activity. (BOC2)(FHWA4)

**PRIVATE ENTITY:** (*See also Public Entity*) Any entity other than a public entity. (49CFR37)

**PRIVATE FLEET VEHICLE:** Ideally, a vehicle could be classified as a member of a fleet if it is: 1) Operated in mass by a corporation or institution, 2) Operated under unified control, or 3) Used for non - personal activities. However, the definition of a fleet is not consistent throughout the fleet industry. Some companies make a distinction between cars that were bought in bulk: rather than singularly, or whether they are operated in bulk, as well as the minimum number of vehicles that constitute a fleet (i.e. 4 or 10). (DOE6)

**PRIVATE LABEL MERCHANDISER (PLM):** Any person engaged in the business of selling or distributing, under his own trade name, boats or items of associated equipment manufactured by another. (USCG1)

**PRIVATE MOTOR CARRIER (OF PASSENGERS):** A person who is engaged in an enterprise and provides transportation of passengers, by motor vehicle, that is within the scope of, and in the furtherance of that enterprise. (49CFR390)

**PRIVATE MOTOR CARRIER (OF PROPERTY):** A person who provides transportation of property by motor vehicle, and is not a for - hire motor carrier. (49CFR390)

**PRIVATE PILOT:** A private pilot may not act as a pilot - in - command of aircraft that is carrying passengers for compensation or hire nor act as pilot - in - command in an aircraft that is being operated for compensation or hire (e. g.; one that has been hired to do pipeline patrol but carries no passengers). (FAA2)

**PRIVATE ROAD:** Private road with restricted public use. (DOI3)

**PRIVATE TRACK OR SIDING:** A track located outside of a carrier's right - of - way, yard, or terminals where the carrier does not own the rails, ties, roadbed, or right - of - way and includes track or portion of track which is devoted to the purpose of its user either by lease or written agreement, in which case the lease or written agreement is considered equivalent to ownership. (49CFR171)

**PRIVATE USE AIRPORT:** An airport which is not open for the use of the general public. (FAA2)

**PRIVATELY OWNED AIRPORT:** An airport which is owned by a private individual or corporation. (FAA2)

**PRIVATELY OWNED VEHICLE (POV):** Employee's own vehicle used on official business for which the employee is reimbursed by the government on the basis of mileage. (GSA1)

**PRO FORMA INVOICE:** An abbreviated invoice, sent in advance of the regular invoice for the customs clearance of the goods, the purpose being to acquaint the importer and / or government authorities of the importing country with the main details of a shipment to be made and showing reasonably close approximations of the actual weights, quantities, and values. (DOD/COE1)

**PRO RATA CHARTER:** A charter, the cost of which is divided among the passengers transported. (14CFR208)

**PROCEDURE:** *See Term Index for additional procedure specific terms.*

**PROCEDURE TURN:** The maneuver prescribed when it is necessary to reverse

direction to establish an aircraft on the intermediate approach segment or final approach course. The outbound course, direction of turn, distance within which the turn must be completed, and minimum altitude are specified in the procedure. However, unless otherwise restricted, the point at which the turn may be commenced and the type and rate of turn are left to the discretion of the pilot. (FAA4)

**PROCESS FUEL:** All energy consumed in the acquisition, processing, and transportation of energy. Quantifiable process fuel includes three categories: natural gas lease and plant operations, natural gas pipeline operations, and oil refinery operations. (DOE5)

**PRODUCT:** See *Term Index for additional product specific terms; See also Commodity, Freight, Goods, Product.*

**PRODUCT TESTING:** Defect and compliance testing to be carried out under contract from G-NAB. (USCG1)

**PRODUCTION FACILITY:** Facility, production piping or equipment used in the production, extraction, recovery, lifting, stabilization, separation or treating of petroleum or carbon dioxide, or associated storage or measurement. To be a production facility under this definition, piping or equipment must be used in the process of extracting petroleum or carbon dioxide from the ground or from facilities where CO<sub>2</sub> is produced, and preparing it for transportation by pipeline. This includes piping between treatment plants which extract carbon dioxide, and facilities utilized for the injection of carbon dioxide for recovery operations. (49CFR195)

**PRODUCTIVITY:** A measure of efficiency of resource utilization; defined as the sum of the outputs divided by the sum of the inputs. (MARADI)

**PROFILE DESCENT:** An uninterrupted descent (except where level flight is required for speed adjustment; (e.g., 260 knots at 10,000 feet mean sea level) from cruising altitude / level to interception of a glide slope or to a minimum altitude specified for the initial or intermediate approach segment of a nonprecision instrument approach. The profile descent normally terminates at the approach gate or where the glide slope or other appropriate minimum altitude is intercepted. (FAA4)

**PROGRAM:** See *Term Index for additional program specific terms.*

**PROGRAMMABLE INDICATOR DATA PROCESSOR (PIDP):** A

modification to the AN / TPX-42 interrogator system currently installed in fixed Radar Approach Controls (RAPCON). The Programmable Indicator Data Processor (PIDP) detects, tracks, and predicts secondary radar aircraft targets. These are displayed by means of computer - generated symbols and alphanumeric characters depicting flight identification, aircraft altitude, ground speed, and flight plan data. Although primary radar targets are not tracked, they are displayed coincident with the secondary radar targets as well as with the other symbols and alphanumerics. The system has the capability of interfacing with Air Route Traffic Control Centers (ARTCC). (FAA4)

**PROGRESSIVE TAXI:** Precise taxi instructions given to a pilot unfamiliar with the airport or issued in stages as the aircraft proceeds along the taxi route. (FAA4)



**PROHIBITED AREA:** Designated airspace within which the flight of aircraft is prohibited. (FAA8)

**PROJECT:** (*See also Intermodal*) A locally sponsored, coordinated, and administered program, or any part thereof, to plan, finance, construct, maintain, or improve an intermodal passenger terminal, which may incorporate civic or cultural activities where feasible in an architecturally or historically distinctive railroad passenger terminal. (49CFR256)

**PROJECT CARGO:** Large shipments of varied cargo destined for one location and one specific project. (DOD/COE1)

**PROJECT DEPTH:** The minimum depth of the river channel in a given area prescribed in the channel maintenance and construction program; normally 9 feet throughout the western rivers. Buoys are set in reference to project depth. (DOD/COE1)

#### **PROMOTION AND SALES**

**EXPENSES:** Costs incurred in promoting the use of air transportation generally and creating a public preference for the services of particular air carriers. Includes the functions of selling, advertising and publicity, space reservations, and developing tariffs and flight schedules for publication. (RSPA1)

**PROPELLER:** A device for propelling an aircraft that has blades on an engine - driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation. It includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of engines. (14CFR1)

**PROPERTY DAMAGE:** Damage to or loss of use of tangible property. (49CFR387)

**PROPERTY DAMAGE:** The actual or estimated dollar value of vehicle, cargo, and other property damage incurred in motor vehicle accidents. (FHWA2)

**PROPERTY DAMAGE ACCIDENT:** An accident for which property damage of \$4,400 or more, but no fatalities or injuries, was reported. (FHWA2)(FHWA4)

**PROPERTY DAMAGE RATE:** The average amount of property damage per accident or per one hundred accidents. (FHWA2)(FHWA4)

**PROPERTY DAMAGE THRESHOLD:** The amount of property damage used to determine whether an accident not involving fatalities or injuries is reportable under the Federal Motor Carrier Safety Regulations (FMCSR). In 1994, the property damage threshold was \$4,400. (FHWA2)(FHWA4)

**PROVISIONAL RATE-DENSITY RELATIONSHIP:** The relationship between fatality rates and average daily traffic. It is based on data for the 4-year period preceding the calendar year for which detailed data are reported. It is labelled "provisional" to make it clear that it is to be used as a guide rather than a standard. A provisional rate - density relationship may be described graphically or mathematically by a rate - density curve. (FHWA1)

**PUBLIC AIRCRAFT:** Aircraft used only in the service of a government, or a political subdivision. It does not include any government - owned aircraft engaged in carrying persons or property for commercial purposes. (14CFR1)

**PUBLIC AUTHORITY:** Is defined as a Federal, State, County, Township, Municipal, or other local government or instrumentality thereof, with authority to finance, build, operate, or maintain highway facilities, either as toll or toll free. (23CFR 460.2(b)). (FHWA6)

**PUBLIC CROSSING:** A location open to public travel where railroad tracks intersect a roadway that is under the jurisdiction and maintenance of a public authority. (FRA1)(FRA4)

**PUBLIC ENTITY:** (See also *Private Entity*) Any state or local government; department, agency, special purpose district, or other instrumentality of one or more state or local governments; and The National Railroad Passenger Corporation, American Tracks Railroad (AMTRACK) and any commuter authority. (49CFR37)

**PUBLIC INLAND WATERWAYS TRANSPORT (IWT) ENTERPRISE:** Inland Waterways Transport (IWT) enterprise which is principally owned (more than 50 per cent of the capital) by the State or public authorities and their enterprises. (DOD/COE1)

**PUBLIC LIABILITY:** Liability for bodily injury or property damage and includes liability for environmental restoration. (49CFR387)

**PUBLIC NOTICE:** The counterpart of Notice to Mariners promulgated by the Corps of Engineers. Also called navigation bulletin. (DOD/COE1)

**PUBLIC ROAD:** Any road under the jurisdiction of and maintained by a public authority and open to public travel. (23 U.S.C. 101(a)). (FHWA2)

**PUBLIC SCHOOL TRANSPORTATION:** (See also *Bus*)

Transportation by school bus vehicles of school children, personnel, and equipment to and from a public elementary or secondary school and school - related activities. (49CFR37)

**PUBLIC STREET AND HIGHWAY LIGHTING:** Includes electricity supplied and services rendered for the purpose of lighting streets, highways, parks, and other public places or for traffic or other signal system service, for municipalities or other divisions or agencies of state or Federal governments. (DOE5)

**PUBLIC USE AIRPORT:** An airport open to and for public use without prior permission, and without restrictions within the physical capacities of available facilities. May or may not be publicly owned. (FAA2)

**PUBLIC USE CLASS I ROAD:** A principal road / rural parkway which constitute the main access route, circulatory tour, or thoroughfare for visitors. (DOI1)

**PUBLIC USE CLASS II ROAD:** (See also *Overlook Access*) A connector road which provide access within an areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, etc. (DOI1)

**PUBLIC USE CLASS III ROAD:** A special purpose road which provide circulation within public use areas, such as campgrounds, picnic areas, visitor center complexes, concessioner facilities, etc. These roads generally serve low - speed traffic and are often designed for one way circulation. (DOI1)

**PUBLIC USE CLASS IV ROAD:** A primitive road. (DOI1)

**PUBLIC USE ROAD:** All roads that are intended principally for the use of

visitors for access into and within the public use area included. This includes all roads that provide vehicular passage for visitors, or access to such representative park areas as point of scenic or historic interest, campgrounds, picnic areas, lodge areas, etc. County, State, and U.S. numbered highways maintained by the National Park Service are included in this category for purposes of functional classification. (DOI1)

**PUBLIC VESSEL:** A vessel owned by and being used in the public service of the United States. It does not include a vessel owned by the United States and engaged in a trade or commercial service or a vessel under contract or charter to the United States. (49CFR171)

**PUBLICLY OWNED AIRPORT:** An airport which is publicly owned and under control of a public agency. (FAA2)

**PULL DOWN ON:** Channel report term used in crossings and meaning that when tow is well over, i.e., two - thirds of the way across, swing the vessel's head down on a new designated mark. (DOD/COE1)

**PULL DOWN SHAPE OF BEND:** Channel report term meaning to steer into and around the shape of the bend at an easy distance off. (DOD/COE1)

**PULL ON DOWN:** To change the vessel's course to a point further downstream. (DOD/COE1)

**PULL THE PIN:** Release the fifth wheel lock. (ATA1)

**PULPWOOD TRAILER:** A trailer that is designed exclusively for harvesting logs or pulpwood and constructed with a skeletal frame with no means for attachment of a solid bed, body, or container, and with an arrangement of air control lines and reservoirs designed

to minimize damage in off-road operations. (49CFR393)

**PUMP OUT FACILITY:** A holding place where ships' bilges and cargo are pumped. (DOI4)

**PUNCH:** See Drive.

**PUP:** A short semitrailer used in combination with a dolly and another semitrailer to create a twin trailer. (ATA1)

**PURCHASE OR LEASE:** With respect to vehicles, means the time at which an entity is legally obligated to obtain the vehicles, such as the time of contract execution. (49CFR37)

**PUSH-TOWED TANKER BARGE:** Pushed - towed barge for the bulk transport of liquids or gases. (DOD/COE1)

**PUSHED BARGE INLAND WATERWAYS TRANSPORT (IWT):** Freight vessel which is designed to be pushed and does not have its own means of mechanical propulsion. (DOD/COE1)

**PUSHED TANKER BARGE:** Pushed barge for the bulk transport of liquids or gases. (DOD/COE1)

**PUSHED-TOWED BARGE INLAND WATERWAYS TRANSPORT (IWT):** Freight vessel which is designed to be either pushed or towed and does not have its own means of mechanical propulsion. (DOD/COE1)

**PUSHER TUG:** Powered vessel developing not less than 37 kilowatt (KW) and designed or fitted for the towing of dumb barges, pushed - towed barges, or rafts, and for the pushing of

pushed and pushed - towed barges, but not for the carriage of goods. (DOD/COE1)

**PUSHER VESSEL:** Powered vessel developing not less than 37 KW and designed or fitted for the pushing or pushed or pushed - towed barges but not for the carriage of goods. (DOD/COE1)

**PUT ON THE AIR:** Apply the brakes. (ATA1)

**PUT ON THE IRON:** Put on tire chains. (ATA1)

**QUARTER LINE:** Line used to set boat out where maneuverability is limited. (DOD/COE1)

**RADAR:** See Term Index for additional radar specific terms.

**RADAR AIR TRAFFIC CONTROL FACILITY (RATCF):** An air traffic control facility, located at a U.S. Naval or Marine Corps Air Station, utilizing surveillance, and normally, precision approach radar and air / ground communication equipment to provide approach control services to aircraft arriving, departing or transiting the airspace controlled by the facility. The facility may be operated by the Federal Aviation Administration (FAA), the United States Navy (USN), the United States Marine Corp (USMC), or the FAA & USN and service may be provided for both civil and military airports. (FAA13)(FAA14)

**RADAR ALTIMETER:** Aircraft instrument that makes use of the reflection of radio waves from the ground to determine the height of the aircraft above the surface. (FAA1)

**RADAR APPROACH CONTROL (RAPCON):** An air traffic control facility,

located at a U.S. Air Force (USAF) base, utilizing surveillance and, normally, precision approach radar and air / ground communication equipment to provide approach control services to aircraft arriving, departing, and transiting the airspace controlled by the facility. The facility may be operated by the Federal Aviation Administration (FAA), or the United States Air Force (USAF). Service may be provided to both civil and military airports. (FAA13)(FAA14)

**RADAR APPROACH CONTROL TOWER:** An airport traffic control tower (ATCT) that uses radar and non - radar capabilities to provide approach control services to aircraft arriving, departing, or transiting airspace controlled by the facility. It provides radar Air Traffic Control (ATC) services to aircraft operating in the vicinity of one or more civil and / or military airports in the terminal area. In other words, a radar approach control tower is an ATCT at which airport traffic control specialists are permitted to provide radar approach control service, including extensive vectoring, as well as to handle takeoffs and landings. Radar Acts can be separated into a control tower and a radar room. (FAA10)

**RADAR DOME:** A dome - shaped structure used to protect the antenna of a radar installation. (DOI4)

**RADAR REFLECTOR:** A device capable of or intended for reflecting radar signals. (DOI4)

**RADIO CONTACT:** The initial radio call - up to a flight service station by en route aircraft, which includes a complete interchange of information and a termination of the contact. (FAA13)(FAA14)

**RAG TOP:** Open top trailer covered with a tarpaulin. (ATA1)

**RAGS:** Bad tires. (ATA1)

**RAIL:** See Term Index for additional rail specific terms; See also Locomotive, Railway, Railroad, Train.

**RAIL CAR:** (See also Railway Car) A car designed to carry freight or non - passenger personnel by rail, and includes a box car, flat car, gondola car, hopper car, tank car, and occupied caboose. (49CFR171)

**RAIL JOINT BOND:** A metallic connection attached to adjoining rails to insure electrical conductivity. (49CFR236)

**RAIL MODE:** (See also Transit Mode) Consists of freight and passenger (including commuter) railroads. (BTS1)

**RAIL-HIGHWAY GRADE CROSSING:** A location where one or more railroad tracks cross a public highway, road, or street or a private roadway, and includes sidewalks and pathways at or associated with the crossing. (49CFR225)

**RAILROAD:** See Term Index for additional railroad specific terms; See also Locomotive, Rail, Railway, Train.

**RAILROAD:** A person engaged in transportation by rail. (49CFR171)

**RAILROAD:** All forms of non - highway ground transportation that run on rails or electro - magnetic guideways, including; 1) Commuter or other short - haul rail passenger service in a metropolitan or suburban area, and 2) High speed ground transportation systems that connect metropolitan areas, without regard to whether they use new technologies not associated with

traditional railroads. Such term does not include rapid transit operations within an urban area that are not connected to the general railroad system of transportation. (49CFR225)(49CFR229) (49CFR245)

**RAILROAD:** Any surface transportation system that carries passengers, goods, materials, or property over rails. (FRA1)(FRA4)

**RAILROAD ACCIDENT:** An event arising from the operation of a railroad which, with minor exceptions results in one or more of the following circumstances 1) Any impact between railroad on - track equipment and an automobile, bus, truck, motorcycle, bicycle, farm vehicle, pedestrian, or other highway user at a highway - rail crossing; 2) Any collision, derailment, fire, explosion, act of God, or other event involving the operation of railroad on - track equipment, standing or moving, which results in more than \$6,300 in damages to railroad on - track equipment, signals, track, track structures, and roadbeds; 3) Any event arising from the operation of a railroad which results in the death of one or more persons; an injury to one or more persons (other than railroad employees) requiring medical treatment; 4) An injury to one or more employees which requires medical treatment; or results in restriction of work or motion for one or more days, or one or more lost work days, transfer to another job, termination of employment, loss of consciousness or any occupational illness of a railroad employee as diagnosed by a physician. (FRA1)

#### **RAILROAD AND RAILWAY**

**ELECTRIC SERVICE:** Electricity supplied to railroads and interurban and street railways, for general railroad use, including the propulsion of cars or locomotives, where such electricity is

supplied under separate and distinct rate schedules. (DOE5)

**RAILROAD CAR MILE:** A single railroad car moved a distance of one mile. (DOE6)

**RAILROAD CROSSING COLLISION:** A collision between on - track railroad equipment at a point where tracks intersect. (FRA3)

**RAILROAD SWITCHING AND TERMINAL:** A company primarily performing switching service, furnishing terminal trackage, bridges, or other facilities such as union freight stations, operating ferries, or performing any one or combination of these functions. It may coincidentally conduct a regular freight or passenger service. (FRA2)

**RAILROAD SWITCHING AND TERMINAL ESTABLISHMENTS:** Establishments primarily engaged in the furnishings of terminal facilities for rail passenger or freight traffic for line - haul service, and in the movement of railroad cars between terminal yards, industrial sidings, etc. Terminal companies do not necessarily operate any vehicles themselves, but may operate the stations and terminals. (eg. belt line railroads, railroad terminals, logging railroads, stations operated by railway, terminal companies, railroad switching). (BOC1)

**RAILROADED:** See *Tow*.

**RAILWAY:** See *Term Index for additional railway specific terms; See also Locomotive, Rail, Railroad, Train*.

**RAILWAY:** A permanent way having one or more rails which provides a track for trains. (DOI4)

**RAILWAY CAR:** (See also *Rail Car*) A railway car designed to carry freight,

railroad personnel, or passengers. This includes boxcars, covered hopper cars, flatcars, refrigerator cars, gondola cars, hopper cars, tanker cars, cabooses, stock cars, ventilation cars, and special cars. It also includes on - track maintenance equipment. (FRA1)

**RAILWAY GAUGE:** Distance between the rails of a track. (DOI3)

**RAILWAY YARD:** An area provided with a system of tracks and associated structures, where railway trains are assembled, and railway cars are switched, stored or serviced. (DOI3) (DOI4)

**RAKING COLLISION:** A collision between parts or a consist on an adjacent track, or with a structure such as a bridge. (FRA3)

**RAMP:** (See also *Road*) An inclined roadway connecting roads of differing levels. (DOI3)

**RANKING CREW MEMBER:** An individual in whom the general charge of the train or yard crew is vested in accordance with the railroad's operating rules. Unless otherwise designated by the railroad, the ranking crew member will be the assigned locomotive engineer. (49CFR218)

**RAPID RAIL:** (See also *Rail Mode, Rapid Transit Rail, Transit Mode, Transit Railroad, Transit Railway*) A subway - type transit vehicle railway operated on exclusive private rights of way with high level platform stations. Rapid rail also may operate on elevated or at grade level track separated from other traffic. (49CFR37)

**RAPID TRANSIT RAIL:** (See also *Rail Mode, Rapid Rail, Transit Mode, Transit Railroad, Transit Railway*) Transit

service using rail cars driven by electricity usually drawn from a third rail, configured for passenger traffic and usually operated on exclusive rights - of - way. It generally uses longer trains uses longer trains and has longer station spacing than light rail. (FTA1)

**RAPIDS:** A part of the river where the current moves with great swiftness, the surface being usually broken by obstructions, but without actual waterfall. (DOI3)(DOI4)

**RATCHET:** A heavy turnbuckle with course - screw threads and midships handle, equipped with pelican hooks on both ends for the purpose of rapidly tightening up wire lashings holding the barges of a tow together. It is widely used on the rivers. (DOD/COE1)

**RATE:** See Term Index for additional rate specific terms.

**RATE-REGULATED PIPELINES:** The pipelines included in these segments are all Federally or state rate - regulated pipeline operations, which are included in the reporting company's consolidated financial statements. However, at the reporting company's option, intrastate pipeline operations may be included in the U.S. Refining / Marketing Segment if:

- 1) They would comprise less than 5 percent of U.S. Refining / Marketing Segment net property plant & equipment (PP&E), revenues, and earnings in the aggregate; and
- 2) If the inclusion of such pipelines in the consolidated financial statements adds less than \$100 million to the net PP&E reported for the U.S. Refining / Marketing Segment. (DOE5)

**RATED MAXIMUM CONTINUOUS AUGMENTED THRUST:** With respect to turbojet engine type certification, means the approved jet thrust that is developed statically or in flight, in

standard atmosphere at a specified altitude, with fluid injection or with the burning of fuel in a separate combustion chamber, within the engine operating limitations established under Part 33 of this chapter, and approved for unrestricted periods of use. (14CFR1)

**RATED MAXIMUM CONTINUOUS THRUST:** With respect to turbojet engine type certification, means the approved jet thrust that is developed statically or in flight, in standard atmosphere at a specified altitude, without fluid injection and without the burning of fuel in a separate combustion chamber, within the engine operating limitations established under Part 33 of this chapter, and approved for unrestricted periods of use. (14CFR1)

**RATED TAKEOFF AUGMENTED THRUST:** With respect to turbojet engine type certification, means the approved jet thrust that is developed statically under standard sea level conditions, with fluid injection or with the burning of fuel in a separate combustion chamber, within the engine operating limitations established under Part 33 of this chapter, and limited in use to periods of not over 5 minutes for takeoff operation. (14CFR1)

**RATED TAKEOFF THRUST:** With respect to turbojet engine type certification, means the approved jet thrust that is developed statically under standard sea level conditions, without fluid injection and without the burning of fuel in a separate combustion chamber within the engine operating limitations established under Part 33 of this chapter, and limited in use to periods of not over 5 minutes for takeoff operation. (14CFR1)

**RATING:** See Term Index for additional rating specific terms.

**RATING:** A statement that, as a part of a certificate, sets forth special conditions, privileges, or limitations. (14CFR1)

**RATIO ESTIMATE:** (See also *Estimate Ratio, Mean*) The ratio of two population aggregates (totals). For example, "average miles traveled per vehicle" is the ratio of total miles driven by all vehicles, over the total number of vehicles. (DOE4)

**REACH:** A certain area of a river, usually a straight section. (DOD/COE1)

**READ THE WATER:** To navigate by visual observation of the water surface; not recommended for newcomers. (DOD/COE1)

**REAR AXLE CAPACITY:** The factor and / or Society of Automotive Engineers (SAE) recommended maximum load that a rear axle assembly is designed to carry as rated at the ground and expressed in pounds. (GSA2)

**REAR END COLLISION:** (1) A collision in which one vehicle collides with the rear of another vehicle. (2) A collision in which the trains or locomotives involved are traveling in the same direction on the same track. (3) A collision of the front of one vehicle with the rear of another vehicle. Also called rear-end. (FRA3)(NHTSA1)(NHTSA2)(NHTSA3)

**REAR EXTREMITY:** The rearmost point on a vehicle when the vehicle's cargo doors, tailgate or other permanent structure are positioned as they normally are when the vehicle is being driven. Non-structural protrusions such as tail lights, hinges, and latches are deleted from the determination of the rearmost point. (49CFR393)

**REARRANGE TOW:** To shift barges in tow. (DOD/COE1)

**REBUILD:** (See also *Remanufactured Vehicle*) A complete repair of a component with the objective of returning it as nearly as possible to its original and / or performance characteristics. (GSA2)

**REBUILT CABOOSE:** A caboose that has undergone overhaul which has been identified by the railroad as a capital expense under Interstate Commerce Commission accounting standards. (49CFR223)

**REBUILT LOCOMOTIVE:** A locomotive that has undergone overhaul which has been identified by the railroad as a capital expense under Interstate Commerce Commission accounting standards. (49CFR223)

**REBUILT PASSENGER CAR:** A passenger car that has undergone overhaul which has been identified by the railroad as a capital expense under Interstate Commerce Commission (ICC) accounting standards. (49CFR223)

**RECEIPT:** See *Term Index for additional receipt specific terms.*

**RECEIPTS PORTS:** Traffic moving from one location to another where the destination is within the limits of the subject port. (DOD/COE2)

**RECEIVER:** A device on a locomotive, so placed that it is in position to be influenced inductively or actuated by an automatic train stop, train control or cab signal roadway element. (49CFR236)

**RECEIVER COIL:** Concentric layers of insulated wire wound around the core of a receiver of an automatic train stop, train control or cab signal device on a locomotive. (49CFR236)

**RECEPTACLE:** A containment vessel for receiving and holding materials, including any means of closing. (49CFR171)

**RECEPTION MINIMUM ALTITUDE:** The lowest altitude at which an intersection can be determined. (FAA4)

**RECONCILING ITEMS:** Items where accounting practices vary for handling these expenses as a result of local ordinances and conditions. Reconciling items include depreciation and amortization, interest payments, leases and rentals. They are called reconciling items because they are needed to provide an overall total that is consistent with local publish reports. (FTA1)

**RECREATIONAL BOAT:** (1) Any vessel manufactured or used primarily for noncommercial use; leased, rented or chartered to another for the latter's noncommercial use; (2) Engaged in the carrying of six or fewer passengers. (USCG1)

**REEF:** *See Term Index for additional reef specific terms; See also Hazard.*

**REEF:** A ridge of rocks lying near the surface of the sea, which may be visible at low tide, but is usually covered by water. (DOI3)(DOI4)

**REEF AREA:** An area identified as a danger to maritime navigation containing one or more chains of rocks or coral, at or near the surface of the water. (DOI3)

**REEF POOL:** Pocket of sea / ocean completely surrounded by a coral reef. (DOI3)

**REEFER:** Refrigerated truck or trailer designed for hauling perishables. (ATA1)

**REEFING CURRENT:** Current where the swift water reaches the slack water and creates boils or continues boils or turbulent water. It is considered the edge of the reef or what would be a reef were one there. (DOD/COE1)

**REFINED PETROLEUM PIPELINES:** Establishments primarily engaged in the pipeline transportation of refined products of petroleum, such as gasoline and fuel oil. (BOC1)

**REFINED PETROLEUM PRODUCTS:** Refined petroleum products include but are not limited to gasolines, kerosene, distillates (including No. 2 fuel oil), liquefied petroleum gas, asphalt, lubricating oils, diesel fuels, and residual fuels. (DOE5)

**REFLECTIVE MATERIAL:** *(See also Left Bank, Reflex Reflector, Retro-Reflective Material, Right Bank)* A material conforming to Federal Specification L-S300, "Sheeting and Tape, Reflective; Non - exposed Lens, Adhesive Backing," (September 7, 1965) meeting the performance standard in either Table 1 or Table 1A of Society of Automotive Engineers (SAE) Standard J594f, "Reflex Reflectors" (January, 1977). (49CFR393)

**REFLEX REFLECTOR:** *(See also Reflective Material)* A device which is used on a vehicle to give an indication to an approaching driver by reflected lighted from the lamps on the approaching vehicle. (49CFR393)

**REFORMULATED MOTOR GASOLINE:** *(See also Fuel, Gasohol, Gasoline, Kerosene)* Motor gasoline, formulated for use in motor vehicles, the composition and properties of which are certified as reformulated motor gasoline by the Environmental Protection Agency. (DOE3)(DOE5)

**REFUELING TRACK:** Airspace designated for conducting aerial refueling. *(DOI4)*

**REFUSE SYSTEM:** Establishments primarily engaged in the collection and disposal of refuse by processing or destruction. *(BOCI)*

**REGIONAL DISTRIBUTION PORT:** *(See also Intermodal)* Waterfront area which 1) Is identifiable with a Standard Metropolitan Statistical Area (SMSA) as defined by the U.S. Bureau of Census, 2) Has 10 or more commercial terminal facilities located within a reasonable distance of the general area, 3) Is served by at least two Class I railroads, and 4) Is served by at least five interstate or U.S. highways. *(DOD/COE1)*

**REGISTERED AIRCRAFT:** Aircraft registered with the Federal Aviation Administration. *(FAA1)(FAA6)(FAA9)*

**REGULAR GASOLINE:** *See also Fuel, Gasohol, Gasoline, Kerosene.*

**REGULAR GRADE GASOLINE:** A grade of unleaded gasoline with a lower octane rating (approximately 87) than other grades. Octane boosters are added to gasoline to control engine preignition or "knocking" by slowing combustion rates. *(DOE4)(DOE5)*

**REGULAR LEADED GASOLINE:** Gasoline having an antiknock index  $(R+M / 2)$  greater than or equal to 87 and less than or equal to 90 and containing more than 0.05 grams of lead or 0.005 grams of phosphorus per gallon. *(DOE5)*

**REGULAR UNLEADED GASOLINE:** Gasoline having an antiknock index  $(R+M/2)$  greater than or equal to 85 and less than 88, and containing not more than 0.05 grams of lead or 0.005 grams of phosphorus per gallon. *(DOE5)*

**REGULARLY EMPLOYED DRIVER:** A driver who, in any period of 7 consecutive days, is employed or used as a driver solely by a single motor carrier. *(49CFR390)*

**REGULATION:** Any agency statement of general or particular applicability designed to implement, interpret, or prescribe policy in order to carry out the purpose of a law. Synonymous with "rule" it has the force of law. *(USCG1)*

**RELAYED CUT-SECTION:** A cut-section where the energy for one track circuit is supplied through front contacts or through front and polar contacts of the track relay for the adjoining track circuit. *(49CFR236)*

**RELIEVER AIRPORT:** An airport, including heliport, designated by the Secretary of Transportation as having the function of relieving current or forecast congestion at a commercial service airport and providing more general aviation access to the overall community. *(FAA11)*

**RELOCATED THRESHOLD:** A threshold located at a point on the runway other than the beginning of the abandoned runway pavement. The pavement between the beginning of the abandoned runway end and the threshold is not available for takeoff. *(FAA12)*

**REMANUFACTURED VEHICLE:** *(See also Rebuild)* A vehicle which has been structurally restored and has had new or rebuilt major components installed to extend its service life. *(49CFR37)*

**REMOTE AREAS:** Sparsely populated areas such as mountains, swamps, and large bodies of water. *(FAA8)*

**REMOTE COMMUNICATIONS**

**OUTLET (RCO):** An unmanned communications facility remotely controlled by air traffic personnel. (FAA8)

**RENTAL OF RAILROAD CARS:**

Establishments primarily engaged in renting or leasing railroad cars, whether or not also performing services connected with the use thereof, or in performing services connected with the rental of railroad cars. (BOC1)

**REPLACEMENT STANDARD:** The estimated useful life of a motor vehicle expressed in time (months or years) and / or utilization (miles). (GSA2)

**REPLACEMENT VEHICLE:** A vehicle acquired to replace a vehicle in inventory that meets the replacement standard or becomes uneconomical to retain in service. (GSA2)

**REPORT:** See Term Index for additional report specific terms.

**REPORTABLE ACCIDENT:** A motor vehicle accident involving a carrier subject to the Department of Transportation Act, which results in a fatality, injury, or property damage of \$4,400 or more. (FHWA2)(FHWA4)

**REPORTABLE DAMAGE:** Includes labor costs and all other costs to repair or replace in kind damaged on - track equipment, signals, track, track structures or roadbed. Reportable damage does not include the cost of clearing a wreck; however, additional damage to the above listed items caused while clearing the wreck is to be included in your damage estimate. Examples of other costs included in reportable damage are: 1) Rental and / or operation of machinery such as cranes, bulldozers, etc., including the services of contractors, to replace or repair the track right - of -

way and associated structures; and 2) Costs associated with the repair or replacement of roller bearings on units that were derailed or submerged in water (replacement costs means the labor costs resulting from a wheel set change out). (FRA3)

**REPORTABLE VEHICLE:** All sedans, station wagons, ambulances, buses, carryalls, trucks and truck tractors. Excluded are semitrailers, trailers, and other trailing equipment such as pole trailers, dollies, cable reels, trailer coaches and bodies, portable wheeled compressors, trucks with permanently mounted equipment (e.g. generators, air compressors, etc.), fire trucks, motorcycles, electric and hybrid powered electric vehicles and military design motor vehicles. (GSA1)

**REPORTING POINT:** A geographical location in relation to which the position of an aircraft is reported. (14CFR1) (FAA15)

**REPORTING THRESHOLD:** The level of railroad property damage, resulting from a train accident involving on - track equipment, over which a railroad company must report the accident to the Federal Railroad Administration. Reportable damages include the cost of labor and the cost of repairing (or replacing in kind) damaged on - track equipment, track, track structure, or roadbed. (FRA1)(FRA3)(FRA4)

**REPRESENTATIVE VEHICLE:** A motor vehicle which represents the type of motor vehicle that a driver applicant operates or expects to operate. (49CFR383)(49CFR393)

**RESCUE COORDINATION CENTER (RCC):** A search and rescue (SAR) facility equipped and manned to coordinate and control SAR operations in

an area designated by the SAR plan. The U.S. Coast Guard and the U.S. Air Force have responsibility for the operation of RCCs. (FAA8)

**RESEARCH:** Investigation or experimentation aimed at the discovery of new theories or laws and the discovery and interpretation of facts or revision of accepted theories or laws in the light of new facts. (49CFR171)

#### **RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION**

**(RSPA):** The Administration was established formally on September 23, 1977. The Administration currently consists of the Office of the Chief Counsel; the Office of Civil Rights; the Office of Program and Policy Support; the Office of Hazardous Materials Safety; the Office of Pipeline Safety; the Office of Research Technology, and Analysis; the Volpe National Transportation System Center, the Transportation Safety Institute and the Office of Management and Administration. The Administration is responsible for hazardous materials transportation and pipeline safety, transportation emergency preparedness, safety training, multimodal transportation research and development activities, and collection and dissemination of air carrier economic data. (OFR1)

**RESET DEVICE:** A device whereby the brakes may be released after an automatic train control brake application. (49CFR236)

**RESIDENTIAL DISTRICT:** The territory adjacent to and including a highway which is not a business district and for a distance of 300 feet or more along the highway is primarily improved with residences. (49CFR390)

**RESIDENTIAL VEHICLE:** Motorized vehicles used by U.S. households for personal transportation. Excluded are motorcycles, mopeds, large trucks, and buses. Included are automobiles, station wagons, passenger vans, cargo vans, motor homes, pickup trucks, and jeeps or similar vehicles. In order to be included, vehicles must be 1) Owned by members of the household, or 2) Company cars not owned by household members but regularly available to household members for their personal use and ordinarily kept at home, or 3) Rented or leased for 1 month or more. (DOE5)

**RESIDUAL FUEL OIL:** The heavier oils that remain after the distillate fuel oils and lighter hydrocarbons are distilled away in refinery operations and that conform to American Society for Testing and Materials (ASTM) Specifications D396 and 975. Included are No. 5, a residual fuel oil of medium viscosity; Navy Special, for use in steam - powered vessels in government service and in shore power plants; and No. 6, which includes Bunker C fuel oil and is used for commercial and industrial heating, electricity generation, and to power ships. Imports of residual fuel oil include imported crude oil burned as fuel. (DOE2)(DOE3)(DOE5)

**RESIDUE:** (See also *Hazardous Material*) The hazardous material remaining in a packaging, including a tank car, after its contents have been unloaded to the maximum extent practicable and before the packaging is either refilled or cleaned of hazardous material and purged to remove any hazardous vapors. (49CFR171)

**RESPONSE ACTIVITIES:** The containment and removal of oil from the water and shorelines, the temporary storage and disposal of recovered oil, or

the taking of other actions as necessary to minimize or mitigate damage to the environment. (49CFR194)

**RESPONSE AREA:** The inland zone or coastal zone, as defined in the National Contingency Plan (40 CFR 30.0), in which the response activity is occurring. (49CFR194)

**RESPONSE PLAN:** The operator's core plan and the response zone appendices for responding, to the maximum extent practicable, to a worst case discharge of oil, or the substantial threat of such a discharge. (49CFR194)

**RESPONSE RESOURCES:** The personnel, equipment, supplies, and other resources necessary to conduct response activities. (49CFR194)

**RESPONSE ZONE:** A geographic area either along a length of pipeline or including multiple pipelines, containing one or more adjacent line sections, for which the operator must plan for the deployment of, and provide, spill response capabilities. The size of the zone is determined by the operator after considering available capability, resources, and geographic characteristics. (49CFR194)

**REST SITE:** A roadside area usually having facilities for people and / or vehicles. (DOI3)

**RESTORING FEATURE:** An arrangement on an electro - pneumatic switch by means of which power is applied to restore the switch movement to full normal or to full reverse position, before the driving bar creeps sufficiently to unlock the switch with control level in normal or reverse position. (49CFR236)

**RESTRAINT USAGE:** (See also *Mandatory Use Seat Belt Law, Manual*

*Restraint System*) The occupant's use of available vehicle restraints including lap belt, shoulder belt or automatic belts. (NHTSA2)

**RESTRICTED AREA:** Airspace designated under Federal Aviation Regulations (FAR), Part 73, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use and Intermediate Fix / Visual Flight Rules IF / VFR operations in the area may be authorized by the controlling Air Traffic Control (ATC) facility when it is not being utilized by the using agency. Restricted areas are depicted on en route charts. Where joint use is authorized, the name of the ATC controlling facility is also shown. (FAA8)

**RESTRICTED ROAD:** Public road with restricted public use. (DOI3)

**RESTRICTED SPEED:** A speed that will permit stopping within one - half the range of vision, but not exceeding 20 miles per hour. (49CFR236)

**RESTRICTION OF WORK OR MOTION:** The inability of a railroad employee to perform all normally assigned duties because of injury or occupational illness, and includes the assignment of a railroad employee to another job or to less than full time work at a temporary or permanent job. (49CFR225)

**RETAIL GASOLINE (MOTOR) PRICES:** (See also *Gasoline*) Motor gasoline prices calculated each month by the Bureau of Labor Statistics (BLS) in conjunction with the construction of the Consumer Price Index (CPI). Those prices are collected in 85 urban areas selected to represent all urban consumers about 80 percent of the total U.S. population. The service stations are selected initially,

and on a replacement basis, in such a way that they represent the purchasing habits of the CPI population. Service stations in the current sample include those providing all types of service (i.e., full -, mini -, and self - service). (DOE3)(DOE5)

**RETAINED EARNINGS:** For the purpose of 14 CFR Parts 217 and 241 air carrier reporting requirements, Retained Earnings is defined as net income or loss from all operations of the corporate entity less dividends and net unrealized loss on noncurrent marketable equity securities. (RSPA1)

**RETARDING BASIN:** Basin or embanked area for retarding the flow of flood waters. (DOI3)

**RETRO-REFLECTIVE MATERIAL:** (See also *Reflective Material*) A type of material applied either in strips or sheets which reflects searchlight illumination; used on ail aids to navigation, both unlighted and lighted, afloat and ashore. (DOD/COE1)

**REVENUE:** See *Term Index for additional revenue specific terms.*

**REVENUE:** Pertaining to transport activities for which remuneration is received by the carrier. (FAA10)(FAA15) (RSPA2)

**REVENUE LOAD FACTOR:** The percent that revenue ton - miles (passenger and nonpassenger) are of available ton - miles in revenue services, representing the proportion of the overall capacity that is actually sold and utilized. (RSPA2)(RSPA3)

**REVENUE LOAD PER AIRCRAFT MILE:** The average total tonnage carried per aircraft in revenue services derived by dividing overall revenue ton miles by

the aircraft miles flown in revenue services. (RSPA2)

**REVENUE PASSENGER:** Person receiving air transportation for an air carrier for which remuneration is received by the carrier. Air carrier employees or others, except ministers of religion, elderly individuals and handicapped individuals, receiving air transportation against whom reduced rate charges (less than the applicable tariff) are levied are considered nonrevenue passengers. Infants for whom a token fare is charged are not counted as passengers. (FAA1)(FAA15)(NTSB2) (RSPA1)(RSPA2)

**REVENUE PASSENGER ENPLANEMENT:** (See also *Enplanement*) The total number of passengers boarding aircraft. Includes both originating and connecting passengers. (FAA14)(RSPA2)

**REVENUE PASSENGER LOAD FACTOR:** The percent that revenue passenger - miles are of available seat - miles in revenue passenger services, representing the proportion of aircraft seating capacity that is actually sold and utilized. (RSPA2)

**REVENUE PASSENGER MILE (RPM):** One revenue passenger transported one mile in revenue service. Revenue passenger miles are computed by summation of the products of the revenue aircraft miles flown a flight stage, multiplied by the number of revenue passengers carried on that flight stage. (FAA14)(RSPA2)(RSPA3)

**REVENUE PLANE-MILES:** The total plane miles flown in revenue service. (NTSB2)

**REVENUE SERVICE:** A vehicle is in revenue service when the vehicle is available to the general public and there is a reasonable expectation of carrying passengers that either directly pay fares, are subsidized by public policy, or provide payment through some contractual arrangement. Vehicles operated in fare free service are considered in revenue service. Revenue service excludes deadhead, school bus, and charter service. (FTA1)

**REVENUE TON MILE (RTM):** One ton of revenue traffic transported one mile. (FAA14)(FRA1)(RSPA2)(RSPA3)

**REVENUE VEHICLE OPERATION:** All activities associated with revenue vehicle operation including moving revenue vehicles along routes while boarding and discharging passengers, deadheading, laying - over, moving operators to relief points, and assisting passenger loading. (FTA1)

**RIDE SHOT GUN:** Not driving; riding on right side of cab. (ATA1)

**RIDGE LINE:** The line separating drainage basins. (DOI4)

**RIG:** Truck, tractor - semitrailer, truck and full trailer, or other combination. (ATA1)

**RIGGING:** A collective term describing wire cables, chain length, ratchet turnbuckles, and other miscellaneous associated gear used for securing barges in a tow. (DOD/COE1)

**RIGHT BANK:** (See also *Left Bank, Reflective Material*) The right descending bank of a river on which side are maintained black buoys, green or white lights, and white or silver reflective material. (DOD/COE1)

**RIGHT OF WAY:** The land (usually a strip) acquired for or devoted to highway transportation purposes. (FHWA2)

**RIGHT-HANDED DRAFT:** Current which pulls tow to right. (DOD/COE1)

**RIPARIAN:** Pertaining to land adjacent to the water line. (DOD/COE1)

**RIPRAP:** A group of concrete slabs or stones used in bank improvement and around other types of marine construction to protect against erosion from the swift water. (DOD/COE1)

**RISING RIVER:** The river condition when gage readings are increasing day by day. (DOD/COE1)

**RIVER GAGE:** A gage measuring height of water located farther along the river than just above and below a dam. (DOD/COE1)

**RIVER MILEAGE:** Designated mileage from the mouth of the river used for identifying locations along the riverbanks. An exception is the Ohio River, on which mileage commences from the head of the river in lieu of the mouth. (DOD/COE1)

**RIVER STAGE:** The height of the water at a certain location on a given day. (DOD/COE1)

**RIVER WALL:** The lock wall on the river side. (DOD/COE1)

**ROAD:** See *Term Index for additional road specific terms; See also Arterial, Expressway, Freeways and Expressways, Highway, Local Streets and Roads, Roadway.*

**ROAD:** An open way for the passage of vehicles. (DOI3)

**ROAD:** An open way for the passage of vehicles, persons, or animals on land. (DOI4)

**ROAD CALL:** (See also *Road Calls for Mechanical Failure, Road Calls for Other Reasons*) Unscheduled maintenance requiring either the emergency repair or service of a piece of equipment in the field or the towing of the unit to the garage or shop. (GSA2)

**ROAD CLASS:** The category of roads based on design, weatherability, their governmental designation, and the Department of Transportation functional classification system. (DOI3)

**ROAD FUNCTIONAL CLASSIFICATION:** The classification of a road in accordance with the Bureau of Land Management (BLM) 9113.16. Code as follows: C - collector, L - local, R - resource. (DOI2)

**ROAD GATE:** Gate blocking entrance to a road. (DOI3)

**ROAD HOG:** Motorist who takes more than his share of the highway. (ATA1)

**ROAD MILES:** The length in miles of the single or first main track measured by the distance between terminals or stations, or both. Road miles does not include industrial and yard tracks, sidings, and all other tracks not regularly used by road trains operated in such specific service, and lines operated under a trackage rights agreement. (49CFR245)

**ROAD OIL:** Any heavy petroleum oil, including residual asphaltic oil used as a dust palliative and surface treatment on roads and highways. It is generally produced in six grades, from 0, the most liquid, to 5, the most viscous. (DOE3) (DOE5)

**ROAD OR TRAIL RESTRICTIONS:** Limitations placed on the use of a road or trail. Code as follows: S - seasonal closure, Y - closed yearlong to motorized vehicles, R - restriction on types of traffic allowed on road, L - limitations on vehicle dimensions, weight, or speed, N - no restrictions applied, B - no bicycles, E - no equestrians, M - no motorized vehicle, P - permit required for use. (DOI2)

**ROADCALLS FOR MECHANICAL FAILURE:** (See also *Road Call, Road Calls for Other Reasons*) A revenue service interruption caused by failure of some mechanical element of the revenue vehicle. Mechanical failures include breakdowns of air equipment, brakes, body parts, doors, cooling system, heating system, electrical units, fuel system, engine, steering and front axle, rear axle and suspension, and torque converters. (FTA1)

**ROADCALLS FOR OTHER REASONS:** (See also *Road Call, Road Calls for Mechanical Failure*) A revenue service interruption caused by tire failure, farebox failure, wheel chair lift failure, air conditioning system, out of fuel - coolant - lubricant, and other causes not included as mechanical failures. (FTA1)

**ROADWAY:** The portion of a highway, including shoulders, for vehicular use. (FHWA2)

**ROADWAY:** That part of a trafficway used for motor vehicle travel. (NHTSA1) (NHTSA2)(NHTSA3)(NHTSA4)

**ROADWAY ELEMENT:** That portion of the roadway apparatus of automatic train stop, train control, or cab signal system, such as electric circuit, inductor, or trip

arm to which the locomotive apparatus of such system is directly responsive. (49CFR236)

**ROADWAY FUNCTION CLASS:** The classification describing the character of service the street or highway is intended to provide. (NHTSA1)(NHTSA3)

**ROCK AREA:** (See also Hazard) An area identified as a danger to maritime navigation containing one or more rocks. (DOI3)

**ROCK BERM:** A mound or strip of stone placed against the side of a structure near the base to act as a buttress. (DOD/COE1)

**ROCK CUT:** (See also Hazard) A dredged channel cut through rocky bottom. Requires particularly careful marking with aids to navigation and is generally narrow, requiring extreme caution on the part of the navigator. (DOD/COE1)

**ROCK IT:** To free vehicle from mud or snow by alternately driving forward and reverse. (ATA1)

**ROCKER LINK:** That portion of an interlocking machine which transmits motion between the latch and the universal link. (49CFR236)

**ROCKET:** An aircraft propelled by ejected expanding gases generated in the engine from self - contained propellants and not dependent on the intake of outside substances. It includes any part which becomes separated during the operation. (14CFR1)

**ROLL AND REST:** When a long haul driver drives and stops at regular intervals to sleep. (ATA1)

**ROLL ON/ROLL OFF:** A simplified cargo handling system whereby cargo is driven on and off specially designed vessels under its own power. (DOD/COE1)

**ROLL ON/ROLL OFF (RO/RO) VESSEL:** Ships which are especially designed to carry wheeled containers trailers, or other wheeled cargo, and use the roll - on / roll - off method for loading and unloading. (MARAD1)

**ROLL VESSEL:** A vessel designed to permit rail cars or highway trailers to move from the terminal to the vessel over a ramp, with a switch engine as motor power to move the containers. (DOD/COE1)

**ROLLER DAM:** A dam constructed of a series of concrete piers across the river with a series of steel cylindrical drums between each pier. These drums are rolled up and down an inclined gear track in the piers, thus controlling the flow of water through the dam. Water passes under the rollers rather than over the top as in a fixed or wicket dam. (DOD/COE1)

**ROLLER GATE:** A gate designed to control the flow of water through a roller dam. (DOD/COE1)

**ROLLING EQUIPMENT:** Includes locomotives, railroad cars, and one or more locomotives coupled to one or more cars. (49CFR218)

**ROLLOVER:** (See also Jackknife) Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. (NHTSA2)(NHTSA3)

**ROLLTOP:** Trailer with a sliding roof to permit crane loading. (ATA1)

**ROOT OF A DIKE:** The portion of the dike that abuts the adjacent shore. (DOD/COE1)

**ROTATING AIRPORT BEACON:** A visual Navigation Aid (NAVAID) operated at many airports. At civil airports, alternating white and green flashes indicate the location of the airport. At military airports, the beacons flash alternately white and green, but are differentiated from civil beacons by dual peaked (two quick) white flashes between the green flashes. (FAA4)

**ROTATION:** The reassignment of vehicles either within or between agencies to equalize mileage. (GSA2)

**ROTOR:** See Term Index for additional rotor specific terms.

**ROTORCRAFT:** (See also Accident) A heavier - than - air aircraft that depends principally for its support in flight on the lift generated by one or more rotors. (14CFR1)(FAA3)

**ROTORCRAFT:** When any part, assembly, or system which is unique to rotorcraft is cited as a cause or factor, then "rotorcraft" is considered a broad cause or factor in that accident. (NTSB2)

#### **ROTORCRAFT LOAD**

**COMBINATION:** The combination of a rotorcraft and an external load, including the external load attaching means. (14CFR1)

#### **ROTORCRAFT LOAD**

**COMBINATION CLASS A:** A rotorcraft load combination means one in which the external load cannot move freely, cannot be jettisoned, and does not extend below the landing gear. (14CFR1)

#### **ROTORCRAFT LOAD**

**COMBINATION CLASS B:** A rotorcraft load combination means one in which the external load is jettisonable and is lifted free of land or water during the rotorcraft operation. (14CFR1)

#### **ROTORCRAFT LOAD**

**COMBINATION CLASS C:** A rotorcraft load combination means one in which the external load is jettisonable and remains in contact with land or water during the rotorcraft operation. (14CFR1)

#### **ROTORCRAFT LOAD**

**COMBINATION CLASS D:** A rotorcraft load combination means one in which the external load is other than a Class A, B, or C and has been specifically approved by the Administrator for that operation. (14CFR1)

**ROUNDABOUT:** Area of water subject to a routing measure restricting ship movement to a counterclockwise direction. (DOI4)

**ROUTE:** See Term Index for additional route specific terms; See also Arterial, Expressway, Freeways and Expressways, Highway, Local Streets and Roads, Road, Roadway.

**ROUTE:** The course or way which is, or is to be, traveled. (49CFR236)

**ROUTE:** A designated path through a road network. (DOI3)

**ROUTE:** A defined path, consisting of one or more courses in a horizontal plane, which aircraft traverse over the surface of the earth. (FAA8)

**ROUTE LOCKING:** (See also Lock)

Electric locking, effective when a train passes a signal displaying an aspect for it to proceed, which prevents the movement of any switch, movable - point frog, or

derail in advance of the train within the route entered. It may be so arranged that as a train clears a track section of the route, the locking affecting that section is released. (49CFR236)

**ROUTE SEGMENT:** A part of a route. Each end of that part is identified by a continental or insular geographical location; or a point at which a definite radio fix can be established. (14CFR1)

**RUBBING STAKE (OR TIMBER):** (*See also Bumpers, Possum*) A timber, or timbers, usually parallel to the water surface, used as fenders along which boats or barges may slide, or rub, without damage to the craft or permanent structure. Also known as waler. (DOD/COE1)

**RULEMAKING (REGULATIONS):** The authority delegated to administrative agencies by Congress or State legislative bodies to make rules that have the force of law. Frequently, statutory laws that express broad terms of a policy are implemented more specifically by administrative rules, regulations, and practices. (DOE5)

**RULES OF THE ROAD:** Statutory and regulatory rules governing navigation of vessels. (USCG2)

**RUN OFF:** That portion of the precipitation that flows over the land surface and ultimately reaches streams to complete the water cycle. Melting snow is an important source of this water as well as all amounts of surface water that move to streams or rivers through any given area of a drainage basin. (DOE5)

**RUNAWAY TRUCK RAMP:** A short inclined roadway constructed of sand or other unconsolidated material that exits gradually from and generally runs

adjacent to the right lane of a descending highway, expressly for the purpose of stopping runaway trucks. (DOI3)

**RUNNING CLEARANCE:** The distance from the surface on which an automobile is standing to the lowest point on the automobile, excluding unsprung weight. (49CFR523)

**RUNOFF:** The water from all tributaries that enters into a river. (DOD/COE1)

**RUNWAY:** *See Term Index for additional runway specific terms.*

**RUNWAY:** A straight path on land, used for the landing and takeoff of aircraft. (DOI3)(DOI4)

**RUNWAY (RW):** A defined rectangular area on an airport prepared for the landing or takeoff of airplanes. (FAA12)

**RUNWAY BLAST PAD:** A surface adjacent to the ends of runways provided to reduce the erosive effect of jet blast and propeller wash. (FAA12)

**RUNWAY INCURSION:** (*See also Operational Deviation, Operational Error, Pilot Deviation, Vehicle / Pedestrian Deviation*) Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off intending to take off; landing or intending to land. (NOTE: Runway incursions result from one of the following four types of airport surface occurrences: pilot deviations, operational errors, vehicle operator / pedestrian deviations, and pilot / vehicle operator / pedestrian judgmental errors.) (FAA3)(FAA10)

**RUNWAY OBSTACLE FREE ZONE (OFZ):** *(See also Inner-Approach Obstacle Free Zone, Inner-Transitional Obstacle Free Zone, Obstacle Free Zone)* The runway Obstacle Free Zone (OFZ) is a defined volume of airspace centered above the runway. The runway OFZ is the airspace above a surface whose elevation at any point is the same as the elevation of the nearest point on the runway centerline. The runway OFZ extends 200 feet beyond each end of the runway. The width is as follows: 1) For runways serving large airplanes, the greater of: (a) 400 feet, or (b) 180 feet, plus the wingspan of the most demanding airplane plus 20 feet per 1,000 feet of airport elevation. 2) For runways serving only small airplanes: (a) 300 feet for precision instrument runways. (b) 260 feet for other runways serving small airplanes with approach speeds of 50 knots or more. (c) 120 feet for other runways serving small airplanes with approach speeds of less than 50 knots. *(FAA4)(FAA12)*

**RUNWAY PROTECTION ZONE (RPZ):** An area (formerly the clear zone) used to enhance the safety of aircraft operations. It is at ground level beyond the runway end. *(FAA12)*

**RUNWAY SAFETY AREA (RSA):** The surface surrounding the runway prepared to reduce the risk to airplanes undershooting, overshooting, or running off the runway. *(FAA12)*

**RUNWAY TRANSGRESSION:** Any erroneous occupation of a runway at a controlled airport by an aircraft or other controlled vehicle. *(FAA10)*

**RUNWAY TYPE:** A runway use classification related to its associated aircraft approach procedure. *(FAA12)*

**RURAL:** Usually refers to areas with population less than 5,000. *(DOE6)*

**RURAL AREA:** Outside the limits of any incorporated or unincorporated city, town, village, or any other designated residential or commercial area such as a subdivision, a business or shopping center, or community development. *(49CFR195)*

**RURAL AREA:** Include all areas of a state outside of the Federal Highway Administration (FHWA) approved adjusted census boundaries of small urban and urbanized areas. *(FHWA2)*

**RURAL HIGHWAY:** Rural highway is any highway, road, or street that is not an urban highway. *(FHWA5)*

**SADDLE TANK:** Fuel storage area on a tractor. *(ATA1)*

**SADDLE-MOUNT:** *See Term Index for additional saddle-mount specific terms.*

**SADDLE-MOUNT:** *(See also King-Pin Saddle-Mount, Upper-Half of Saddle Mount, Lower-Half of Saddle Mount)* A device, designed and constructed as to be readily demountable, used in driveaway-towaway operations to perform the functions of a conventional fifth wheel. *(49CFR393)*

**SAFE HARBOR LANDING MARKERS:** White arrow shaped boards pointing in the direction of cleared areas safe for mooring in demand reservoirs (used only on the Tennessee River). They indicate that the site has been cleared of tree stumps to a specified depth. *(DOD/COE1)*

**SAFETY ALERT:** A safety alert issued by Air Traffic Control (ATC) to aircraft under their control. *(FAA8)*

**SAFETY DEFECT:** A defect in a product subject to the provisions of the 46 U.S.C. Chapter 43, which creates a substantial risk of personal injury to the public. The defective part or area may be under the provisions of 46 (U.S.C.) Chapter 43, and if so regulated, may or may not be in compliance with that standard. *(USCG1)*

**SAFETY HARBOR:** An area which has been cleared of tree stumps before impoundment of the pool and in which a safe project depth is guaranteed for the mooring of vessels. First - class safety harbors are marked with orange boards. A second - class harbor has project depth only at pool stage, whereas the first class harbor maintains project depth even at drawn down winter levels of the pool. (Term peculiar to the Tennessee River.) *(DOD/COE1)*

**SAFETY LANDING:** Similar to safety harbor except that it consists of a small cleared area along the bank. (Found only on the Tennessee River at present). *(DOD/COE1)*

**SAILBOAT:** Craft intended to be propelled primarily by sail, regardless of size or type. *(USCG2)*

**SAILING LINE:** A printed course line appearing on river charts showing the recommended general course at the time the chart was issued. Usually out of date for open rivers; the navigator should consult the latest channel reports. *(DOD/COE1)*

**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION (SLSDC):** The Corporation, a wholly Government owned enterprise, is responsible for the development, operation, and maintenance of that part of the St. Lawrence Seaway between the port of Montreal and Lake Erie, within

the territorial limits of the United States. The function of the Seaway Corporation is to provide a safe, efficient, and effective water artery for maritime commerce, both in peacetime and in time of national emergency. *(OFR1)*

**SALES-WEIGHTED MILES PER GALLON:** Calculation of a composite vehicle fuel economy based on the distribution of vehicle sales. *(DOE6)*

**SAND DIGGER:** A dredge engaged in obtaining sand and gravel from the riverbed. *(DOD/COE1)*

#### **SCHEDULED AIR**

**TRANSPORTATION:** Establishments primarily engaged in furnishing air transportation over regular routes and on regular schedules. This industry includes Alaskan carriers operating over regular or irregular routes. Large certificated passenger air carriers are included in this industry but are out of scope for the 1992 Economic and Agricultural Census. *(BOC1)*

**SCHEDULED AIRCRAFT MILES:** The sum of the airport - to - airport distances of all flights scheduled, excluding those operated only as extra sections to accommodate traffic overflow. *(RSPA2)*

#### **SCHEDULED AIRCRAFT MILES**

**COMPLETED:** The aircraft miles completed on scheduled flights, computed between only those scheduled points actually served. *(RSPA2)*

**SCHEDULED SERVICE:** Transport service operated pursuant to published flight schedules, including extra sections and related nonrevenue flights. *(FAA11)(RSPA1)(RSPA2)(RSPA3)*

**SCHEDULED SERVICE:** A scheduled commercial passenger vehicle trip. The scheduled trip is generally offered at preestablished times between designated locations. (FHWA2)

**SCHEDULED SERVICE:** Total service scheduled computed from schedules. Scheduled service excludes service interruptions and special additional services. (FTA1)

**SCHOOL AND OTHER**

**NONREVENUE BUS:** (See also *Intercity Bus, Motorbus, Transit Bus*) Bus services for which passengers are not directly charged for transportation, either on a per passenger or per vehicle basis. (DOE6)

**SCHOOL BUS:** A passenger motor vehicle which is designed or used to carry more than 10 passengers in addition to the driver, and which the Secretary determines is likely to be significantly used for the purpose of transporting pre - primary, primary, or secondary school students to such schools from home or from such schools to home. (49CFR390)

**SCHOOL BUS:** Includes county school buses, private school buses, and buses chartered from private companies for the express purposes of carrying students to or from school and / or school - related activities. (FHWA3)

**SCHOOL BUS OPERATION:** The use of a school bus to transport only school children and / or school personnel from home to school and from school to home. (49CFR390)

**SCHOOL BUS RELATED CRASH:** Any crash in which a vehicle, regardless of body design, used as a school bus is directly or indirectly involved, such as a crash involving school children alighting from a vehicle. (NHTSA1)

**SCRAPPAGE RATE:** As applied to motor vehicles, it is usually expressed as the percentage of vehicles of a certain type in a given age class that are retired from use (lacking registration) in a given year. (DOE6)

**SEA LEVEL ENGINE:** A reciprocating aircraft engine having a rated takeoff power that is producible only at sea level. (14CFR1)

**SEA-LAND BARGE:** Barge designed as a container that can be moved directly from the inland waterway to a truck or train and then moved to destination. (DOD/COE1)

**SEA / OCEAN:** (See also *Pool, Reef*) The great body of salt water that covers much of the earth. (DOI3)

**SEABARGE (SEABEE):** (See also *Lighter Aboard Ship System*) Designed by Lykes Bros. Steamship Co., the system requires a SEABEE lighter or barge and a SEABEE carrier vessel or mother ship. The barges are 97.5 feet long and 35 feet side and have a hatch opening of 85 by 35 feet. The barges are moved down the inland waterway to the mother ship and brought on board by a 2,000 - ton immersible elevator which is an integral part of the mother ship. Wheel dollies then transport the barges from the elevator to the point of rest on the ship. (DOD/COE1)

**SEABARGE (SEABEE):** (See also *Light Aboard Ship*) A type of barge carrying ship, similar to the light aboard ship (LASH) vessel except it employs a heavy - lift elevator at the stern end of the ship to lift barges on and off. (MARAD1)

**SEAPLANE BASE:** (See also *Aircraft Facility*) Facility used primarily by seaplanes. (DOI3)

**SEAPLANE LANDING/TAKE-OFF:** Water area used for seaplanes landing and takeoff. *(DOI3)*

**SEARCH AND RESCUE (SAR):** A service which seeks missing aircraft and assists those found to be in need of assistance. It is a cooperative effort using the facilities and services of available Federal, state, and local agencies. *(FAA8)*

**SEAT OFFERED KILOMETER:** Unit of measure representing the movement over one kilometer or one seat available in an Inland Waterways Transport (IWT) passenger vessel when performing the services for which it is primarily intended over one kilometer. *(DOD/COE1)*

**SEAT-MILES:** The aircraft miles flown in each inter - airport hop multiplied by the number of seats available on that hop for revenue passenger use. *(FAA11)(RSPA3)*

**SEATING:** *See Term Index for additional seating specific terms.*

**SEATING POSITION:** The location of the occupants in the vehicle. More than one can be assigned the same seat position; however, this is allowed only when a person is sitting on someone's lap. *(NHTSA3)*

**SEATING REFERENCE POINT (SGRP):** The unique design H - point, as defined in the Society of Automotive Engineers (SAE) J1100 (June 1984), which: 1) Establishes the rearmost normal design driving or riding position of each designated seating position, which includes consideration of all modes of adjustment, horizontal, vertical, and tilt in a vehicle; 2) Has X, Y, and Z coordinates, as defined in SAE J1100 (June 1984), established relative to the designed vehicle structure 3) Simulates

the position of the pivot center of the human torso and thigh; and 4) Is the reference point employed to position the two-dimensional drafting template with the 95th percentile leg described in SAE J826 (May 1987), or, if the drafting template with the 95th percentile leg cannot be positioned in the seating position, is located with the seat in its most rearward adjustment position. *(49CFR571)*

**SECOND IN COMMAND:** A pilot who is designated to be second in command of an aircraft during flight time. *(14CFR1)*

**SECONDARY AIRPORT:** An airport receiving approach control service as a satellite to a primary approach control facility, or one at which control is exercised by the approach control facility under tower en route control procedure. *(FAA14)*

**SECONDARY SEPARATION ASSURANCE:** A backup to the primary means for maintaining aircraft separation. *(FAA7)*

**SECTION:** *See Term Index for additional section specific terms.*

**SECTIONAL AERONAUTICAL CHARTS:** Designed for visual navigation of slow or medium speed aircraft. Topographic information on these charts features the portrayal of relief and a judicious selection of visual check points for Visual Flight Rules (VFR) flight. Aeronautical information includes visual and radio aids to navigation, airports, controlled airspace, restricted areas, obstructions and related data. *(FAA4)*

**SECTIONALIZING SWITCH:** A switch for disconnecting a section of a power line from the source of energy. *(49CFR236)*

**SECTOR:** *See Term Index for additional sector specific terms.*

**SECTOR SUITE (S/S):** Refers to the composition of functions which directly comprise either the Controller or Sector Suite Console / Support processing elements. *(FAA8)*

**SECTOR SUITE WORK STATION:** A group of consoles containing displays and input devices whereby Air Traffic Control (ATC) Specialists, Controllers or Supervisors interface with the ACF. *(FAA8)*

**SEGMENT:** *See Term Index for segment specific terms.*

**SELF-PROPELLED BARGE:** Freight vessel having its own means of mechanical propulsion. *(DOD/COE1)*

**SELF-PROPELLED PUSHER BARGE:** Self - propelled barge designed or fitted to push pushed or pushed - towed barges. *(DOD/COE1)*

**SELF-PROPELLED PUSHER TANKER BARGE:** Self - propelled pusher barge for the bulk transport of liquids or gases. *(DOD/COE1)*

**SELF-PROPELLED RIVER-SEA NAVIGATION VESSEL:** Inland Waterways Transport (IWT) freight vessel having a carrying capacity of at least 20 tones also designed for the transport of goods by sea and equipped with their own means of propulsion developing at least 37 kilowatts (KW). *(DOD/COE1)*

**SELF-PROPELLED TANKER BARGE:** Self - propelled barge intended for the bulk transport of liquids or gases. *(DOD/COE1)*

**SEMAPHORE ARM:** The part of a semaphore signal displaying an aspect. It consists of a blade fastened to a spectacle. *(49CFR236)*

**SEMAPHORE ARM SPECTACLE:** That part of a semaphore arm which holds the roundels and to which the blade is fastened. *(49CFR236)*

**SEMAPHORE BLADE:** The extended part of a semaphore arm which shows the position of the arm. *(49CFR236)*

**SEMI:** *See also Motor Vehicle, Semitrailer, Tractor Trailer, Truck.*

**SEMI:** Semitrailer, used loosely in reference to tractor and semitrailer unit. *(ATA1)*

**SEMITRAILER:** Any vehicle, other than a pole trailer, which is designed to be drawn by another motor vehicle and is constructed so that some part of its weight rests upon the self propelled towing vehicle. *(49CFR390)(49CFR571)*

**SEMITRAILER:** A truck - trailer equipped with one or more axles. *(BOC3)*

**SEPARATION:** *See Term Index for additional separation specific terms.*

**SERIOUS INJURY:** Any injury which 1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) Results in a fracture of any bone except simple fractures of fingers, toes, or nose; 3) Involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) Involves injury to any internal organ; 5) Involves second or third - degree burns, or any burns affecting more than 5 percent of the body surface. *(FAA2)(NTSB1)(NTSB2)*

**SERIOUS TRAFFIC VIOLATION:**

Conviction, when operating a commercial motor vehicle, of: 1) Excessive speeding, involving any single offense for any speed of 15 miles per hour or more above the posted speed limit; 2) Reckless driving, as defined by State or local law or regulation, including but not limited to offenses of driving a commercial motor vehicle in willful or wanton disregard for the safety of persons or property; 3) Improper or erratic traffic lane changes; 4) Following the vehicle ahead too closely; or 5) A violation, arising in connection with a fatal accident, of State or local law relating to motor vehicle traffic control other than a parking violation. (Serious traffic violations exclude vehicle weight and defect violations.) (49CFR383)(49CFR393)

**SERVICE:** See Term Index for additional service specific terms.

**SERVICE BRAKE:** The primary mechanism designed to stop a motor vehicle. (49CFR571)

**SERVICE BRAKE SYSTEM:** A primary brake system used for slowing and stopping a vehicle. (49CFR393)

**SET:** Current or eddies that are not flowing in the natural direction. An opposite current or eddy that tends to counteract the forward movement of a tow or vessel. (DOD/COE1)

**SET (OF CURRENT):** (See also *Draft, Drift*) Deviation from normal current flow, caused by some obstruction such as pier, wall, sandbar, etc. For example, current set above some lock approaches due to flow of water through dam gates. (DOD/COE1)

**SET (TOW):** A sideways movement of the tow caused by the current or wind. The set of the tow can be very important

when the tow meets another tow in close quarters. (DOD/COE1)

**SET IT DOWN:** To stop quickly. (ATA1)

**SET OVER:** Movement of a dredge to allow vessels clear passage in a channel. Also, the arrangement of a tow in a lock whereby one barge is moved up abreast of the main body of a tow. (DOD/COE1)

**SHAG:** Small, city trailer. (ATA1)

**SHAKE THE LIGHTS:** Blinking headlights as a warning signal. (ATA1)

**SHAKE UP A REEF:** To drive the tow at a sufficient speed to create a wake which, when it reaches a suspicious area, will cause the appearance of the reef to show by the turbulence. (DOD/COE1)

**SHAPING OUT REEF OR SHORE:** Channel report term meaning steering tow so as to follow the contour of shore or reef. (DOD/COE1)

**SHAPING UP:** Getting tow in position to run crossing or bridge. (DOD/COE1)

**SHEATHING:** A covering consisting of a smooth layer of wood placed over metal and secured to prevent any movement. (49CFR171)

**SHEEP HERDER:** Driver with questionable ability. (ATA1)

**SHEER BOOM:** Same purpose as sheer fence, but a floating structure. (DOD/COE1)

**SHEER FENCE:** A series of pilings with tinted lattice - work attached, extending from bridge piers upstream and downstream to assist the navigator in passing through the narrow bridge spans without damage to the bridge or piers or

the vessel. Usually found at bridges that are lift, swing, or bascule types. (DOD/COE1)

**SHIFTING BAR:** A sandbar which moves under the influence of current, usually gradually down river. It may also shift from one side of the river to the other. A sunken log or tree or deep hole in the channel can cause current changes which will build up a bar even above or below the area. (DOD/COE1)

**SHIP'S MANIFEST:** A list, signed by the captain of a ship, of the individual shipments constituting the ship's cargo. (USTTA1)

**SHIP'S TACKLE:** All rigging, etc., utilized on a ship to load or discharge cargo. (DOD/COE1)

**SHIPMENTS PORTS:** Traffic moving from one location to another where the origin is within the limits of the subject port. (DOD/COE2)

**SHIPPER'S EXPORT DECLARATION:** A form required by the United States government for the compilation of statistics on trade both with foreign countries and with United States territories and possessions. It is necessary on practically every commercial shipment leaving the United States with the exception of mail shipments of small value. (DOD/COE1)

**SHIPPING PAPER:** A shipping order, bill of lading, manifest or other shipping document serving a similar purpose and containing the information required by 49 CFR 172.202, 172.203, and 172.204. (49CFR171)

**SHIPYARD:** A yard or area where ships are built or repaired. (DOI4)

**SHOAL:** (1) Shallow; (2) To grind a boat on the bottom; (3) A sandbank or sandbar formed by river currents. (DOD/COE1)

**SHOAL:** (See also *Hazard Zone, Wreckage*) An area identified as a danger to maritime navigation containing an underwater offshore ridge, bank or bar. (DOI3)

**SHORE:** That part of the land in immediate contact with a body of water including the area between high and low water lines. (DOI4)

**SHORELINE:** A naturally occurring line of contact between a body of water and the land. (DOI3)(DOI4)

**SHORT CUT:** A course different from the customary one taken by a pilot. (DOD/COE1)

**SHORT TON:** A unit of weight equal to 2,000 pounds. (DOE3)(DOE5)

**SHOULDER:** An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface; support for aircraft running off the pavement; enhanced drainage; and blast protection. (FAA12)

**SHOVELING:** Improper loading of freight. (ATA1)

**SHUNT:** (See also *Shunt Fouling Circuit, Switch Shunting Circuit*) A by-path in an electrical circuit. (49CFR236)

**SHUNT FOULING CIRCUIT:** (See also *Shunt, Switch Shunting Circuit*) The track circuit in the fouling section of a turnout, connected in multiple with the track circuit in the main track. (49CFR236)

**SHUNT WIRE:** A wire forming part of a shunt circuit. (49CFR236)

**SHUT IN:** Closed temporarily; wells and mines capable of production may be shut in for repair, cleaning, inaccessibility to a market, etc. (DOE5)

**SICK HORSE:** A tractor in poor mechanical condition, especially with low power. (ATA1)

**SIDE COLLISION:** A collision at a turnout where one consist strikes the side of another consist. (FRA3)

**SIDE EXTREMITY:** The outermost point on the sides of the vehicle. Nonstructural protrusions such as tail lights, hinges, and latches are excluded from the determination of the outermost point. (49CFR393)

**SIDE LINE:** Lashing used to hold two barges side by side. (DOD/COE1)

**SIDE MARKER (INTERMEDIATE) LAMP:** A lamp shown to the side of a trailer to indicate the approximate middle of a trailer 30 feet or more in length. (49CFR393)

**SIDE MARKER LAMP:** Lamps used on each side of a trailer to indicate its overall length. (49CFR393)

**SIDECAR:** A frame and wheel mounted on the side of a motorcycle, capable of supporting a body with one or two seats, a wheelchair, another motorcycle, or a trunk for carrying goods. Also known as chair or hack.

**SIDESWIPE COLLISION:** A collision of two vehicles in which the sides of both vehicles sustain minimal engagements. (NHTSA2)(NHTSA3)

**SIDING:** An auxiliary track for meeting or passing trains. (49CFR236)(FRA3)

**SIDING/SPUR RAILWAY:** Track connected with the primary track, sometimes leading to a production or storage site, and used for passing, temporary storage, or loading and unloading of railway cars. (DOI3)

**SIGN:** A roadway - associated feature which provides information to people passing. (DOI4)

**SIGNAL:** See Term Index for additional signal specific terms.

**SIGNAL APPROACH:** A roadway signal used to govern the approach to another signal and if operative so controlled that its indication furnishes advance information of the indication of the next signal. (49CFR236)

**SIGNIFICANT METEOROLOGICAL CONVECTIVE (SIGMET)**

**INFORMATION:** A weather advisory concerning convective weather significant to the safety of all aircraft. Convective SIGMETs are issued for tornadoes, lines of thunderstorms, embedded thunderstorms of any intensity level, areas of thunderstorms greater than or equal to level 4 with an area coverage of 4 / 10 (40%) or more, and hail 3 / 4 inch or greater. (FAA4)

**SILL:** A horizontal beam forming the bottom of an entrance to a lock. (DOD/COE1)

**SINGLE:** A particular lockage of a tow, used when the tow is too long to enter the lock chamber and must be uncoupled. The towboat, and possibly one other barge, must move up alongside the forward part of the tow to lock through the entire tow at one time or in one lockage. (DOD/COE1)

**SINGLE ENTITY CHARTER:** A charter, the cost of which is borne by the charterer and not by individual passengers, directly or indirectly. (14CFR208)

**SINGLE PACKAGING:** A non - bulk packaging other than a combination packaging. (49CFR171)

**SINGLE SET OVER:** See *Knockout Single*.

**SINGLE TRAILER FIVE AXLE TRUCK:** All five - axle vehicles consisting of two units, one of which is a tractor or straight truck power - unit. (FHWA2)

**SINGLE TRAILER FOUR OR LESS AXLE TRUCK:** All vehicles with four - or - less axles consisting of two units, one of which is a tractor or straight truck power - unit. (FHWA2)

**SINGLE TRAILER SIX OR MORE AXLE TRUCK:** All vehicles with six - or - more axles consisting of two units, one of which is a tractor or straight truck power - unit. (FHWA2)

**SINGLE UNIT FOUR OR MORE AXLE TRUCK:** All vehicles on a single frame with four - or - more axles. (FHWA2)

**SINGLE UNIT FOUR TIRE VEHICLE VEHICLE:** All two - axle, four - tire vehicles, other than passenger cars. Included in this classification are pickups, panels, vans and other vehicles such as campers, motor homes, ambulances, hearses, and carryalls. other two - axle, four - tire single - unit vehicles pulling recreational or other light trailers are included in this classification. (FHWA2)

**SINGLE UNIT SIX TIRE TWO AXLE TRUCK:** All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., having two axles and dual rear wheels. (FHWA2)

**SINGLE UNIT THREE AXLE TRUCK:** All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., having three axles. (FHWA2)

**SINGLE UNIT TRUCK:** Includes two - axle, four - tire trucks and other single unit trucks. (DOE6)

**SINGLE-UNIT TRUCK:** A medium or heavy truck in which the engine, cab, drive train, and cargo area are all one chassis. (NHTSA4)

**SINGLE-UNIT TRUCK OTHER:** A motor vehicle consisting primarily of a single motorized device with more than two axles or more than four tires. (DOE6)

**SINK/RISE:** The place at which a stream disappears underground or reappears at the surface in a karst area. (DOI3)

**SINKING:** (See also *Swamping*) Losing enough buoyancy to settle below the surface of the water. (USCG2)

**SIPHON:** Designed to convey water by gravitational force over, or under, an obstruction. (DOI3)

**SIX BANGER:** Six - cylinder engine. (ATA1)

**SKIFF:** A small, hand - propelled rowboat. Sometimes called a "yawl." (DOD/COE1)

**SKINNIE AXLE:** Six axle trailer. (ATA1)

**SKINS:** Tires. (ATA1)

**SLED:** Colloquial term for a customized, lowered Harley Davidson motorcycle. (BTS)

**SLEEPER:** Truck cab with a sleeping compartment. (ATA1)

**SLEEPING SAWYER:** A submerged heavy timber hazardous to the vessel. (DOD/COE1)

**SLEW:** See *Slough*.

**SLIDE:** A water borne skid of a tow to momentum and current (encountered downbound only). (DOD/COE1)

**SLIDING:** Uncontrolled sideways movement of vessel. (DOD/COE1)

**SLIP LINE:** A line around timberhead so arranged that one end may be released while boat, is backing away from dock. (DOD/COE1)

**SLIP RESISTANT MATERIAL:** Any material designed to minimize the accumulation of grease, ice, mud or other debris and afford protection from accidental slipping. (49CFR399)

**SLIP-SEAT:** Relay operation where drivers are changed periodically, but the truck continues from origin to destination. (ATA1)

**SLOTTED MECHANICAL SIGNAL:** A mechanically operated signal with an electromagnetic device inserted in its operating connection to provide a means of controlling the signal electrically, as well as mechanically. (49CFR236)

**SLOUGH:** Generally non - navigable parts of the river where it runs behind islands and away from the channel. (Pronounced "slew"). (DOD/COE1)

**SLOW SPEED:** A speed not exceeding 20 miles per hour. (49CFR236)

**SMALL AIR TRAFFIC HUB:** A community enplaning from 0.05 to 0.24 percent of the total enplaned passengers in all services and all operations for all Communities within the 50 States, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration. (FAA2)(FAA14)(FAA15)

**SMALL AIRCRAFT:** An aircraft of 12,500 pounds or less maximum certificated takeoff weight. (14CFR1)

**SMALL CERTIFIED AIR CARRIER:** Air carrier holding a certificate issued under section 401 of the Federal Aviation Act of 1958 and operating aircraft designed to have a maximum seating capacity of 60 or less seat or a maximum payload of 18,000 pounds or less. (FAA2)

**SMALL URBAN AREA:** Places of 5,000 to 49,999 urban population (except in the case of Maine and New Hampshire) outside of urbanized areas. As a minimum the small urban area includes any place containing an urban population of 5,000 or more as designated by the U.S. Bureau of the Census. (FHWA2)

**SMOKE HIM:** Pass another vehicle. (ATA1)

**SMOKER:** Tractor emitting excessive smoke from exhaust. (ATA1)

**SMOKESTACK:** Vertical exhaust pipe on side of cab. (ATA1)

**SNAG/STUMP:** A firmly attached stem or trunk of a tree near the surface of the water. (DOD/COE1)(DOI3)(DOI4)

**SNAG/STUMP AREA:** *(See also Hazard)*

An area identified as a danger to maritime navigation containing one or more trunks or stems near the surface of the water. *(DOI3)*

**SNUB NOSE:** *See Cab Over.*

**SOLAR ENERGY:** The radiant energy of the sun, which can be converted into other forms of energy, such as heat or electricity. *(DOE3)(DOE5)*

**SOLID:** A material which has a vertical flow of two inches (50 mm) or less within a three - minute period, or a separation of less than one gram (18) of liquid when determined in accordance with the procedures specified in American Society for Testing and Materials (ASTM) D 4359, "Standard Test Method for Determining Whether a Material is a Liquid or Solid." *(49CFR171)*

**SOLID BLUFF REEF:** A shallow reach with deep water below it, not too much current, and in which the sand is pretty well packed. *(DOD/COE1)*

**SOLUTION:** Any homogeneous liquid mixture of two or more chemical compounds or elements that will not undergo any segregation under conditions normal to transportation. *(49CFR171)*

**SOOGING:** River term used when scrubbing any part of the boat. *(DOD/COE1)*

**SOUNDING POLE:** *(See also Pike Pole)*  
A pole generally 20 feet long, lightweight, and painted with alternating red, white, and black colors at one foot intervals to permit easy reading of water depths. *(DOD/COE1)*

**SPAR HER OUT:** Usually to hold a boat off bank using a heavy timber. *(DOD/COE1)*

**SPARE PARTS, SUPPLIES AND OTHER-NET:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Spare Parts, Supplies and Other Net is defined as flight equipment replacement parts of a type recurrently expended and replaced rather than repaired or reused, supplies such as unissued fuel inventories and unissued materials and supplies held in stock, prepaid items, net investments in direct financing and sales type leases and other current assets. Spare parts may be reduced by an allowance for obsolescence to provide for losses in value. *(RSPA1)*

**SPECIAL FUEL:** Consist primarily of diesel fuel with small amount of liquified petroleum gas, as defined by the Federal Highway Administration. *(DOE6)*

**SPECIAL PURPOSE TERMINAL:** A specialized terminal designed to handle one type of commodity. It is a transfer facility with little or no manufacturing, although it might include lending, separating, and similar processing activities. *(DOD/COE1)*

**SPECIAL PURPOSE VEHICLE:** A motor vehicle commercially designed for some purpose other than the transportation of personnel, supplies, or equipment. This definition excludes any motor vehicle designed for transport and modified locally as an expedient for meeting special needs; e.g., a pickup with a snowplow blade attached. *(GSA2)*

**SPECIAL USE AIRSPACE:** Airspace of defined dimension identified by an area on the surface of the earth wherein activities must be confined because of their nature and / or where limitations may be imposed on aircraft operations that are not a part of those activities. *(FAA8)*

**SPECIAL USE ZONE:** An area where distinctive types of shipping activities occur. *(DOI3)*

**SPECIAL VEHICLE:** Consists of the following types of vehicles; snowmobile, farm equipment other than trucks, dune buggy or swamp buggy, construction equipment other than trucks, ambulance, large limousine, self propelled camper and motor home, fire truck, other special vehicle. *(NHTSA1)*

**SPECIAL VISUAL FLIGHT RULES (VFR) CONDITIONS:** Meteorological conditions that are less than those required for basic Visual Flight Rules (VFR) flight in controlled airspace and in which some aircraft are permitted flight under visual flight rules. *(14CFR1)*

**SPECIAL VISUAL FLIGHT RULES (VFR) OPERATIONS:** Aircraft operating in accordance with clearances within controlled airspace in meteorological conditions less than the basic Visual Flight Rules (VFR) weather minimum. Such operations must be requested by the pilot and approved by ATC. *(14CFR1)*

**SPECIAL WAREHOUSING AND STORAGE:** Establishments primarily engaged in the warehousing and storage of special products, not elsewhere classified, such as furs, petroleum products, chemicals, automobiles (dead storage only), textiles, whiskey, and goods at foreign trade zones. *(BOCI)*

**SPECIALIST:** *See Term Index for additional specialist specific terms.*

**SPECIALIST:** The internal individual or group who provides service through the National Air Space (NAS) (e.g., controllers, engineers, maintenance and management personnel). *(FAA8)*

**SPECIALTY SHIPS (LIQUEFIED PETROLEUM GAS/LIQUEFIED NATURAL GAS) VESSEL:** A ship designed specifically to carry liquefied gases. *(DOE5)*

**SPECIFIC PUBLIC TRANSPORTATION:** Transportation by bus, rail, or any other conveyance (other than aircraft) provided by a private entity to the general public, with general or special service (including charter service) on a regular and continuing basis. *(49CFR37)*

**SPECIFIED MINIMUM YIELD STRENGTH:** *(See also Stress Level)* The minimum yield strength, expressed in pounds per square inch, prescribed by the specification under which the material is purchased from the manufacturer. *(49CFR194)*

**SPEED:** *See Term Index for additional speed specific terms.*

**SPEED ATTAINABLE IN 1 MILE:** The speed attainable by accelerating at maximum rate from a standing start for 1 mile, on a level surface. *(49CFR571)*

**SPEED ATTAINABLE IN 2 MILES:** The speed attainable by accelerating at maximum rate from a standing start for 2 miles, on a level surface. *(49CFR571)*

**SPEEDING:** Operating at a speed, possibly below the posted limit, above that which a reasonable and prudent person would operate under the circumstances. *(USCG2)*

**SPIKE:** One barge that is wired to head of tow that is 2 or 3 barges wide. *(DOD/COE1)*

**SPILLWAY:** A constructed passage for surplus water to run over or around a dam. *(DOI3)*

**SPILLWAY ELEVATION:** The stage of an artificially impounded water body as determined by the spillway. *(DOI3)*

**SPILLWAY SECTION OF A DAM:** That portion of a dam through which water flows; does not permit navigation. *(DOD/COE1)*

**SPIN OUT:** Lose traction on slippery roadway. *(ATA1)*

**SPLITTING ON THE HEADS:** Term describing the situation when a towboat is faced up to the center of two strings of barges. *(DOD/COE1)*

**SPONSOR:** The administrating body for the airport, such as a State or local government or municipal authority. *(FAA11)*

**SPONSOR:** Any private owner of a public - use airport or any public agency (either individually or jointly with other public agencies) that submit to the Secretary of Transportation, in accordance with the Airport & Airway Improvement Act of 1982, an application for financial assistance. *(FAA2)*

**SPOONBILL BARGE:** A 50 foot wide barge with a very long rake, usually about 60 feet. *(DOD/COE1)*

**SPORT-UTILITY VEHICLE:** Includes light trucks that are similar to jeeps. Other common terms for these vehicles are sport - utility, special purpose, utility or off - the - road vehicles. They may have a four or two - wheel drive. Previously called Jeep - Like Vehicle. *(DOE4)*

**SPOT MARKET:** Buying and selling of fuel for immediate or very near - term delivery by contracts to meet peak demands. *(DOE5)*

**SPOT THE BODY:** Part of a trailer. *(ATA1)*

**SPOTTER:** *(See also Yardbird)* Terminal yard driver who parks vehicles brought in by regular drivers, also a supervisor who observes the activities of drivers on the road. *(ATA1)*

**SPREADING GROUND:** *See Percolation Basin.*

**SPRING LINE:** A line to hold boat from running upstream. Used in mooring, crossing one another. Also called "backing line". *(DOD/COE1)*

**SPRING SWITCH:** A switch equipped with a spring device which forces the points to their original position after being trailed through and holds them under spring compression. *(49CFR236)*

**SPRING/SEEP:** A place where water issues from the ground naturally. *(DOI3)(DOI4)*

**SPUD:** The heavy timber or pipe extending vertically through a well in the bottom of the boat used for mooring in lieu of anchors on riverboats. *(DOD/COE1)*

**SPUD BARGE:** A barge utilizing spuds for mooring. Used as a work barge or loading and unloading platform. *(DOD/COE1)*

**SQUEALER:** Also known as "tattle tale" whose proper name is tachograph. A device used in a cab to automatically record miles driven, number of stops, speed and other factors during a trip. *(ATA1)*

**STABILIZED CHANNEL:** A channel which remains in one location permanently with no maintenance. *(DOD/COE1)*

**STACK:** Exhaust pipe on diesel. (ATA1)

**STAGE:** See Term Index for additional stage specific terms.

**STAGE 2 AIRCRAFT:** An aircraft that has been shown to comply with the stage 2 noise requirements under Federal Aviation Regulation (FAR) Part 36. (Examples include the B-727-200, DC-9, and BAC-111.) (FAA3)

**STAGE 3 AIRCRAFT:** An aircraft that has been shown to comply with the quieter Stage 3 noise requirements under Federal Aviation Regulation (FAR) Part 36 (i.e., B-737, B-757, MD-80, and A-310.) (FAA3)

**STAKE BODY:** Truck or trailer platform body with readily removable stakes, which may be joined by chains, slats, or panels. (ATA1)

**STANDARD:** Prescribes design constraints or performance requirements for boats and / or associated equipment. May be either a regulation or may be voluntary. (USCG1)

**STANDARD BARGE:** A barge which is approximately 26 feet wide and 175 feet long and either open or covered. (DOD/COE1)

**STANDARD BODY:** A body type normally furnished as a standard option by the original equipment (chassis) manufacturer; (e.g., pick-up, panel, and flat bed). (GSA2)

**STANDARD DESIGN VEHICLE:** A vehicle procurable from regular production lines. Included in this category are commercial design vehicles modified for special purpose use, if the modifications have not altered the basic design characteristics of the vehicle. (GSA2)

**STANDARD INDUSTRIAL CLASSIFICATION (SIC):** A set of codes developed by the Office of Management and Budget which categorizes industries into groups with similar economic activities. (DOE3)

**STANDARD INSTRUMENT DEPARTMENT (SID) CHARTS:** Designed to expedite clearance delivery and to facilitate transition between takeoff and en route operations. Each SID procedure is presented as a separate chart and may serve a single airport or more than one airport in a given geographical location. (FAA4)

**STANDARD LABOR RATE:** A rate calculated to approximate the total per hour cost of salaries and related fringe benefits for application against labor hours in pricing job orders. (GSA2)

**STANDARD METROPOLITAN STATISTICAL AREA:** (See also *Central City, Metropolitan Statistical Area*) A county that contains at least one city of 50,000 population, or twin cities with a combined population of at least 50,000, plus any contiguous counties that are metropolitan in character and have similar economic and social relationships. (FAA4)

**STANDARD RAILWAY GAUGE:** Distance between the rails of a track of 4 ft 8.5 inches. (DOI3)

**STANDARD TERMINAL ARRIVAL (STAR) ROUTE CHARTS:** Designed to expedite air traffic control arrival procedures and to facilitate transition between en route and instrument approach operations. Each STAR procedure is presented as a separate chart and may serve a single airport or more than one airport in a given geographical location. (FAA4)

**STANDOUT:** Term used when the channel runs down the shape of shore and there is an obstruction along the set of marks running out into the middle of the river, thus requiring a temporary change of course to clear. *(DOD/COE1)*

**STATE:** A state of the United States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, the Virgin Islands, American Samoa, Guam, or any other territory or possession of the United States designated by the Secretary. *(49CFR171)(49CFR383)(49CFR393)*

**STATE OF DOMICILE:** That state where a person has his / her true, fixed, and permanent home and principal residence and to which he / she has the intention of returning whenever he / she is absent. *(49CFR383)(49CFR393)*

**STATE ROUTING AGENCY:** An entity (including a common agency of more than one state such as one established by Interstate compact) which is authorized to use state legal process pursuant to 49 CFR 177.825 of this subchapter to impose routing requirements, enforceable by State agencies on carriers of radioactive materials, without regard to intrastate jurisdictional boundaries. This term also includes Indian tribal authorities which have police powers to regulate and enforce highway routing requirements within their lands. *(49CFR171)*

**STATE-DESIGNATED ROUTE:** A preferred route selected in accordance with U.S. DOT "Guidelines for Selecting Preferred Highway Routes for Highway Route Controlled Quantities of Radioactive Materials" or an equivalent routing analysis which adequately considers overall risk to the public. *(49CFR171)*

**STATIC LOADED RADIUS ARC:** A portion of a circle whose center is the center of a standard tire - rim combination of an automobile and whose radius is the distance from that center to the level surface on which the automobile is standing, measured with the automobile at curb weight, the wheel parallel to the vehicle's longitudinal centerline, and the tire inflated to the manufacturer's recommended pressure. *(49CFR523)*

**STATION:** See *Term Index* for additional station specific terms.

**STATION:** With respect to intercity and commuter rail transportation, the portion of a property located appurtenant to a right of way on which intercity or commuter rail transportation is operated, where such portion is used by the general public and is related to the provision of such transportation, including passenger platforms, designated waiting areas, rest rooms and, where a public entity providing rail transportation owns the property, concession areas, to the extent that such public entity exercises control over the selection, design, construction, or alteration of the property, but this term does not include flag stops (i.e., stations which are not regularly scheduled stops but at which trains will stop to board or detrain passengers only on signal or advance notice). *(49CFR37)*

**STEAMBOAT JACK:** Colloquial term for an oversized turnbuckle with large pelican hooks on each end and a ratchet (handle) around the body used for tightening wire lashings and making up tows. Used to connect barges in tow. *(DOD/COE1)*

**STEAMSHIP AGENT:** A duly appointed and authorized representative in a specified territory acting in behalf of a

steamship line or lines and attending to all matters relating to the vessels owned by his principals. *(DOD/COE1)*

**STEAMSHIP CONFERENCE:** A group of vessel operators joined together for the purpose of establishing freight rates. A shipper may receive reduced rates if the shipper enters into a contract to ship on vessels of Conference members only. *(DOD/COE1)*

**STEEL HULL:** Hulls of sheet steel or steel alloy, not those with steel ribs and wood, canvas or plastic hull coverings. *(USCG2)*

**STEEL TOWER:** A skeleton steel tower type of structure used for lighted shore aids; used in multiples of 10 - foot sections. *(DOD/COE1)*

**STEER IT:** To navigate a portion of the river without flanking maneuver. *(DOD/COE1)*

**STEERING WHEEL LASH:** . The condition in which the steering wheel may be turned through some part of a revolution without associated movement of the front wheels. *(49CFR393)*

**STEM WINDER:** Hand - crank starter. *(ATA1)*

**STERN LINE:** Long quartering line. *(DOD/COE1)*

**STERN LINE TALK:** Supposedly factual information about anything, passed between river people, usually by a lockman chatting with deck hands handling lines during lockage. *(DOD/COE1)*

**STEVEDORE:** One who works at or is responsible for loading and unloading ships in a port. *(DOD/COE1)*

**STEVEDORE:** A person or firm that contracts with a vessel's owner, agent or charter operator, or with the owner of the cargo, to load or unload a ship or barge in port. *(MARAD1)*

**STILLING BASIN:** A structure at the outlet end of a spillway to help dissipate the energy of flowing water into the downstream channel in such a manner as to prevent damage to the dam or scour of the bed or banks of the channel. *(DOD/COE1)*

**STOCK:** *See Term Index for additional stock specific terms.*

**STOCKHOLDER'S EQUITY:** The aggregate interest of holders of the air carrier's stock in assets owned by the air carrier. *(RSPA1)*

**STOCKYARD:** An enclosed area in which livestock are temporarily kept. *(DOI4)*

**STOLPORT:** An airport specifically designed for Short Take - off and Landing (STOL) aircraft, separate from conventional airport facilities. *(FAA2)*

**STOP:** As applied to mechanical locking, a device secured to a locking bar to limit its movement. *(49CFR236)*

**STOP INDICATION POINT:** As applied to an automatic train stop or train control system without the use of roadway signals, a point where a signal displaying an aspect requiring a stop would be located. *(49CFR236)*

**STOP LAMP:** Lamps shown to the rear of a motor vehicle to indicate that the service brake system is engaged. *(49CFR393)*

**STOPPING DISTANCE:** The maximum distance on any portion of any railroad which any train operating on such portion of railroad at its maximum authorized speed, will travel during a full service application of the brakes, between the point where such application is initiated and the point where the train comes to a stop. (49CFR236)

**STOPWAY:** An area beyond the takeoff runway, no less wide than the runway and centered upon the extended centerline of the runway, able to support the airplane during an aborted takeoff, without causing structural damage to the airplane, and designated by the airport authorities for use in decelerating the airplane during an aborted takeoff. (14CFR1)(FAA12)

**STORAGE:** See Term Index for additional storage specific terms.

**STORAGE TANK:** (See also Hazardous Material) A container for storing a hazardous fluid, including an underground cavern. (49CFR193)

**STOWAGE:** (See also Hazardous Material) The act of placing hazardous materials on board a vessel. (49CFR171)

**STRAIGHT TRUCK:** Truck with body built onto its chassis; also called "straight job." (ATA1)(BOC3)

**STRATEGIC COMMUNICATIONS:** Air Traffic Management (ATM) communications that are planned as much as a day or more in advance of delivery. (FAA7)

**STRATEGIC PETROLEUM RESERVE (SPR):** Petroleum stocks maintained by the Federal Government for use during periods of major supply interruption. (DOE3)(DOE5)

**STRAY:** A buoy adrift from its proper station. Strays may often be lodged in and amongst dikes, etc. Stray buoys can be particularly confusing in the rays of a searchlight at night. (DOD/COE1)

**STREAM/RIVER:** A body of flowing water. (DOI3)

**STREETCAR/TROLLEY:** Includes trolleys, streetcars, and cable cars. (FHWA3)

**STRESS LEVEL:** (See also Specified Minimum Yield Strength) The level of tangential or hoop stress, usually expressed as a percentage of specified minimum yield strength. (49CFR194)

**STRING OUT:** See Mule Train.

**STRIP HER:** Unloading the trailer. (ATA1)

**STRONG OUTSIDE CONTAINER:** The outermost enclosure which provides protection against the unintentional release of its contents under conditions normally incident to transportation. (49CFR171)

**STRUCK BY BOAT OR PROPELLER:** Striking of a victim who is outside of the boat, by not necessarily a swimmer. (USCG2)

**STUDENT PILOT:** A student pilot may not operate an aircraft that is carrying a passenger or that is carrying property for compensation or hire. (FAA2)

**SUBMERGED STREAM:** An old river course inundated by an impounded water body. (DOI3)

**SUBREGIONAL PORT:** Waterfront area which 1) Has place identity, by reason of association with an adjacent or nearby town or city; 2) Has at least three

commercial terminals located within a reasonable distance of the general area; and 3) Is served by a major railroad and at least one major interstate or U.S. highway. (*DOD/COE1*)

**SUBSCRIBED AND UNISSUED**

**STOCK:** The par or stated value, or the subscription price in the case of stock without par or stated value, of legally enforceable subscriptions to the capital stock of the air carrier. (*RSPA1*)

**SUBSIDY:** Revenues received from the United States Government for the performance of guaranteed essential air service to small communities and for losses incurred in forced service. Does not include revenues from the carriage of mail at service rates or the performance of other contractual services for the Government. (*RSPA1*)

**SUBSTANTIAL DAMAGE:** As stated in 14CFR 830.2 damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. This does not include engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin of the fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips. (*FAA2*)(*NTSB1*)(*NTSB2*)

**SUBSTITUTE SERVICE:** The performance by an air carrier of foreign or overseas air transportation, or air transportation between the 48 contiguous States, on the one hand, and the State of Alaska or Hawaii, on the other hand in planeload lots pursuant to an agreement with another air carrier to fulfill such other air carrier's contractual obligations

to perform such air transportation for the Department of Defense. (*14CFR208*)

**SUCKER BRAKES:** Vacuum brakes. (*ATA1*)

**SUICIDE:** A person ending his or her own life intentionally. These are not included in Collision with People statistics except where specifically indicated. (*FTA2*)

**SUPERIORITY OF TRAINS:** The precedence conferred upon one train over other trains by train order or by reason of its class or the direction of its movement. (*49CFR236*)

**SUPPLEMENTAL AIR CARRIER:** (1) An air carrier holding a certificate issued under section 401(d)(3) of the Federal Aviation Act, or a special operating authorization issued under section 417 of the Act. (2) One of a class of air carriers now holding Certificates of Public Convenience and Necessity issued by the Department of Transportation, authorizing them to perform passenger and cargo charter services supplementing the scheduled service of the certificated route air carriers. Both international and domestic charter operations are for a temporary period. The authority of supplemental air carriers to engage in military charters is of an indefinite period. In addition, they can perform on an emergency basis, as may be authorized by the Department of Transportation, scheduled operations including the transportation of individually ticketed passengers and individually waybilled cargo. (*14CFR208*)(*FAA2*)(*FAA9*)(*FAA14*)

**SUPPLEMENTAL AIR**

**TRANSPORTATION:** Charter flights in air transportation performed pursuant to a certificate of public convenience and necessity issued under section 401(d)(3) of

the Act 1) authorizing the holder to engage in supplemental air transportation of persons and property between any point in any State of the United States or the District of Columbia, and any other point in any State of the United States or the District of Columbia (exclusive of air transportation within the State of Alaska) or in foreign or overseas supplemental air transportation, or 2) Authorizing the holder to engage in supplemental air transportation of persons and their personal baggage between any point in any State of the United States or the District of Columbia, on the one hand, and points in Greenland, Ireland, the Azores, Europe, Africa, and Asia, as far east as (and including) India, on the other hand. (14CFR208)

**SUPPLIES AND OTHER NET SPARE**

**PARTS:** Flight equipment replacement parts of a type recurrently expended and replaced rather than repaired or reused, supplies such as unissued fuel inventories and unissued materials and supplies held in stock, prepaid items, net investments in direct financing and sales type leases and other current assets. Spare parts may be reduced by an allowance for obsolescence to provide for losses in value. (RSPA1)

**SURFACE:** *See Term Index for additional surface specific terms.*

**SURFACE RIGHTS:** Fee ownership in surface areas of land. Also used to describe a lessee's right to use as much of the surface of the land as may be reasonably necessary for the conduct of operations under the lease. (DOE5)

**SURFACE WATER:** The water portion of the Earth's surface, including the surface of sea and inland waters. (DOI4)

**SURGE PRESSURE:** Pressure produced by a change in velocity of the moving stream that results from shutting down a pump station or pumping unit, closure of a valve, or any other blockage of the moving stream. (49CFR195)

**SURPLUS:** Any excess personal property not required for the needs and the discharge of the responsibilities of any Federal agency, as determined by the Administrator of General Services. (GSA2)

**SURPLUS ENERGY:** Energy generated that is beyond the immediate needs of the producing system. This energy may be supplied by spinning reserve and sold on an interruptible basis. (DOE5)

**SURVEILLANCE:** *See Term Index for additional surveillance specific terms.*

**SURVEILLANCE:** The detection, location, and tracking of aircraft within National Airspace System (NAS) airspace for the purposes of control, separation, and identification. Surveillance systems are electronic in nature; visual methods are purposely excluded. In the case of dependent surveillance, the aircraft provides all flight information. Surveillance systems are differentiated as independent, independent cooperative, and dependent. (FAA8)

**SURVEY:** *See Term Index for survey specific terms.*

**SWAMPER:** A helper who rides with driver. (ATA1)

**SWAMPING:** *(See also Sinking)* Filling with water, particularly over the side, but retaining sufficient buoyancy to remain on the surface. (USCG2)

**SWASH:** The mass of broken foaming water which rushes bodily up a beach as a wave breaks. *(DOI4)*

**SWINDLE SHEET:** Interstate Commerce Commission (ICC) log. *(ATA1)*

**SWING DOG:** A locking dog mounted in such a manner that it is free to rotate on a trunnion which is riveted to a locking bar. *(49CFR236)*

**SWITCH:** *See Term Index for additional switch specific terms.*

**SWITCH CIRCUIT CONTROLLER:** A device for opening and closing electric circuits, operated by a rod connected to a switch, derail or movable-point frog. *(49CFR236)*

**SWITCH IN:** To remove barges from the main tow and move them into an unloading or fleeting area. The switching is done by the switching tug. *(DOD/COE1)*

**SWITCH INTERLOCKED:** A switch within the interlocking limits the control of which is interlocked with other functions of the interlocking. *(49CFR236)*

**SWITCH OUT:** To move barges from the unloading or fleeting area to the main tow. *(DOD/COE1)*

**SWITCH PROVIDING ACCESS:** A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected. *(49CFR218)*

**SWITCH SHUNTING CIRCUIT:** *(See also Shunt, Shunt Fouling Circuit)* A shunting circuit which is closed through contacts of a switch circuit controller. *(49CFR236)*

**SWITCH-AND-LOCK MOVEMENT:** A device, the complete operation of which performs the three functions of unlocking, operating and locking a switch. movable - point frog or derail. *(49CFR236)*

**SWITCHING BOAT:** Tug used to move barges between the loading or fleeting area and the main tow. Usually has about 1350 horsepower. *(DOD/COE1)*

**SWITCHING SERVICE:** A railway service performed under yard rules and regulations. It may involve the classification of cars according to commodity and destination; the assembling of cars for train movement; changing the position of cars for purposes of loading, unloading, and weighing; the placing of locomotives and cars for repair and storage; and the moving of equipment in connection with the carrier's work service not constituting a road movement. *(FRA2)*

**SYSTEM:** *See Term Index for additional system specific terms.*

**SYSTEM:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, System is defined as the total operations of a carrier or carrier grouping including both domestic and international operations. *(RSPA2)*  
*(RSPA3)*

**SYSTEM PLANNING:** Also known as integrated airport system planning it is the initial, as well as continuing development for planning purposes of information and guidance to determine the extent, type, nature, location, and timing of airport development needed in a specific area to establish a viable balanced, and integrated system of public - use airports. *(FAA2)*

**SYSTEM SECURITY:** All activities associated with providing security to transit patrons and securing transit property including supervision and clerical support. Includes patrolling revenue vehicles and passenger facilities during revenue operations; patrolling and controlling access to yards, buildings and structures; monitoring security devices; and, reporting security breaches. *(FTA1)*

**TACK:** Short for tachograph or tachometer. *(ATA1)*

**TACTICAL COMMUNICATIONS:** Communications that are developed and delivered as part of the real - time ATM process. *(FAA7)*

**TAG:** The official U.S. Government motor vehicle license plate, District of Columbia license plate, or license plate of any State, Territory, or possession of the United States. *(GSA2)*

**TAIL LAMP:** Lamps used to designate the rear of a motor vehicle. *(49CFR393)*

**TAILBOARD ARTIST:** One who thinks he is a perfect driver. *(ATA1)*

**TAILGATE:** The outlet of a natural gas processing plant where dry residue gas is delivered or redelivered for sale or transportation. *(DOE5)*

**TAILGATE (LOWER LOCK GATE):** A gate located at the downstream of a lock in the tailwater of a dam. *(DOD/COE1)*

**TAILGATING:** Driving too closely behind the vehicle ahead. *(ATA1)*

**TAILWATER:** A term to indicate the depth of water above pool stage immediately below a dam when that dam is passing water in a non - sufficient amount to raise the stage of the water immediately below the dam. A term used

primarily in the Upper Mississippi River area. *(DOD/COE1)*

**TAINTER GATE:** A large gate used to control the flow of water through or over a dam; such gates have a cylindrical surface with the convex side facing upstream. *(DOD/COE1)*

**TAKEOFF DISTANCE AVAILABLE (TODA):** The runway length available for takeoff plus the length of available clearway (CWY). *(FAA12)*

**TAKEOFF POWER:** (1) With respect to reciprocating engines, means the brake horsepower that is developed under standard sea level conditions, and under the maximum conditions of crankshaft rotational speed and engine manifold pressure approved for the normal takeoff, and limited in continuous use to the period of time shown in the approved engine specification; and (2) With respect to turbine engines, means the brake horsepower that is developed under static conditions at a specified altitude and atmospheric temperature, and under the maximum conditions of rotor shaft rotational speed and gas temperature approved for the normal takeoff, and limited in continuous use to the period of time shown in the approved engine specification. *(14CFR1)*

**TAKEOFF RUN AVAILABLE (TORA):** The runway length available for takeoff. *(FAA12)*

**TAKEOFF SAFETY:** A referenced airspeed obtained after lift - off at which the required one engine inoperative climb performance can be achieved. *(14CFR1)*

**TAKEOFF THRUST:** With respect to turbine engines, means the jet thrust that is developed under static conditions at a specific altitude and atmospheric temperature under the maximum

conditions of rotorshaft rotational speed and gas temperature approved for the normal takeoff, and limited in continuous use to the period of time shown in the approved engine specification. (14CFR1)

**TALUS:** Slopes of broken rock debris on a mountainside. (DOI4)

**TANDEM:** Semitrailer or tractor with two rear axles. (ATA1)

**TANDEM WING:** A configuration having two wings of similar span, mounted in tandem. (14CFR1)

**TANK:** See Term Index for additional tank specific terms.

**TANK:** A structure used for the storage of fluids. (DOI4)

**TANK BARGE:** A large, flat-bottomed, non - selfpropelled, compartmented, decked - over barge used for all types of liquid cargo (petroleum, molasses, chemicals, etc). (DOD/COE1)

**TANK CAR:** A railroad car consisting of a large cylindrical container attached to the railcar truck and used to transport liquids in bulk. (FRA1)

**TANK FARM:** An installation used by gathering and trunk pipeline companies, crude oil producers, and terminal operators (except refineries) to store crude oil. (DOE5)

**TANK VEHICLE:** Any commercial motor vehicle that is designed to transport any liquid or gaseous materials within a tank that is either permanently or temporarily attached to the vehicle or the chassis. Such vehicles include, but are not limited to, cargo tanks and portable tanks, as defined in part 49 CFR 171 of this title. However, this definition does not include portable tanks having a

rated capacity under 1,000 gallons. (49CFR383)(49CFR393)

**TANKER:** See also Barge, Motor Vessel, Ship, Tanker and Barge.

**TANKER:** Truck, semitrailer, or trailer with a tank body for hauling liquids. (ATA1)

**TANKER:** An oceangoing ship specially designed to haul liquid bulk cargo in world trade. (DOD/COE1)

**TANKER AND BARGE:** Vessels that transport crude oil or petroleum products. Data are reported for movements between Petroleum and Administration for Defense (PAD) Districts; from a PAD District to the Panama Canal; or from the Panama Canal to a PAD District. (DOE5)

**TANKER MAN:** Person trained, qualified, and certified to supervise transfer of liquid cargo (fuels) from shore to the barge. (DOD/COE1)

**TARE WEIGHT:** The curb weight plus the weight of the mounted body. Tare weight is also known as actual weight. (BOC3)(GSA2)

**TARE WEIGHT:** The weight of a container and / or packing materials without the weight of the goods it contains. (DOD/COE1)(USTTA1)

**TARIFF:** A published volume of rate schedules and general terms and conditions under which a product or service will be supplied. (DOE5)

**TARIFF:** The charges, rates, and rules of transportation companies usually set forth in an industry publication. (MARAD1)

**TARP:** Tarpaulin cover for open top trailers. (ATA1)

**TATTLE TALE:** (See also *Squealer*) Tachograph. (ATA1)

**TAXI:** See *Term Index for additional taxi specific terms.*

**TAXI:** The use of a taxicab by a driver for hire or by a passenger for fare. Also includes airport limousines. Does not include rental cars if they are privately operated and not picking up passengers in return for fare. (FHWA3)

**TAXICABS:** Establishments primarily engaged in furnishing passenger transportation by automobiles not operated on regular schedule or between fixed terminals. Taxicab fleet owners and organizations are included, regardless of whether drivers are hired or rent their cabs or are otherwise compensated. (BOC1)

**TAXILANE (TL):** The portion of the aircraft parking area used for access between taxiways and aircraft parking positions. (FAA12)

**TAXIWAY (TW):** A defined path established for the taxing of aircraft from one part of an airport to another. (FAA12)

**TAXIWAY SAFETY AREA (TSA):** The surface along side the taxiway prepared to reduce the risk of damage to an airplane unintentionally departing the taxiway. (FAA12)

**TECHNICAL FACTORY VISIT:** A visit of officer in charge marine inspection (OCMI) personnel to a manufacturing facility to check for compliance with standards and regulations, examine products and answer technical questions. (USCG1)

**TEMPORARY LIVING QUARTERS:** A space in the interior of an automobile in which people may temporarily live and which includes sleeping surfaces, such as beds, and household conveniences, such as a sink, stove, refrigerator, or toilet. (49CFR523)

**TERAWATT HOUR (TWH):** One trillion watt hours. (DOE5)

**TERMINAL:** See *Term Index for additional terminal specific terms.*

**TERMINAL:** Any facility on the inland system designed for on - loading or off - loading of barges. (DOD/COE1)

**TERMINAL AND JOINT TERMINAL MAINTENANCE FOR MOTOR FREIGHT TRANSPORT FACILITY:** Establishments primarily engaged in the operation of terminal facilities used by highway - type motor vehicles. Also included are terminals which provide maintenance and service for motor vehicles. (BOC1)

**TERMINAL AND SERVICE FOR MOTOR VEHICLE PASSENGER TRANSPORTATION FACILITY:** Establishments primarily engaged in the operation of motor vehicle passenger terminals and of maintenance and service facilities, not operated by companies that also furnish motor vehicle passenger transportation. (BOC1)

**TERMINAL AREA:** A general term used to describe airspace in which approach control service or airport traffic control service is provided. (FAA2)(FAA8)

**TERMINAL AREA FACILITY:** A facility providing air traffic control service for arriving and departing Instrument Flight Rule (IFR), Visual Flight Rule (VFR), Special Visual Flight Rules (VFR), Special Instrument Flight

Rules (IFR) aircraft and, on occasion, en route aircraft. (FAA8)

**TERMINAL FACILITY ACTIVITY:** The sum of total Airport Operations + total Instrument Operations which equals Local Operations + Itinerant Operations + Primary Instrument Operations + Secondary Instrument Operations + Instrument Overflights. (FAA3)

**TERMINAL RADAR APPROACH CONTROL (TRACON):** A Federal Aviation Administration (FAA) air traffic control facility using radar and air / ground communications to provide approach control services to aircraft arriving, departing, or transiting the airspace controlled by the facility. Service may be provided to both civil and military airports. (FAA10)(FAA13) (FAA14)

**TERMINAL STORAGE:** Service of providing warehouse or other terminal facilities for the storage of inbound or outbound cargo after the expiration of free time, including wharf storage, shipside storage, closed or covered storage, open or ground storage, bonded storage and refrigerated storage, after storage arrangements have been made. (MARAD1)

**TERMINATED CARLOAD:** A carload which ends its journey and is unloaded on a particular railroad. (FRA2)

**TERRACE:** A steplike feature between higher and lower ground; a relatively flat or gently inclined shelf of earth, backed and fronted by steep slopes or manmade retaining walls. (DOI4)

**TERRITORIAL HIGHWAY SYSTEM (THS):** The full name is Federal - aid Territorial Highway System. A system of arterial and collector highways, plus

inter - island connectors that are established under 23 U.S.C. 215 by each territory (Guam, Northern Marianas Islands, Samoa, and the Virgin Islands). (FHWA2)

**TEST PROCEDURES:** Specifies the methods and equipment the Coast Guard uses in determining whether boats comply with applicable standards. (USCG1)

**TEXAS:** That part of the upper deck of a river steamboat abaft the stacks used for officers' quarters. (DOD/COE1)

**THALWEG:** The deepest water at any point in the river. The longitudinal line of greatest continuous depth in the river channel. (DOD/COE1)

**THANKSGIVING RISE:** An annual event on the Ohio River when the river swells to a crest around Thanksgiving time. (DOD/COE1)

**THEN ON DOWN:** Channel report term written as proceeding to a designated mile or designated bank, then on down to the end of another designated location, such as "fourth dike below this light." (DOD/COE1)

**THERMAL LIMIT:** The maximum amount of power a transmission line can carry without suffering heat-related deterioration of line equipment, particularly conductors. (DOE5)

**THERMAL STORAGE:** Storing heat for use at a later time. For example, ceramic bricks can be charged up to 1,200 degrees Fahrenheit in an 8 - hour period and the heat released over the next 16 hours. (DOE5)

**THERMOSIPHON SYSTEM:** A solar collector system for water heating in which circulation of the collection fluid

through the storage loop is provided solely by the temperature and density difference between the hot and cold fluids. (DOE5)

**THIRD PARTY:** (See also Accident)

When referring to motor vehicle accidents; the Government being the first party and the government owned vehicle (GOV) operator being the second party, the third party is the other concern in an accident. (GSA2)

**THRESHOLD:** See Term Index for additional threshold specific terms.

**THRESHOLD (TH):** The beginning of that portion of the runway available for landing. When the threshold is located at a point other than at the beginning of the pavement, it is referred to as either a displaced or relocated threshold. (FAA12)

**THROUGH BILL OF LADING:** A single bill of lading covering receipt of the cargo at the point of origin for delivery to the ultimate consignee, using two or more modes of transportation. (MARAD1)(USTTA1)

**THROUGHPUT:** Actual or estimated volume of natural gas that may be carried on a pipeline over a period of time. (DOE1)

**THROUGHPUT:** A measure of productivity for cargo (i.e. containers per day / month / year) processed and handled through a port facility. (MARAD1)

**THROUGHPUT CAPACITY:** The estimated potential tonnage of cargo that can be processed and handled through a port terminal or berthing facility during a given time period, determined by the design specifications of the terminal. (MARAD1)

**THRUST:** See Term Index for thrust specific terms.

**TICKET AGENT:** Any person (other than a supplemental air carrier or one of its bona fide regular employees) who for compensation or profit 1) Solicits, obtains, receive or furnishes directly or indirectly, passengers or groups of passengers for transportation upon the aircraft of a supplemental air carrier; or 2) Procures or arranges for air transportation of passengers or groups of passengers upon aircraft of a supplemental air carrier by charter, lease or any other arrangement. (14CFR208)

**TICKETING AND FARE**

**COLLECTION:** All activities associated with fare collection and counting activities including supervision and clerical support. Includes printing, distributing, selling and controlling of tickets, tokens and passes; pulling and transporting vaults to counting facilities; counting and auditing of fare collection; and, providing security for the fare collection process. (FTA1)

**TIDAL:** Flat foreshore area that is submerged at high tide, exposed or a wash at low tide, and generally devoid of vegetation. (DOI3)

**TIDAL GAUGE:** An instrument for measuring the height of the tide. (DOI4)

**TIDEGATE:** Gate with a free - swinging barrier that is placed near or at the outlet of a conduit flowing into a body of water subject to high water from tides in order to separate fresh from salt water. (DOI3)

**TIE LINE:** A transmission line connecting two or more power systems. (DOE5)

**TIE OFF TO BANK:** To moor one or more barges to the bank of the river, utilizing trees or any other structure available for securing the mooring wires. (DOD/COE1)

**TIED UP:** When roadway is obstructed. (ATA1)

**TILL:** Channel report term meaning to steer toward a certain mark in a direct line until the occurrence or existence of another named fact taken place. (DOD/COE1)

**TILL FROM:** An old river phrase meaning that after steering past a set of marks, the mark that is on the stern now becomes "till." One should keep the past mark on the stern and lineup. (DOD/COE1)

**TIMBERHEAD:** One or two upright pins or steel bollards on the heads and stems of barges whereby the barges are coupled together for towing end to end. The term originated from the wooden timbers mounted on early wooden barges that were prevalent for transporting coal many years ago. (DOD/COE1)

**TIME:** See Term Index for time specific terms.

**TIME IN SERVICE:** With respect to maintenance time records, means the time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing. (14CFR1)

**TIME LOCKING:** A method of locking, either mechanical or electrical, which, after a signal has been caused to display an aspect to proceed, prevents, until after the expiration of a predetermined time interval after such signal has been caused to display its most restrictive aspect, the operation of any interlocked or electrically locked switch, movable -

point frog, or derail in the route governed by that signal, and which prevents an aspect to proceed from being displayed for any conflicting route. (49CFR236)

**TIME RELEASE:** A device used to prevent the operation of an operative unit until after the expiration of a predetermined time interval after the device has been actuated. (49CFR236)

**TIME SERVICE BEGINS:** Start of morning transit service, i.e., the time when a revenue service vehicle leaves the garage or point of dispatch. (FTA1)

**TIME SERVICE ENDS:** End of night transit service, i.e., the time when a revenue service vehicle returns to the garage or point of dispatch. (FTA1)

**TIME ZONE:** A geographic region within which the same standard time is used. (DOI4)

**TIMING RELAY:** A relay which will not close its front contacts or open its back contacts, or both, until the expiration of a definite time intervals after the relay has been energized. (49CFR236)

**TIP FIN:** See Winglet.

**TIPPLE:** A central facility used in loading coal for transportation by rail or truck. (DOE5)

**TIRE CAPACITY:** The rated capacity in pounds that the tire is designed to support, as established by the current Tire and Rim Association ratings. (GSA2)

**TO HALFWAY BETWEEN:** Channel report term meaning to steer halfway between two separately designated reference objects. (DOD/COE1)

**TOLL ROAD:** Travel fee is collected at entry or exit. (DOI3)

**TON:** See Term Index for additional ton specific terms.

**TON MILE:** (See also *Average Length of Haul*) A unit of measure equal to the movement of one ton of railroad lading for a distance of one mile. (DOD/COE1) (DOE6)(FRA1)

**TON MILE:** Water carriage ton - miles were first compiled and published in calendar year 1962. The distances used are statute miles. Domestic ton - miles are calculated by multiplying the tons of commerce being moved by the number of miles actually moved on the water (e.g. 50 short tons moving 200 miles on a particular waterway would yield 10,000 ton - miles for that waterway). The ton - mile parameter measures the total performance of a waterway. Ton - miles are not computed within ports. For coastwise traffic this represents the mileage on the shortest route that safe navigation permits. (DOD/COE2)

**TON MILE:** One ton (2,000 pounds) transported one statute mile (5,280). Ton - miles are computed by multiplying the aircraft miles flown on each inter - airport hop by the number of tons carried on that hop. (RSPA2)(RSPA3)

**TON OFFERED KILOMETER:** Unit of measure representing the movement of one ton available in a freight vessel when performing the services for which it is primarily intended over one kilometer. (DOD/COE1)

**TON-DEADWEIGHT:** The carrying capacity of the ship in terms of the weight in tons of the cargo, fuel, provisions, and passengers which a vessel can carry. (DOD/COE1)

**TON-DISPLACEMENT:** The weight of the volume of water which the fully loaded ship displaces. (DOD/COE1)

#### **TON-KILOMETER BY INLAND**

**WATERWAYS:** Unit of measure of goods transport which represents the transport of one ton by inland waterways over one kilometer. (DOD/COE1)

**TON-REGISTERED:** The cubical contents or burden of a vessel in tons of 100 cubic feet. The space within a vessel in units of 100 cubic feet. (DOD/COE1)

#### **TONS OF FREIGHT AND MAIL**

**ENPLANED REVENUE:** The number of revenue tons of freight and mail loaded on an aircraft including originating and transfer tons. (FAA15)

**TONS PER AIRCRAFT MILE:** The average total passenger / cargo carrying capacity (tons) offered for sale per aircraft per aircraft mile derived by dividing the overall available ton - miles by the total aircraft miles flown in revenue services. (RSPA3)

#### **TOOLING DOWN THE HIGHWAY:**

Driving vehicle along at normal speed. (ATA1)

**TOOTHPICK:** Steel bar about 3 feet long placed in ratchet ends to keep wire from tuning when tightening ratchet. (DOD/COE1)

**TOP AROUND:** The tuning of a tow from upbound to downbound, either intentionally or unintentionally. (DOD/COE1)

**TOP PLATE:** A metal plate secured to a locking bracket to prevent the cross locking from being forced out of the bracket. (49CFR236)

**TOP SHELL:** The tank car tank surface, excluding the head ends and bottom shell of the tank car tank. (49CFR171)

**TORSO LINE:** The line connecting the "H" point and the shoulder reference point as defined in Society of Automotive Engineers (SAE) Recommended Practice J787g, "Motor Vehicle Seat Belt Anchorage," September 1966. (49CFR571)

**TOTAL AIRCRAFT REVENUE MILE:** The distance flown by aircraft in revenue passenger and / or nonpassenger service, including extra sections. (RSPA2)

**TOTAL DEPARTURES PERFORMED IN SCHEDULED SERVICE:** The total number of aircraft takeoffs made in scheduled service including extra sections. (FAA15)

**TOTAL ENERGY:** All energy consumed by end - users, including electricity but excluding the energy consumed at electric utilities to generate electricity. (In estimating energy expenditures, there are no fuel - associated expenditures for hydroelectric power, geothermal energy, solar power, or wind energy, and the quantifiable expenditures for process fuel and intermediate products are excluded.) (DOE5)

**TOTAL ENERGY CONSUMPTION:** The sum of fossil fuel consumption by the five sectors (residential, commercial, industrial, transportation, and electric utility) plus hydroelectric power, nuclear electric power, net imports of coal coke, and electricity generated for distribution from wood, waste, geothermal, wind, photovoltaic, and solar thermal energy. (DOE3)(DOE5)

**TOTAL FACILITY ACTIVITY:** The sum of En Route Facility Activity + Terminal Facility Activity. (FAA3)

**TOTAL FLIGHT SERVICE:** The sum of flight plans originated and pilot briefs multiplied by two, plus the number of

aircraft contacted. No credit is allowed for airport advisories or radio contacts. (FAA13)

**TOTAL OPERATIONS:** All arrivals and departures performed by military, general aviation, commuter / air taxi, and air carrier aircraft. (FAA14)

**TOTAL REVENUE LOAD FACTOR:** For the purpose of 14 CFR Parts 217 and 241 reporting requirements, Total Revenue Load Factor is defined as the percent that revenue ton - miles (passenger and nonpassenger) are of available ton - miles in revenue services, representing the proportion of the overall capacity that is actually sold and utilized. (RSPA2)

**TOTAL TON-MILES:** The aircraft miles flown on each inter - airport hop multiplied by the tons of revenue traffic (passenger and nonpassenger) carrier on that hop. (RSPA3)

**TOUR OPERATORS:** Establishments primarily engaged in arranging and assembling tours for sale to travel agents. Tour operators primarily engaged in selling their own tours directly to travelers are also included in this industry. (BOC1)

**TOW:** See Term Index for additional tow specific terms.

**TOW:** One or more barges or other floating vessels in the charge of a self - propelled vessel which has undertaken to transport such responsibility elsewhere. A tow is made - up when it has been hitched together and made ready for moving. A barge moored to the front of a towing vessel is the towbarge and the ones out in front are the lead barges. When a barge is towed alongside a towboat, it is "slung under her arm" or "on the hip". When pulled behind, the

barges are said to be "railroaded." When loosely coupled behind, it is called the "mule train." (DOD/COE1)

**TOW LINE:** A holding up line; normally a lashing from the forward head of one barge to the after head of a barge alongside. (DOD/COE1)

**TOWBOAT:** A self - propelled, compact, shallow - draft boat with a squared bow and towing "knees" for pushing tows of barges on inland waterways. In early river transportation, the freight - carrying vessels were pulled or "towed." The contemporary method is to push barges but the traditional term "towboat" is still used for the modern barge pushers instead of the more accurate term "pushboat". (DOD/COE1)

**TOWER:** See Term Index for additional tower specific terms.

**TOWER:** A tall framework or structure, the elevation of which is functional. (DOI4)

**TOWHEAD:** A small island or spit of land extending above or below the main or larger island. It may or may not be recently formed. (DOD/COE1)

**TOWING:** Engaged in towing any vessel or object, other than a person. (USCG2)

**TOWING AND TUGBOAT SERVICE:** Establishments primarily engaged in furnishing marine towing and tugboat services in the performance of auxiliary or terminal services in harbor areas. The vessels used in performing these services do not carry cargo or passengers. (BOC1)

**TOWING KNEES:** The heavily constructed steel angles mounted in a fixed position on the bow of all western river towboats to enable them to push against the stern of barges. (DOD/COE1)

**TRACK:** See Term Index for additional track specific terms.

**TRACK CIRCUIT:** An electrical circuit of which the rails of the track form a part. (49CFR236)

**TRACK MILE:** (See also Miles of Track Operated) One mile of single track. (FRA2)

**TRACKAGE RIGHTS AGREEMENT:** An agreement through which a railroad obtains access and provides service over tracks owned by another railroad where the owning railroad retains the responsibility for operating and maintaining the tracks. (49CFR245)

**TRAFFIC:** See Term Index for additional traffic specific terms.

**TRAFFIC ACCIDENT:** An accident that involved a motor vehicle that occurred on a public highway or road in the United States and that resulted in property damage or personal injury. Does not include accidents that happened in a parking lot, in a driveway, on a private road, or in a foreign country. (FHWA3)

**TRAFFIC ALERT AND COLLISION AVOIDANCE, TYPE I SYSTEM (TCAS):** Utilizes interrogations of, and replies from, airborne radar beacon transponders and provides traffic advisories to the pilot. (14CFR1)

**TRAFFIC ALERT AND COLLISION AVOIDANCE, TYPE II SYSTEM (TCAS):** Utilizes interrogations of, and replies from airborne radar beacon transponders and provides traffic advisories and resolution advisories in the vertical plane. (14CFR1)

**TRAFFIC ALERT AND COLLISION AVOIDANCE, TYPE III SYSTEM (TCAS):** Utilizes interrogation of, and

replies from, airborne radar beacon transponders and provides traffic advisories and resolution advisories in the vertical and horizontal planes to the pilot. (14CFR1)

**TRAFFIC CIRCLE:** A junction of roads that form a circle around which traffic normally moves in one direction. (DOI3)

**TRAFFIC CONTROL SYSTEM:** A block signal system under which train movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track. (49CFR236)

**TRAFFIC FLOW MANAGEMENT:** The process that ensures optimum flow of air traffic to and through areas during times when demand exceeds, or is expected to exceed, the available capacity of the system; an element of the air traffic management process. (FAA7)

**TRAFFIC INSPECTION FACILITY:** An area having facilities to examine pedestrian and vehicular traffic and / or cargo. (DOI3)

**TRAFFIC KNOWN:** With respect to Air Traffic Control (ATC) clearances, means aircraft whose altitude, position, and intentions are known to ATC. (FAA4)

**TRAFFIC LOCKING:** Electric locking which prevents the manipulation of levers or other devices for changing the direction of traffic on a section of track while that section is occupied or while a signal displays an aspect for a movement to proceed into that section. (49CFR236)

**TRAFFIC MANAGEMENT COORDINATOR:** A traffic management specialist resident at the Air Route Traffic Control Center (ARTCC) Traffic Management Unit (TMU) providing

coordination between the national level central flow control function of the ATCCC and local (ARTCC) controllers. (FAA8)

#### **TRAFFIC MANAGEMENT**

**SPECIALIST:** Specialist resident at the Air Traffic Control Command Center (ATCCC) who coordinates between local traffic management specialists at ARTCCs and manages flow control operations. (FAA8)

#### **TRAFFIC MANAGEMENT UNIT**

**(TMU):** A non - control, coordination position at the Air Route Traffic Control Center (ARTCC) connected to the central flow control function at the ATCCC and responsible for dissemination of flow control information at the local level. (FAA8)

**TRAFFIC PATTERN:** The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from, an airport. (14CFR1)

**TRAFFIC SEPARATION SCHEME:** Area of water with lanes designated to separate opposing streams of vessel traffic. (DOI4)

**TRAFFICWAY:** Any right - of - way open to the public as a matter of right or custom for moving persons or property from one place to another, including the entire width between property lines or other boundaries. (NHTSA1)(NHTSA2)(NHTSA3)

**TRAFFICWAY CLASS:** A classification of highways based on a route sign. (NHTSA1)

**TRAIL:** A cleared path, beaten track, or improved surface, as through woods or wilderness, not usually trafficked by vehicles because of width, seasonal conditions, or access restrictions. (DOI3)

**TRAIL DIKE:** A dike of wooden pile construction or rock that extends usually from the riverbank outward toward the channel and trails downstream so as to direct the flow of water into the channel. Trail dikes help maintain the channel by keeping it swept by the directional currents. (DOD/COE1)

**TRAILER:** See Term Index for additional trailer specific terms.

**TRAILER:** A motor vehicle with or without motive power, designed for carrying persons or property and for being drawn by another motor vehicle. (49CFR571)

**TRAILER CONVERTER DOLLY:** A trailer chassis equipped with one or more axles, a lower half of a fifth wheel and a drawbar. (49CFR571)

**TRAILER ON A FLAT CAR/CONTAINER ON A FLAT CAR (TOFC/COFC):** (See also *Intermodal*) Often referred to as intermodal service. (FRA2)

**TRAILER-ON-FLATCAR (TOFC):** (See also *Intermodal*) Transportation of containers on the chassis of railroad flatcars. (MARAD1)

**TRAILERSHIP:** A vessel, other than a carfloat, specifically equipped to carry motor transport vehicles and fitted with installed securing devices to tie down each vehicle. The term trailership includes Roll-on / Roll-off (RO / RO) vessels. (49CFR171)

**TRAILING MOVEMENT:** The movement of a train over the points of a switch which face in the direction in which the train is moving. (49CFR236)

**TRAILING POINT SWITCH:** A switch, the points of which face away from traffic

approaching in the direction for which the track is signaled. (49CFR236)

**TRAIN:** See Term Index for additional train specific terms; See also *Locomotive, Rail, Railway, Railroad.*

**TRAIN:** One or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains. (49CFR171)

**TRAIN:** A locomotive unit or locomotive units coupled, with or without cars, involved in a railroad operation conducted on a main track. It does not include yard movements. (49CFR221) (49CFR236)(FRA1)(FRA4)

**TRAIN:** A unit of equipment or a combination of units of equipment (including light locomotives) in condition for movement over tracks by self-contained motor equipment. (49CFR245)

**TRAIN:** For purposes of accident / incident reporting, a train is a locomotive or locomotives coupled with or without cars, and with or without markers displayed. This definition includes trains consisting entirely of self-propelled units designed to carry passenger, freight traffic, or both. (FRA3)

**TRAIN ACCIDENT:** Any collision, derailment, fire, explosion, act of God, or other event involving the operation of on-track equipment and resulting in reportable damage to track or on-track equipment above an established dollar threshold. (FRA3)

**TRAIN HOUR:** The elapsed time of a road freight train between the time of leaving the initial terminal and the time of arrival at the final terminal, including

train switching at the time of arrival at the final terminal, including train switching at way stations and delays on road. (FRA2)

**TRAIN INCIDENT:** Any event involving the movement of railroad on-track equipment that results in a death, a reportable injury, or a reportable illness, but in which railroad property damage does not exceed the reporting threshold. (FRA1)

**TRAIN MILE:** The movement of a train a distance of one mile measured by the distance between terminals and / or stations and includes yard switching miles, train switching miles, and work train miles, Yard switching miles may be computed on any reasonable, supportable, and verifiable basis. In the event actual mileage is not computable by other means, yard switching miles may be computed at the rate of 6 mph for the time actually engaged in yard switching service. (49CFR245)(FRA1)

**TRAIN OR YARD CREW:** One or more railroad employees assigned a controlling locomotive, under the charge and control of one crew member; called to perform service covered by Section 2 of the Hours of Service Act; involved with the train or yard movement of railroad rolling equipment they are to work with as an operating crew; reporting and working together as a unit that remains in close contact if more than one employee; and subject to the railroad operating rules and program of operational tests and inspections required in 49 CFR 217.9 and 217.11. (49CFR218)

**TRAIN ORDER:** Mandatory directives issued as authority for the conduct of a railroad operation outside of yard limits. (49CFR221)

**TRAINING (INSTRUCTIONAL):** Any use of an aircraft for the purpose of formal instruction with the flying instructor aboard, or with the maneuvers on the particular flight, specified by the flight instructor; excludes proficiency flying. (FAA10)

**TRAINMEN:** Persons employed as engineers and motormen, firemen and helpers, conductors, brakemen and flagmen engaged in passenger, freight, yard or work service and train baggagemen. Prior to 1984 this category did not include hostlers. The Interstate Commerce Commission revised the occupational groupings in 1984 and now includes hostlers in the train and engine category. (FRA1)(FRA4)

**TRAINSHIP:** (See also *Intermodal*) A vessel other than a rail car ferry or carfloat, specially equipped to transport railroad vehicles, and fitted with installed securing devices to tie down each vehicle. (49CFR171)

**TRAMP:** An oceangoing vessel that does not operate along a definite route or on a fixed schedule, but rather calls at any port where cargo is available. (DOD/COE1)

**TRANS-SHIPMENTS:** Ports and offshore anchorages where cargo is moved from one vessel to another. These are: St. Lucia, Virgin Islands; Heald Bank off LA - TX coast; Chirqui Grande, Panama; Puerto Armuelles, Panama; and Hondo Platform - Pacific Ocean. (DOD/COE2)

**TRANSFER CAPABILITY:** The overall capacity of interregional or international power lines, together with the associated electrical system facilities, to transfer power and energy from one electrical system to another. (DOE5)

**TRANSFER OF CONTROL:** The action whereby control responsibility for an aircraft is transferred from one controller to another. (FAA8)

**TRANSFER PIPING:** (See also *Hazardous Material*) A system of permanent and temporary piping used for transferring hazardous fluids between any of the following: liquefaction process facilities, storage tanks, vaporizers, compressors, cargo transfer systems, and facilities other than pipeline facilities. (49CFR193)

**TRANSFER SYSTEM:** Includes transfer piping and cargo transfer system. (49CFR193)

#### **TRANSFERRING**

**CONTROLLER/FACILITY:** A controller / facility transferring control of an aircraft to another controller / facility. (FAA8)

**TRANSFORMER:** An electrical device for changing the voltage of alternating current. (DOE5)

**TRANSIT:** A partial or complete upbound or downbound passage of a vessel through one or more locks of a Seaway canal. (SLSDC1)

**TRANSIT BUS:** (See also *Intercity Bus, Motorbus, School and Other Nonrevenue Bus*) A bus designed for frequent stop service with front and center doors, normally with a rear - mounted diesel engine, low - back seating, and without luggage storage compartments or rest room facilities. Includes motor bus and trolley coach. (DOE6)

**TRANSIT MODE:** (See also *Rail Mode, Rapid Rail, Rapid Transit Rail, Transit Railroad, Transit Railway*) Generally defined as urban and rural public transportation services -- including

commuter trains, ferry service, heavy rail (rapid rail) and light rail (streetcar) transit systems, and local transit buses -- and taxis. (BTS1)

#### **TRANSIT OF AN INLAND WATERWAYS TRANSPORT (IWT)**

**VESSEL:** Any laden or unladen IWT vessel which has entered and left the country at different points by whatever means of transport provided the total journey within the country was by inland waterway and that there has been no loading or unloading operation in the country. (DOD/COE1)

**TRANSIT PROPERTY:** All facilities which are directly controlled by a transit agency (agency is responsible for cleaning or maintaining) or provided to a transit agency for its use by another public or private entity (formal / informal agreement with the owner wherein services or facilities are provided to benefit the transit agency). This includes stations, exclusive right - of - ways, bus stops, and maintenance facilities. (FTA1)(FTA2)

**TRANSIT PROPERTY DAMAGE:** The dollar amount required to repair or replace transit property damaged during an incident. (FTA2)

**TRANSIT RAILROAD:** (See also *Rapid Rail, Rapid Transit Rail, Transit Mode, Transit Railway*) Includes heavy and light transit rail. Heavy transit rail is characterized by exclusive rights - of - way, multi - car trains, high speed rapid acceleration, sophisticated signaling, and high platform loading. Also known as subway, elevated railway, or metropolitan railway (metro). Light transit rail may be on exclusive or shared rights - of - way, high or low platform loading, multi - car trains or single cars, automated or manually operated. In

generic usage, light rail includes streetcars, trolley cars, and tramways. (DOE6)

**TRANSIT RAILWAY:** (See also *Rail Mode, Rapid Rail, Rapid Transit Rail, Transit Mode, Transit Railroad*)

Suburban and urban railway (including light rail such as trolleys, cable cars and car lines) used only for transporting people. (DOI3)

**TRANSIT ZONES:** A form of free trade zone. They are ports of entry in coastal countries that are established as storage and distribution centers for the convenience of a neighboring country lacking adequate port facilities or access to the sea. A transit zone is administered so that goods in transit to from the neighboring country are not subject to the customs duties, import controls or many of the entry and exit formalities of the host country. (USTTA1)

**TRANSMISSION NETWORK:** A system of transmission or distribution lines so cross - connected and operated as to permit multiple power supply to any principal point. (DOE5)

**TRANSMISSION TYPE:** The transmission is the part of a vehicle that transmits motive force from the engine to the wheels, usually by means of gears for different speeds using either a hydraulic "torque - converter" (automatic) or clutch assembly (manual). On front - wheel drive cars, the transmission is often called a "transaxle". Fuel efficiency is usually higher with manual rather than automatic transmissions, although modern, computer - controlled automatic transmissions can be efficient. (DOE4) (DOE5)

**TRANSMISSION TYPES:**

A3 - Automatic three speed, A4 - Automatic four speed, A5 - Automatic

five speed, L4 - Automatic lockup four speed, M5 - Manual five speed. (DOE6)

**TRANSPONDER:** A piece of equipment which, when set upon a specific radio frequency, emits a directional signal of its own and enables the receiver to track or monitor the truck's location. (BOC3)

**TRANSPONDER:** The airborne radar beacon receiver / transmitter portion of the Air Traffic Control Beacon System that automatically receives radio signals from interrogators on the ground and selectively replaces with specific reply pulse - on - pulse group only those interrogations being received on the mode to which it is set to respond. Each aircraft transponder is capable of replying to 4,096 codes as selected by the pilot. Provides the air traffic controller positive location and, in some cases, altitude information. (FAA1)

**TRANSPORT:** See *Term Index for additional transport specific terms; See also Transportation, Transshipment, Travel, Trip.*

**TRANSPORT:** Movement of natural, synthetic, and / or supplemental gas between points beyond the immediate vicinity of the field or plant from which produced except 1) For movements through well or field lines to a central point for delivery to a pipeline or processing plant within the same state or 2) Movements from a citygate point of receipt to consumers through distribution mains. (DOE5)

**TRANSPORT AIRPORT:** An airport designed, constructed and maintained to serve airplanes in Aircraft Approach Category C and D. (FAA12)

**TRANSPORT RELATED EXPENSES:**

All expense items applicable to the generation of transport - related revenues. (RSPA1)

**TRANSPORT REVENUE:** Revenues from the transportation by air of all classes of traffic in scheduled and nonscheduled services. (RSPA1)

**TRANSPORT VEHICLE:** A cargo - carrying vehicle such as an automobile, van, tractor, truck, semitrailer, tank car or rail car used for the transportation of cargo by any mode. Each cargo carrying body (trailer, rail car, etc.) is a separate transport vehicle. (49CFR171)

**TRANSPORTATION:** See Term Index for additional transportation specific terms; See also Transport, Transshipment, Travel, Trip.

**TRANSPORTATION****ADMINISTRATION AND SUPPORT:**

All activities associated with transportation administration, revenue vehicle movement control and scheduling including supervision and clerical support. (FTA1)

**TRANSPORTATION AGREEMENT:**

Any contractual agreement for the transportation of natural and / or supplemental gas between points for a fee. (DOE5)

**TRANSPORTATION BILL:** The bill refers to the market value of all purchases of transportation services and facilities; it includes all domestic expenditures made by an economy for transportation purposes. Although the transportation bill does not reflect several significant non - market costs, it is a useful indicator of a country's

transportation expenditures, and transportation analysts closely follow changes in the bill and its components. (BTS1)

**TRANSPORTATION INDUSTRY:**

Those establishments or parts of establishments that build transportation facilities and equipment; operate transportation facilities; provide for - hire transportation services for individuals, households, businesses, or government agencies; provide supporting in - house transportation for a business or government agency; arrange transportation services for individuals, households, businesses or government agencies; provide supporting services necessary to the provision of transportation services; or administer transportation programs. This definition includes a diverse cross section of the economy, such as automobile manufacturers, railroads, travel agents, school district bus operators, port authorities, gas stations, and the trucking fleets of major grocery chains. (BTS2)

**TRANSPORTATION INTERFACE AND REPORTING SYSTEM (TIRES):**

Processes all income earned and expenses incurred in operating the Interagency Fleet Management System. TIRES produces profit and loss reports as well as other detail reports for output to FSS. Sales transactions are generated for input into the Automotive Billing (AUTOBILL) module. (GSA2)

**TRANSPORTATION SECTOR:** The transportation sector consists of private and public vehicles that move people and commodities. Included are automobiles, trucks, buses, motorcycles, railroads and railways (including streetcars), aircraft, ships, barges, and natural gas pipelines. (DOE3)

**TRANSPORTER:** The party or parties, other than buyer or seller, owning the facilities by which gas or liquefied natural gas (LNG) is physically transferred between buyer and seller. (DOE5)

**TRANSSHIPMENT:** The transfer of goods from one carrier to another. (DOD/COE1)

**TRANSSHIPMENT:** (See also *Intermodal*) A method of ocean transportation whereby ships off-load their oil cargo to a deepwater terminal, floating storage facility, temporary storage, or to one or more smaller tankers from which or in which the oil is then transported to a market destination. (DOE5)

**TRAP CIRCUIT:** A term applied to a circuit used where it is desirable to provide a track circuit but where it is impracticable to maintain a track circuit. (49CFR236)

**TRAVEL:** See *Term Index for additional travel specific terms; See also Transport, Transportation, Transshipment, Trip.*

**TRAVEL ADVISORY PROGRAM:** The Department of State manages a travel advisory program which publicizes 1) Travel warnings which are issued when State decides to recommend that Americans avoid travel to a certain country and 2) Consular information sheets, issued for every country, which advise travelers of health concerns, immigration and currency regulations, crime and security conditions, areas of unrest or instability, and the location of U.S. embassies or consulates. (USTTA1)

**TRAVEL AGENCIES:** Establishments primarily engaged in furnishing travel information and acting as agents in

arranging tours, transportation, rental of cars, and lodging for travelers. (BOC1)

**TRAVEL AGENT:** Any person engaged in the formation of groups for transportation or in the solicitation or sale of transportation services. (14CFR208)

**TRAVEL DAY:** A 24 - hour period from 4:00 a.m. to 3:59 a.m. designated as the reference period for studying trips and travel by members of a sampled household. (FHWA3)

**TRAVEL DAY TRIP:** A travel day trip is defined as any one - way travel from one address (place) to another by any means of transportation (e.g., private motor vehicle, public transportation, bicycle, or walking). When travel is to more than one destination, a separate trip exists each time one or both of the following criteria is satisfied: the travel time between two destinations exceeds 5 minutes, and / or the purpose for travel to one destination is different from the purpose for travel to another. The one exception is travel within a shopping center or mall. It is to be considered travel to one destination, regardless of the number of stores visited. (FHWA3)

**TRAVEL DENSITY:** The average number of vehicle miles driven on a section of highway each day divided by the length of the section in miles. It is expressed as a number of vehicles and may be referred to as average daily traffic (ADT). (FHWA1)

**TRAVEL PERIOD:** The 13 days immediately preceding the travel day and the designated travel day for a sampled household, for a total of 14 days. (FHWA3)

**TRAVEL PERIOD TRIP:** A travel period trip is one - way to a destination which is 75 miles or more from home with a return home trip during the 14 - day travel period. Travel to the destination is counted as one trip and travel to return home is counted as another trip. For example, a person living in Denver flies to San Francisco, stays one week, and returns to Denver during the 14 - day travel period. This would be counted as two travel period trips - one outgoing and one return. The only time a travel period trip would not have a return trip collected is when the respondent moves his / her residence. (FHWA3)

**TRAVEL SURFACE:** The type of material which forms the travel surface. Codes as follows: AG - aggregate, B - bituminous, C - concrete, CA - caliche, N - natural (graded and drained), NU - natural unimproved (wheel tracks, O.R.V.). (DOI2)

**TRAVELER:** A person who stays for a period of less than 1 year in a country of which he or she is not a resident. Military and other government personnel and their dependents stationed outside their country of residence are not considered travelers, regardless of the length of their stay abroad; they are considered to have remained within the economy of their home country. The definition of travelers also excludes owners or employees of business enterprises who temporarily work abroad in order to further the enterprise's business, but intend to return to their country of residence within a reasonable period of time. (USTTA1)

**TREASURY STOCK:** The cost of reacquired capital stock issued by the air carrier and not retired or cancelled. (RSPA1)

**TRESPASSER:** Any person whose presence on railroad property, used in railroad operation, is prohibited or unlawful. (FRA1)(FRA4)

**TRESPASSERS (CLASS E):** Persons who are on that part of railroad property used in railroad operation and whose presence is prohibited, forbidden, or unlawful. (FRA3)

**TRIAXLE:** Three axle tractor or trailer. (ATA1)

**TRIP:** See Term Index for additional trip specific terms; See also Transport, Transportation, Transshipment, Travel.

**TRIP:** A movement of a locomotive over all or any portion of automatic train stop, train control or cab signal territory between the terminals for that locomotive; a movement in one direction. (49CFR236)

**TRIP PILOT:** A pilot hired for one trip only. (DOD/COE1)

**TRIP TYPE:** "Intercity" or "city." Trip type is often subdivided into "charter" or "scheduled" service. (FHWA2)

**TRIP TYPE:** Trip Type: "Local" or "over - the - road." (FHWA4)

**TRIPLE TRUCK:** A truck - tractor which pulls 3 trailers. (BOC3)

**TROLLEY COACH:** Rubber - tired electric transit vehicle, manually - steered, propelled by a motor drawing current, normally through overhead wires, from a central power source not on board the vehicle. (DOE6)

**TROLLY BRAKE:** A hand valve used to operate the trailer brakes independently of tractor brakes. (ATA1)

**TRUCK:** See Term Index for additional truck specific terms; See also Motor Vehicle, Semi, Semitrailer, Tractor Trailer, Trucking.

**TRUCK:** A motor vehicle with motive power, except a trailer, designed primarily for the transportation of property or special purpose equipment. (49CFR390)(49CFR571)

**TRUCK CRASH:** (See also Accident, Crash, Collision, Incident) A motor vehicle crash in which at least one medium or heavy truck is involved. (NHTSA4)

**TRUCK DAMAGE:** All costs, including labor and material, associated with the repair or replacement in kind of signals, track, track structures (including bridges or tunnels) or roadbeds that were damaged in a collision, derailment or other reportable event. When track, signals, structures, etc. are damaged beyond repair, the current cost of new materials is to be used. However, replacement of second - hand rail with second - hand rail, may be charged at the current cost of such rail. (FRA3)

#### **TRUCK INVENTORY AND USE**

**SURVEY:** Survey designed to collect data on the characteristics and operational use of the nation's truck population. It is conducted every five years by the U.S. Bureau of the Census. Surveys were conducted in 1963, 1967, 1972, 1977, 1982, and 1987. (DOE6)

**TRUCK JOCKEY:** Truck driver. (ATA1)

**TRUCK LOAD:** Shipments with an actual weight of 10,000 pounds or more. (BOC3)

**TRUCK SIZE CLASSIFICATION:** U.S. Bureau of the Census has categorized trucks by gross vehicle weight (GVW) as

follows: 1) Light - Less than 10,000 pounds GVW 2) Medium - 10,001 to 20,000 pounds GVW 3) Light - heavy - 20,001 to 26,000 pounds GVW 4) Heavy - heavy - 26,001 pounds GVW or more. (DOE6)

**TRUCKING:** See Term Index for additional trucking specific terms; See also Motor Vehicle, Semi, Semitrailer, Tractor Trailer, Truck.

**TRUE AIRSPEED:** The airspeed of an aircraft relative to undisturbed air. True airspeed is equal to equivalent airspeed multiplied by  $(\rho/\rho_0)^{1/2}$ . (14CFR1)

**TRUNKING:** A casing used to protect electrical conductors. (49CFR236)

**TRUNNION:** A cylindrical projection supporting a revolving part. (49CFR236)

**TUG:** See Term Index for additional tug specific terms; See Towboat.

**TUG:** Powered vessel developing not less than 37 KW and designed for the towing of dumb barges, pushed - towed barges, and rafts, but not for the carriage or goods. (DOD/COE1)

**TUG AND BARGE COMBINATIONS:** The assessment of tolls requires tugs and barges in common transit to be considered as one unit. In this report the number of transits shown under this category represents the number of combined passages plus the number of individual tugs transiting the Seaway. (SLSDC1)

**TUNNEL:** An underground or underwater passage. (DOI4)

**TUNNEL ENTRANCE:** Opening that affords entry to an underground or underwater passage. (DOI3)

**TURBOFAN AIRCRAFT:** Aircraft propelled by a turbojet engine whose thrust has been increased by the addition of a low - pressure compressor (fan). The turbofan engine can have an oversized low - pressure compressor at the front with part of the flow by passing the rest of the engine (front - fan or forward - fan) or it can have a separate fan driven by a turbine stage (air - fan). (FAA15)

**TURBOJET AIRCRAFT:** Aircraft propelled by jet engines incorporating a turbine - driven air compressor to take in and compress the air for the combustion of fuel or the gases of combustion (or the heated air) being used both to rotate the turbine and to create a thrust producing jet. (FAA15)

**TURBOPROP AIRCRAFT:** Aircraft in which the main propulsive force is supplied by a conventional propeller driven by a gas turbine. Additional propulsive force may be supplied from the discharged turbine exhaust gas. (FAA15)

**TURBOSHAFT HELICOPTER:** A helicopter powered by one or more gas turbine engines. (FAA15)

**TURN:** See Term Index for additional turn specific terms.

**TURN A TOW:** To exchange tows, as when a towboat meets another towboat belonging to the same company proceeding in the opposite direction and they exchange their entire tows and return in the same direction from whence they came. (DOD/COE1)

**TURN AROUND:** A truck that leaves from and returns to the same terminal. (ATA1)

**TURN SIGNAL:** Lamps used to indicate a change in direction by emitting a

flashing light on the side of a motor vehicle towards which a turn will be made. (49CFR393)

**TURNING BASIN:** An area of water or enlargement of a channel used for the turning around of vessels. (DOD/COE1)

**TURNING ROADWAY:** A connecting roadway between two intersection legs that are at the same grade. (DOI3)

**TURNING SHIPPING LANE:** Area designated as a place for ships to turn. (DOI3)

**TURNTABLE:** A circular, horizontal, rotating platform equipped with a railway track, used for turning locomotives, as in a roundhouse. (DOI3)(DOI4)

**TWIN SCREW:** A truck or tractor with two rear axles, both driven by the engine. (ATA1)

**TWO AXLE FOUR TIRE TRUCK:** A motor vehicle consisting primarily of a single motorized device with two axles and four tires. (DOE6)

**TYPE:** See Term Index for additional type specific terms.

**TYPE:** (1) As used with respect to the certification, ratings, privileges, and limitations of airmen, means a specific make and basic model of aircraft, including modifications thereto that do not change its handling or flight characteristics. Examples include: DC-7, 1049, and F-27; and (2) As used with respect to the certification of aircraft, means those aircraft which are similar in design. Examples include: DC-7 and DC-7C; 1049G and 1049H; and F-27 and F27F. and (3) As used with respect to the certification of aircraft engines means those engines which are similar in

design. For example, JT8D and JT8D7 are engines of the same type, and JT9D-3A and JT9D-7 are engines of the same type. (14CFR1)

**TYPE 46 STRUCTURE:** A formerly widely used simple lumber pole - type support for mounting a battery - operated aids to navigation light. (DOD/COE1)

**TYPE OF DRIVE:** Refers to which wheels the engine power is delivered to, the so - called "drive wheels." Rear - wheel drive, has drive wheels on the rear of the vehicle. Front - wheel drive, a newer technology, has drive wheels on the front of the vehicle. Four - wheel drive uses all four wheels as drive wheels, and is found mostly on Jeep - like vehicles and trucks, though it is becoming increasingly more common on station wagons and vans. (DOE4)(DOE5)

**TYPE OF OCCURRENCE:** (See also *Accident*) The highest level of an accident classification mechanism known as the sequence of events. (NTSB1)(NTSB2)

**TYPE OF PRIMARY SERVICE:** The dominant type of service the respondent uses at the service station. Response categories include Full - Service Pumps, "Self - or Mini - Service Pumps," or "Both Equally." Mini Service is provided when attendants pump the vehicle fuel but do not provide any other service, such as checking the tire pressure or washing windshields. (DOE4)

**TYPES OF GOODS CARRIED BY INLAND WATERWAYS:** The categories of goods carried by inland waterways are those defined by the NST / R (Standard Goods Nomenclature for Transport Statistics / revised EUROSTAT) or CSTE (UN-ECE Commodity Classification for Transport Statistics in Europe) nomenclatures. (DOD/COE1)

**ULLAGE:** See *Outage*.

**ULTRA-LOW EMISSION VEHICLE:** A lean fuel vehicle meeting the more stringent Ultra - low emission standards. (DOE6)

**UNDER CONSTRUCTION ROAD:** Road construction has begun but is not completed. (DOI3)

**UNDER CONSTRUCTION RUNWAY:** Construction has begun but is not completed. (DOI3)

**UNDERNEATH THE POINT:** Directly below and downstream from the point of land. (DOD/COE1)

**UNDERPASS:** The grade separation where part or all of one feature instance is directly above part or all of another feature instance. (DOI3)

**UNDREDGED SHIPPING LANE:** Lane has not been dug out. (DOI3)

**UNFINISHED OIL:** Includes all oils requiring further processing, except those requiring only mechanical blending. In most cases, these are produced by partial refining or purchased in an unfinished state for conversion to finished products by further refining. (DOE5)

**UNION OF SOVIET SOCIALIST REPUBLIC (U.S.S.R):** Consisted of 15 constituent republics: Armenia, Azerbaijan, Belorussia, Estonia, Georgia, Kazakhstan, Kirghizia, Latvia, Lithuania, Moldavia, Russia, Tadzhikistan, Turkmenistan, Ukraine, and Uzbekistan. As a political entity, the U.S.S.R. ceased to exist as of December 31, 1991. (DOE3)

**UNIT LOAD DEVICE:** Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo. (49CFR171)

**UNIT TOW:** An integrated tow consisting of bow, center, and stem sections. Found generally in the liquid cargo trade. (DOD/COE1)

**UNITED STATES:** In a geographical sense, means 1) The States, the District of Columbia, Puerto Rico, and the possessions, including the territorial waters, and 2) The airspace of those areas. (14CFR1)

**UNITED STATES (U.S.) FLAG CARRIER (OR AMERICAN FLAG CARRIER):** One of a class of air carriers holding a Certificate of Public Convenience and Necessity issued by the DOT, approved by the President, authorizing scheduled operations over specified routes between the United States (and / or its territories) and one or more foreign countries. (FAA2)

**UNITED STATES (U.S.) TERRITORIES:** Include Samoa, Guam, the Northern Marianas, and the Virgin Islands. (FHWA2)

**UNITED STATES AIR CARRIER:** A citizen of the United States who undertakes directly by lease, or other arrangement, to engage in air transportation. (14CFR1)

**UNITED STATES COAST GUARD (USCG):** Established by act of January 28, 1915 (14 U.S.C.1), became a component of the Department of Transportation on April 1, 1967, pursuant to the Department of Transportation Act of October 15, 1966 (49 U.S.C. app. 1651 note). The Coast Guard is a branch of the Armed Forces of

the United States at all times and is a service within the Department of Transportation except when operating as part of the Navy in time of war or when the President directs. The predecessor of the Coast Guard, the Revenue Marine was established in 1790 as a federal maritime law enforcement agency. Other major responsibilities which have since been added are search and rescue, maritime law enforcement, marine inspection, marine licensing, great lake pilotage, marine environmental response, port safety and security, waterways management, aids to navigation, bridge administration, ice operations, deepwater ports, boating safety, coast guard auxiliary, military readiness, reserve training and marine safety council. (OFR1)

**UNITED STATES CODE:** Contains a consolidation and codification of all general and permanent laws of the U.S. Important Titles are: 14 - Coast Guard. 19 - Customs Duties, 33 - Navigation and Navigable Waters, 46 - Shipping, and 49 - Transportation. (USCG1)

**UNITED STATES TRAVEL AND TOURISM ADMINISTRATION (USTTA):** An agency in the Commerce Department; it's principal mission is to implement broad tourism policy initiatives for the development of international travel to the U.S. as a stimulus for economic stability. (USTTA1)

**UNLADEN INLAND WATERWAYS TRAFFIC:** Any movement of an Inland Waterways Transport (IWT) freight vessel for which the gross weight of goods carried. Including that of equipment such as containers, swap - bodies and pallets. is nil; as well as any movement of an IWT passenger vessel without passengers. (DOD/COE1)

**UNLATCH:** Release lock on fifth wheel to drop trailer. (ATA1)

**UNLEADED GASOLINE:** (See also *Fuel, Gasohol, Gasoline, Kerosene*) Contains not more than 0.05 gram of lead per gallon and not more than 0.005 gram of phosphorus per gallon. Premium, regular and intermediate grades are included, depending on the octane rating. (DOE4)(DOE5)

**UNLINKED PASSENGER TRIPS:** The number of passengers who board public transportation vehicles. A passenger is counted each time he / she boards a vehicle even though he / she may be on the same journey from origin to destination. (FTA1)

**UNLOADED VEHICLE WEIGHT:** The weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo, occupants, or accessories that are ordinarily removed from the vehicle when they are not in use. (49CFR571)

**UNPAVED ROAD SURFACE:** Gravel / soil and unimproved roads and streets (*Surface/Pavement Type Codes 20, 30 and 40*). (FHWA2)

**UNSATISFACTORY CONDITION CLASSIFICATION:** Facility is not operational and is not serving the purpose for which it was constructed. (DOI2)

**UNSCHEDULED REPAIR:** Maintenance requiring the emergency repair of a piece of equipment as distinguished from those repairs performed during a scheduled cycle. (GSA2)

**UP THE HILL:** Anything away from the towboat and on shore. When a river man has "gone up the hill," he has gone

ashore, whether it be in a city or on a mountainside or across a prairie. (DOD/COE1)

**UP-AND-DOWN ROD:** [with respect to rail operations] A rod used for connecting the semaphore arm to the operating mechanism of a signal. (49CFR236)

**UPBOUND WATERWAYS:** Traffic that moves in an upstream direction. For waterways without a characteristic monodirectional flow (e.g. the Gulf Intracoastal Waterway), "upbound" means in a northerly or easterly direction. (DOD/COE2)

**UPPER COUPLER ASSEMBLY:** A structure consisting of an upper coupler plate, king - pin and supporting framework which interfaces with and couples to a fifth wheel. (49CFR393)

**UPPER COUPLER PLATE:** A plate structure through which the king - pin neck and collar extend. The bottom surface of the plate contacts the fifth wheel when coupled. (49CFR393)

**UPPER GAGE:** A water level gage located at the upper end of the lock. (DOD/COE1)

**UPPER-HALF OF SADDLE-MOUNT:** (See also *Saddle-Mount, Lower-Half of Saddle-Mount, King-Pin Saddle-Mount*) That part of the device which is securely attached to the towed vehicle and maintains a fixed position relative thereto, but does not include the "king - pin." (49CFR393)

**URBAN:** Usually refers to areas with population of 5,000 or greater. (DOE6)

**URBAN HIGHWAY:** Any road or street within the boundaries of an urban area. An urban area is an area including and adjacent to a municipality or urban place

with 5,000 or more population. The boundaries of urban areas are fixed by the State highway departments, subject to the approval of the Federal Highway Administration, for purposes of the Federal - Aid highway program. (FHWA1)

#### **URBAN INLAND WATERWAYS**

**TRANSPORT:** Transport carried out on inland waterways located within the boundaries of a built - up area. (DOD/COE1)

**URBANIZED AREA:** (1) Areas with a population of 50,000 or more, at a minimum, encompass an entire urbanized area in a state, as designated by the U.S. Bureau of the Census. The Federal Highway Administration (FHWA) approved, adjusted urbanized area boundaries include the census defined urbanized areas plus transportation centers, shopping centers, major places of employment, satellite communities, and other major trip generators near the edge of the urbanized area, including those expected to be in place shortly. (2) An approximate classification of sample households as belonging to an urbanized area or not. Those classified as belong to an urbanized area were either in a central city of a Metropolitan Statistical Area (MSA), or in a MSA but outside the central city, and within a zip code area with a population density of at least 500 people per square mile in 1990. (FHWA2) (FHWA3)

**USED VEHICLE:** A vehicle with prior use. (49CFR37)

**USEFUL THERMAL OUTPUT:** The thermal energy made available for use in any industrial or commercial process or used in any heating or cooling application, i.e., total thermal energy made available for processes and

applications other than electrical generation. (DOE5)

**USER:** The external individual or group that receive services from the National Airspace System (NAS) (e.g., Pilot, Air Carrier, General Aviation, Military, Law Enforcement Agencies, etc.). (FAA8)

**USER CHARGE:** A charge or fee for use of an improved waterway. Possible types of charges include: fuel taxes, lockage fees, segment tolls, and licensing of floating equipment. (DOD/COE1)

**USER-PREFERRED TRAJECTORY:** The route, altitude profile, speed, and times of departure and arrival that the user prefers. (FAA7)

**UTILITY AIRPORT:** An airport designed, constructed, and maintained to serve airplanes in Aircraft Approach Category A and B. (FAA12)

**UTILITY EMPLOYEE:** A railroad employee assigned to and functioning as a temporary member of a train or yard crew whose primary function is to assist the train or yard crew in the assembly, disassembly or classification of rail cars, or operation of trains. (49CFR218)

**VAN:** See Term Index for additional vanecific terms; See also Automobile, Carpool, Motor Vehicle, Vehicle.

**VAN:** Includes large vans. Exceptions are: 1) Volkswagen vans are categorized as minivans, and 2) All other pre-1983 vans are categorized as vans. (DOE5)

**VAN:** Privately owned and / or operated vans and minivans designed to carry from 5 to 13 passengers or to haul cargo. (FHWA3)

**VANPOOL:** A voluntary commuter ridesharing arrangement, using vans with a seating capacity greater than 7 persons (including the driver) or buses, which provides transportation to a group of individuals traveling directly from their homes to their regular places of work within the same geographical area, and in which the commuter / driver does not receive compensation beyond reimbursement for his or her costs of providing the service. (49CFR37)

**VANPOOL:** Public sponsored commuter service operating under prearranged schedules for previously formed groups of riders in 8 - to 18 seat vehicles. Drivers are also commuters who receive little or no compensation besides the free ride. (FTA1)(FTA3)

**VAPORIZATION:** An addition of thermal energy changing a liquid or semisolid to a vapor or gaseous state. (49CFR193)

**VAPORIZER:** A heat transfer facility designed to introduce thermal energy in a controlled manner for changing a liquid or semisolid to a vapor or gaseous state. (49CFR193)

**VARIABLE OPERATING COST:** In reference to passenger car operating cost, expenditures which are dependent on the amount of use of the car, such as the cost of gas and oil, tires, and other maintenance. Organization for Petroleum Exporting Countries: (OPEC) Includes Saudi Arabia, Iran, Venezuela, Libya, Indonesia, United Arab Emirates, Algeria, Nigeria, Ecuador, Gabon, Iraq, Kuwait, and Qatar. Data for Saudi Arabia and Kuwait include their shares from the Partitioned Zone (formerly the Neutral Zone). (DOE6)

**VEHICLE:** See Term Index for additional vehicle specific terms; See also

*Automobile, Bus, Car, Minivan, Moped, Motorcycle, Motor Vehicle, Semi, Semitrailer, Taxi, Tractor Trailer, Truck.*

**VEHICLE:** As the term is applied to private entities, does not include a rail passenger car, railroad locomotive, railroad freight car, or railroad caboose, or other rail rolling stock described in section 242 of title III of the Act. (49CFR37)

**VEHICLE:** Motorized vehicles used by U.S. households for personal transportation. Excluded are motorcycles, mopeds, large trucks, and buses. Included are automobiles, station wagons, passenger vans, cargo vans, motor homes, pickup trucks, and jeeps or similar vehicles. To be included, vehicles must be: 1) Owned by members of the household, or 2) Company cars not owned by household members but regularly available to household members for their personal use and ordinarily kept at home, or 3) Rented or leased for 1 month or more. (DOE4)(DOE5)

**VEHICLE (MOTOR) IN TRANSPORT:** A motor vehicle which is in motion or on a roadway. (NHTSA2)

**VEHICLE ACQUISITION:** (See also *Vehicle Disposition*) The number of vehicles a household acquires or obtains during the year. The average number of vehicles in the stock is computed using these data. (DOE4)(DOE5)

**VEHICLE CLASS:** A term that includes sedans, station wagons, ambulances, buses and trucks, or different categories of vehicles according to Federal Standards for fiscal year 1991. (GSA1)

**VEHICLE CLASS:** The first three characters of the vehicle license number on a government vehicle. The first character will always be "G". (GSA2)

**VEHICLE CONFIGURATION:** The combination of vehicular units comprising a commercial motor vehicle. (FHWA4)

**VEHICLE DISPOSITION:** (See also *Vehicle Acquisition*) The number of vehicles a household disposes of during the survey year. Disposed vehicles include those sold, traded, or the owner moved out of the household. The average number of vehicles in the stock is computed using these data. (DOE4)

**VEHICLE FUEL:** (See also *Fuel, Gasohol, Gasoline, Kerosene*) The predominant type of fuel purchased during 1991. Data categories are leaded and unleaded gasoline, diesel motor fuel and "other" which includes propane and gasohol. (DOE4)(DOE5)

**VEHICLE FUEL CONSUMPTION:** Vehicle fuel consumption is computed as the vehicle miles traveled divided by the fuel efficiency reported in MPGs. Vehicle fuel consumption is derived from the actual vehicle mileage collected and the assigned MPGs obtained from Environmental Protection Agency (EPA) certification files adjusted for on - road driving. The quantity of fuel used by vehicles. (DOE1)(DOE5)

**VEHICLE FUEL EXPENDITURES:** The cost, including taxes, of the gasoline, gasohol, or diesel fuel added to the vehicle's tank. Expenditures do not include the cost of oil or other items that may have been purchased at the same time as the vehicle fuel. (DOE4)(DOE5)

**VEHICLE FUEL TANK CAPACITY:** The tank's unusable capacity (i.e., the volume of fuel left at the bottom of the tank when the vehicle's fuel pump can no longer draw fuel from the tank) plus its usable capacity (i.e., the volume of fuel that can be pumped into the tank

through the filler pipe with the vehicle on a level surface and with the unusable capacity already in the tank). The term does not include the vapor volume of the tank (i.e., the space above the fuel tank filler neck) nor the volume of the fuel tank filler neck. (49CFR571)

#### **VEHICLE IDENTIFICATION**

**NUMBER (VIN):** A set of about 17 codes, combining letters and numbers, assigned to a vehicle at the factory and inscribed on a small metal label attached to the dashboard and visible through the windshield. The vehicle identification number (VIN) is a unique identifier for the vehicle and therefore is often found on insurance cards, vehicle registrations, vehicle titles, safety or emission certificates, insurance policies, and bills of sale. The coded information in the VIN describes characteristics of the vehicle such as engine size and weight. (DOE4)(DOE5)

**VEHICLE IN USE:** All vehicles in the inventory that are permanently assigned to an agency or in paid seasonal storage. (GSA2)

**VEHICLE KILOMETER:** Unit of measurement of traffic representing the movement of an individual Inland Waterways Transport (IWT) vessel or convoy over one kilometer. (DOD/COE1)

**VEHICLE MAINTENANCE:** All activities associated with revenue and non - revenue (service) vehicle maintenance, including administration, inspection and maintenance, and servicing (cleaning, fueling, etc.) vehicles. In addition, it includes repairs due to vandalism, and accident repairs of revenue vehicles. (FTA1)

**VEHICLE MANEUVER:** (See also *Crash, Vehicle Role*) Last action (maneuver) this vehicle's driver engaged

in either (1) Just prior to the impact or 2) Just before the driver realized the impending danger. (NHTSA2)

**VEHICLE MILE OF TRAVEL (VMT):** A unit to measure vehicle travel made by a private vehicle, such as an automobile, van, pickup truck, or motorcycle. Each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle. (FHWA3)

**VEHICLE MILES:** Vehicle miles are the miles of travel by all types of motor vehicles as determined by the States on the basis of actual traffic counts and established estimating procedures. (FHWA5)

**VEHICLE MILES:** The total number of miles traveled by transit vehicles. Commuter rail, heavy rail, and light rail report individual car miles rather than train miles for vehicle miles. (FTA2)

**VEHICLE MILES OF TRAVEL (VMT):** The number of miles traveled nationally by vehicles for a period of 1 year. VMT is either calculated using 2 odometer readings or, for vehicles with less than 2 odometer readings, imputed using a regression estimate. (DOE1)(DOE5)(DOE6)

**VEHICLE OCCUPANCY:** The number of persons, including driver and passenger(s) in a vehicle; also includes persons who did not complete a whole trip. Nationwide Personal Transportation Survey (NPTS) occupancy rates are generally calculated as person miles divided by vehicle miles. (FHWA3)

**VEHICLE ON HAND:** All vehicles for which General Services Administration (GSA) has accountability. (GSA2)

**VEHICLE OPERATIONS:** All activities associated with transportation administration including revenue vehicle movement control, scheduling, ticketing and fare collection, system security and revenue vehicle operation. (FTA1)

**VEHICLE ROLE:** (See also *Crash, Vehicle Maneuver*) Role of vehicle in single or multi - vehicle crashes (i.e., non - collision, striking, and struck). (NHTSA2)

**VEHICLE STOCK:** The number of vehicles owned or used by a household for personal transportation. A vehicle is defined in terms of a "Vehicle Year." If a vehicle is present in a household for the entire year, it counted as one vehicle. If a vehicle is present in a household for one - half of the year, it is counted as only one - half of a vehicle. Therefore, the number of vehicles a sample household was considered as having during the year was computed as the days of possession summed over all vehicles in the household, divided by days in a year. (DOE4)(DOE5)

**VEHICLE TRIP:** A trip by a single vehicle regardless of the number of persons in the vehicle. (FHWA3)

**VEHICLE TYPE:** A series of motor vehicle body types that have been grouped together because of their design similarities. (NHTSA1)(NHTSA3)

**VEHICLE USED ON THE JOB:** A vehicle used by anyone in the household for job - related activities, excluding commuting to and from work. (DOE4)(DOE5)

**VEHICLE/PEDESTRIAN DEVIATION (VPD):** (See also *Operational Deviation, Operational Error, Pilot Deviation, Runway Incursion*) An entry or movement on an airport movement area

by a vehicle operator or pedestrian that has not been authorized by air traffic control (includes aircraft operated by a non - pilot). (FAA3)(FAA10)

**VEHICLES AVAILABLE FOR MAXIMUM SERVICE:** Vehicles available to meet annual maximum service requirements. This includes spares, out - of - service vehicles, and vehicles in or awaiting maintenance, but excludes vehicles awaiting sale and emergency contingency vehicles. (FTA1)

**VEHICLES OPERATED IN MAXIMUM SERVICE:** Vehicles operated to meet annual maximum service requirements. This is the revenue vehicle count during the peak season of the year, on the week and day that maximum service is provided. Exclude a typical days or one - time special events. (FTA1)

**VERY HIGH FREQUENCY (VHF) COMMUNICATIONS:** Provides radio voice communications between aircraft and ground stations, also between aircraft. Very High Frequency (VHF) is limited in angle (line of sight) and usually used for air traffic communications. (FAA1)

**VERY HIGH FREQUENCY OMNIDIRECTIONAL RADIO RANGE (VOR):** Used as the basis for navigation in the National Airspace System. (FAA1)(FAA2)(FAA6)

**VERY LARGE CRUDE CARRIER (VLCC):** A crude oil carrying ship of between 160,001 and 320,000 deadweight tons. (DOE5)

**VESSEL:** See Term Index for additional vessel specific terms; See also Boat, Barge, General Cargo Ship, Motorboat, Towboat, Tugboat.

**VESSEL:** Every description of watercraft, used or capable of being used as a means of transportation on the water. (49CFR171)

**VESSEL:** Tankers used to transport crude oil and petroleum products. Vessel categories are as follows: Ultra Large Crude Carrier (ULCC), Very Large Crude Carrier (VLCC), Other Tanker, and Specialty Ships Liquefied Petroleum Gas (LPG) / Liquefied Natural Gas (LNG). (DOE5)

**VESSEL BUNKERING:** Includes sales for the fueling of commercial or private boats, such as pleasure craft, fishing boats, tugboats, and ocean - going vessels, including vessels operated by oil companies. Excluded are volumes sold to the U.S. Armed Forces. (DOE5)

**VESSEL KILOMETER:** Unit of measurement representing the movement of an Inland Waterways Transport (IWT) vessel over one kilometer. (DOD/COE1)

**VISUAL FLIGHT RULE (VFR) TOWER:** An airport traffic control tower providing takeoff and landing services only. It does not provide approach control services. (FAA10)(FAA13)(FAA14)

**VISUAL FLIGHT RULES (VFR):** Rules that govern the procedures for conducting flight under visual conditions. The term (VFR) is also used in the U.S. to indicate weather conditions that are equal to or greater than minimum Visual Flight Rules (VFR) requirements. In addition, it is used by pilots and controllers to indicate type of flight plan. (FAA13)(FAA14)(FAA15)

**VISUAL FLIGHT RULES (VFR) CONDITIONS:** Weather conditions equal to or better than the minimum for flight under visual flight rules. (FAA8)

**VISUAL FLIGHT RULES (VFR)**

**FLIGHT:** Flight conducted in accordance with Visual Flight Rules. (FAA2)(FAA10)

**VISUAL FLIGHT RULES (VFR)**

**OVER-THE-TOP:** With respect to the operation of aircraft, means the operation of an aircraft over - the - top under Visual Flight Rules (VFR) when it is not being operated on an Instrument Flight Rules (IFR) flight plan. (14CFR1)

**VISUAL FLIGHT RULES (VFR)**

**TERMINAL AREA CHARTS:** Depict Class B airspace which provides for the control of segregation of all the aircraft within Class B airspace. The chart depicts topographic information and aeronautical information which includes visual and radio aids to navigation, airports, controlled airspace, restricted areas, obstructed and related data. (FAA4)

**VISUAL METEOROLOGICAL**

**CONDITIONS (VMC):** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than the specified minima. (FAA8)

**VISUAL RUNWAY:** A runway without an existing or planned straight in instrument approach procedure. (FAA12)

**VORTAC:** A navigation aid providing azimuth and distance measuring equipment as one site. (FAA2)

**WALER:** See *Rubbing Stake*.

**WALK:** To use the rudders opposite to the screws so as to cause the tow to move sideways in close maneuvering. (DOD/COE1)

**WALK:** Includes jogging, walking, etc., provided the origin and destination are not the same. (FHWA3)

**WALKING:** A colloquial term for a flanking maneuver. (DOD/COE1)

**WALL:** See *Term Index for wall specific terms*.

**WAR RISK:** The possible aggressive actions against a ship and its cargo by a belligerent government. This risk can be insured by a marine policy with a war risk clause. (DOD/COE1)

**WAREHOUSE:** See *Term Index for additional warehouse specific terms*.

**WAREHOUSE:** A building in which goods may be stored over such a period of time as necessary to make further distribution. (MARAD1)

**WARNING AREA:** Airspace which may contain hazards to non participating aircraft in international airspace. (FAA8)

**WARRANTY:** The written guarantee issued with new motor vehicles or related equipment. It defines the manufacturer's responsibility for the repair or replacement of defective parts and other services provided as part of the purchase price. A warranty can be nullified if the user does not follow certain stipulations of the manufacturer, such as preventive maintenance. (GSA2)

**WASH:** The usually dry portion of a bed of a stream that contains water only during or after a local rainstorm or heavy snowmelt. (DOI3)

**WASTE AND TAR OILS:** Petroleum - based materials that are worthless for any purpose other than fuel use. (DOE5)

**WATER:** See *Term Index* for additional water specific terms; See also *Waterway*.

**WATER INTAKE/OUTFLOW:** A structure through which water enters or exits a conduit. (DOI3)

**WATER MODE:** Consists of navigable rivers, canals, the Great Lakes, the St. Lawrence Seaway, the Intercoastal Waterway, ocean shipping channels; ports; commercial ships and barges, fishing vessels, urban ferries, and recreational boats. (BTS1)(BTS2)

**WATER POLLUTION ABATEMENT EQUIPMENT:** Equipment used to reduce or eliminate waterborne pollutants, including chlorine, phosphates, acids, bases, hydrocarbons, sewage, and other pollutants. Examples of water pollution abatement structures and equipment include those used to treat thermal pollution; cooling, boiler, and cooling tower blowdown water; coal pile runoff; and fly ash waste water. Water pollution abatement excludes expenditures for treatment of water prior to use at the plant. (DOE5)

**WATER SUPPLY:** Establishments primarily engaged in distributing water for sale for domestic, commercial, and industrial use. (BOC1)

**WATER TRANSPORTATION:** Includes establishments engaged in freight or passenger transportation on the open seas or inland waters, and establishments that provide incidental services such as lightering, towing, and canal operation. Also includes excursion, sightseeing, water taxis, and cargo handling. (BEA1)

**WATER TRANSPORTATION OF FREIGHT (NOT ELSEWHERE CLASSIFIED):** Establishments primarily engaged in transporting freight

on all inland waterways, including the intracoastal waterways on the Atlantic and Gulf coasts. (BOC1)

**WATER TRANSPORTATION OF PASSENGERS (NOT ELSEWHERE CLASSIFIED):** Establishments primarily engaged in furnishing water transportation of passengers, not elsewhere classified. (BOC1)

**WATERCOURSE:** A way or course through which water may or does flow. (DOI4)

**WATERFRONT LIQUID NATURAL GAS (LNG) PLANT:** An LNG plant with docks, wharves, piers, or other structures in, on, or immediately adjacent to the navigable waters of the United States or Puerto Rico and any shore area immediately adjacent to those waters to which vessels may be secured and at which LNG cargo operations may be conducted. (49CFR193)

**WATERING PLACE:** A place other than a spring or well where vessels and vehicles replenish their water supply. (DOI4)

**WATERS OF THE U.S.:** The territorial seas; coastal and inland waters, lakes, rivers, and streams that are navigable waters of the United States, including adjacent wetlands; tributaries to navigable waters of the United States, including adjacent wetlands (man - made non - tidal drainage and irrigation ditches excavated on dry land are not considered to be tributaries); interstate waters and their tributaries, including adjacent wetlands; all other waters of the United States such as isolated. (DOD/COE1)

**WATERWAY:** See *Term Index* for additional waterway specific terms; See also *Water*.

**WATERWAY:** River, canal, lake or other stretch of water that by natural or man-made features is suitable for navigation. (DOD/COE1)(DOE5)

**WAY POINT:** A predetermined geographical position used for route or instrument approach definition or progress reporting purposes that is defined relative to a combined very high frequency omni-directional radio range & tactical aircraft control and navigation station position. (14CFR1)

**WAYBILL:** The document covering a shipment and showing the forwarding and receiving stations, the name of consignor and consignee, the car initials and number, the routing, the description and weight of the commodity, instructions for special services, the rate, total charges, advances and waybill reference for previous services, and the amount prepaid. (FRA2)

**WEATHER RADAR:** Provides the flight crew with visual display of weather that could contain turbulence. The system's primary function is to assist in turbulence avoidance, although most airborne radar systems are also capable of terrain mapping. (FAA1)(FAA10)

**WEEKDAY:** From 6 a.m. Monday to 5:59 p.m. Friday. (NHTSA3)

**WEEKEND:** From 6 p.m. Friday to 5:59 a.m. Monday. (NHTSA3)

**WEIGH FACILITY:** An area having facilities for weighing of trucks by State highway authority. (DOI3)

**WEIGHT:** See Term Index for additional weight specific terms.

**WEIGHT TON:** There are three types of weight tons; 1) The short ton, weighing 2,000 pounds; 2) The long ton, weighing

2,240 pounds; and 3) The metric ton, weighing 2,204.68 pounds. The last is frequently quoted for cargo being exported from Europe. (DOD/COE1)

**WEIGHT/MEASUREMENT TON:** In many cases, a rate is shown per weight / measurement ton, carrier's option. This means that the rate will be assessed on either a weight ton or measurement ton basis, whichever will yield the carrier the greater revenue. For example, the rate may be quoted on the basis of 2,240 pounds or 40 cubic feet or 1 metric ton or 1 cubic meter. (DOD/COE1)

**WEIR:** (See also Low Water Dam) A dam in a waterway over which water flows and that serves to raise the water level or to direct or regulate flow. (DOE5)

**WELL AREA:** An area identified as a danger to maritime navigation containing one or more wells. (DOI3)

**WELL OUT IN RIVER:** Channel report term meaning nearer to the middle of the river than to the bank. (DOD/COE1)

**WELLHEAD UNIT VALUE:** The wellhead sales price, including charges for natural gas plant liquids subsequently removed from the gas; gathering and compression charges; and state production, severance, and / or similar charges. (DOE5)

**WESTERN RIVERS:** Generally, the Mississippi River system but technically the Mississippi River system above the Huey P. Long Bridge, the Red River to the north, the Port Allen-Morgan City Waterway, and that part of the Atchafalaya River above its junction with the Port Allen-Morgan City Waterway. (DOD/COE1)

**WHARF:** See Term Index for additional wharf specific terms; See also Dock, Facility, Marina, Pier.

**WHARF:** (See also Dock, Pier) A landing place where vessels may tie up for loading and unloading of cargo. (DOD/COE1)

**WHARF:** A structure extending parallel to the shoreline so that vessels may lie close alongside to receive and discharge cargo. (DOI4)(MARAD1)

**WHARF DEMURRAGE:** Charge assessed against cargo remaining in or on terminal facilities after the expiration of free time, unless arrangements have been made for storage. (MARAD1)

**WHARFAGE:** (See also Berth) Charge assessed against the cargo on all cargo passing or conveyed over, onto, or under wharves or between vessels (to or from barge, lighter, or water), when berthed at a wharf or when moored adjacent to a wharf. Wharfage is solely the charge for use of a wharf and does not include charges for any other services. Wharfage is also a generic term used in general reference to all types of berthing facilities. (DOD/COE1)(MARAD1)(USTTA1)

**WHEELBASE:** The distance from the center line of the front axle to the center line of the rear axle. (GSA2)

**WHEELCHAIR:** A mobility aid belonging to any class of three or four wheeled devices, usable indoors, designed for and used by individuals with mobility impairments, whether operated manually or powered. A "common wheelchair" is such a device which does not exceed 30 inches in width and 48 inches in length measured two inches above the ground, and does not weigh more than 600 pounds when occupied. (49CFR37)

**WHEN HALFWAY OVER:** Channel report term used in crossings meaning when halfway across the river, put head of tow on the next mark listed in the channel report. (DOD/COE1)

**WHEN WELL OVER:** Channel report term used in describing courses steered in crossings when more than halfway across or halfway over the reach. (DOD/COE1)

**WICKET:** A rectangular heavily constructed slab of wood and steel hinged in a counterbalanced way so as to be lying flat on the riverbed when down, and held upright by the pressure of the water when raised. Wickets are placed in a parallel line across the river. When all are in raised position, they form a wall or dam, thus backing up the water and raising it to the pool level. (DOD/COE1)

**WIDE OUT:** A channel report term meaning not quite as far as the middle but well out in the channel. (DOD/COE1)

**WIDE REEF:** An illusion caused by the wind blowing upstream against the current. There is generally a deep trench under the ripples caused by the wind. (DOD/COE1)

**WIDE SPREAD:** Trailer axles which are more than 8 feet apart. (ATA1)

**WINCH RIG:** Straight truck or tractor with a hoist. (ATA1)

**WIND INDICATOR:** A visual device used to provide wind information. (DOI4)

**WINDBREAK:** A shelter, either natural (e.g., a line of trees or a thick hedge) or artificial (a screen), which breaks or interrupts the force of the wind. (DOI4)

**WINDSHIELD:** The combination of individual units of glazing material of the locomotive, passenger car, or caboose that are positioned in an end facing glazing location. (49CFR223)

**WINGBOARD:** A 12 - by 36 - inch daymark formerly used with type 46 wooden structures. Wingboards are now being replaced by passing daymark. (DOD/COE1)

**WINGDAM:** A rock and sand dike extending from the right or left bank of the river outward toward the channel. Often lies just below the surface of the water at pool stage. Wingdams are used to direct the flow of water into the main channel to assist in its maintenance. (DOD/COE1)

**WINGLET (TIP FIN):** An out of plane surface extending from a lifting surface. The surface may or may not have control surfaces. (14CFR1)

**WIRES:** Short lengths of wire rope of varying sizes used to couple up the many barges within a tow. They are usually of standard length to span the distance from one timberhead to another on the barges and are used with ratchets. Named as follows: tow wire, backing wire, face wire, stem wire, scissor wire, lashing. (DOD/COE1)

**WITH AVERAGE:** A marine insurance term meaning that a shipment is protected from partial damage whenever the damage exceeds 3 percent (or some other percentage). If the ship is involved in a major catastrophe, such as a collision, fire or stranding, the minimum percentage requirement is waived and the insurance company pays for all of the damage. (DOD/COE1)(MARAD1)

**WOOD HULL:** Hulls of plywood, molded plywood molded planking, or any other

wood fiber in its natural consistency including those of wooden construction that have been "sheathed" with fiberglass or sheet metal. (USCG2)

**WOODCHUCK:** Driver with low job seniority. (ATA1)

**WOODEN BARREL:** A packaging made of natural wood, of round cross - section, having convex walls, consisting of staves and heads and fitted with hoops. (49CFR171)

**WORK BARGE:** A barge equipped with aids to navigation material pushed ahead of the tender and containing storage space for lumber, sinkers, buoys, an aids to navigation workshop, and a boom for hoisting buoys on board. (DOD/COE1)

**WORK ENVIRONMENT:** The work environment is comprised of the physical location, equipment, materials processed or used, and the activities of an employee while engaged in the performance of his work, whether on or off the railroads property. There are no stated exclusions of place or circumstance. (FRA3)

**WORK EQUIPMENT:** Equipment which can be coupled in a train for movement over the carrier's tracks, and which is used in the carrier's work service. Includes such equipment as ballast cars, business cars, company cars, derrick cars, ditching cars, outfit cars, pile drivers, snow dozers, tool cars, wrecking cars, and others. (FRA2)

**WORK TRAIN:** Work trains are non - revenue trains used for the administration and upkeep service of the railroad. Examples are: official trains; inspection trains; special trains running with company fire apparatus to save the railroad's property from destruction; trains that transport the railroad's employees to and from work when no

transportation charge is made; construction and upkeep trains run in connection with maintenance and improvement work; and material and supply trains run in connection with operations. (FRA3)

**WORK-RELATED:** Any event, exposure, activity, etc., occurring within the work environment resulting in death, injury, illness to an employee is generally considered to be work - related, regardless who was responsible or at fault. (FRA3)

**WORKER:** Any railroad employee assigned to inspect, test, repair, or service railroad rolling equipment, or their components, including brake systems. Members of train and yard crews are excluded except when assigned such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate (or been assigned to as utility employees ). Utility employees assigned to and functioning as temporary members of a specific train or yard crew (subject to the conditions set forth in 49 CFR 218.22), are excluded only when so assigned and functioning. (49CFR218)

**WORLD AERONAUTICAL CHARTS (WAC):** Provide a standard series of aeronautical charts covering land areas of the world at a size and scale convenient for navigation by moderate speed aircraft. Topographic information includes cities and towns, principal roads, railroads, distinctive landmarks, drainage and relief. Aeronautical information includes visual and radio aids to navigation, airports, airways, restricted areas, obstructions, and other pertinent data. (FAA4)

**WORST CASE DISCHARGE:** The largest foreseeable discharge of oil, including a discharge from fire or

explosion, in adverse weather conditions. This volume will be determined by each pipeline operator for each response zone and is calculated according to 49 CFR 194.105. (49CFR194)

**WRECK:** The hulk or the ruins of a disabled vessel which is attached to or foul of the bottom or cast up on the shore. (DOI3)(DOI4)

**WRECKAGE:** (See also Hazard) An area identified as a danger to maritime navigation containing the ruined remains of one or more vessels. (DOI3)

**WRECKER:** Truck designed for hoisting and towing disabled vehicles. (ATA1)

**YARD:** See Term Index for additional yard specific terms.

**YARD:** A system of auxiliary tracks used exclusively for the classification of passenger or freight cars according to commodity or destination; assembling of cars for train movement; storage of cars; or repair of equipment. (49CFR223)

**YARD:** A system of tracks within defined limits, whether or not part of a terminal, designed for switching services, over which movements not authorized by time table or by train order may be made, subject to prescribed signals, rules and requirements. (FRA2)

**YARD CABOOSE:** A caboose that is used exclusively in a single yard area. (49CFR223)

**YARD LOCOMOTIVE:** A locomotive that is operated only to perform switching functions within a single yard area. (49CFR223)

**YARD MULE:** Small tractor used to move semitrailers around the terminal yard. (ATA1)

**YARD SWITCHING TRAIN MILE:** Computed at the rate of 6 mph for the time actually engaged in yard switching service if actual mileage is not known. (FRA3)

**YARD SWITCHING TRAINS:** Those trains operated primarily within yards for the purpose of switching other equipment. Examples include the making up or breaking up of trains, service industrial tracks within yard limits, storing or classifying cars, and other similar operations. Switching performed by a road crew that is incidental to the road operation is not included. (FRA3)

**YARD TRACK:** A system of tracks within defined limits used for the making up or breaking up of trains, for the storing of cars, and for other related purposes, over which movements not authorized by timetable, or by train order may be made subject to prescribed signals, rules or other special instructions. Sidings used exclusively as passing track and main line track within yard limits are not included in the term yard track. (49CFR245)(FRA3)

**YARD TRACTOR:** A truck tractor used exclusively to move trailers around a motor or trailer yard. It is not used for over the road travel. (BOC3)

**YARDBIRD:** (See also *Spotter*) A driver who connects and disconnects tractor and semitrailer combinations and moves vehicles around the terminal yard. (ATA1)

**YAWL:** (See also *Skiff*) A small oar-propelled open boat or skiff carried aboard a towboat for use as a utility boat. (DOD/COE1)

**YAWL PLAY:** The use of a yawl to row lines or personnel between boat and bank. (DOD/COE1)

**YEAR OF CONSTRUCTION:** The year the structure was originally completed or the year any part of the structure was first occupied. For mobile homes year of construction is the model year. (DOE5)

**YEAR OF CONSTRUCTION OF VESSEL:** Year of original construction of the hull. (DOD/COE1)

**ZEPHYR HAUL:** A shipment of light weight cargo. (ATA1)

**ZERO-EMISSION VEHICLE:** A clean fuel vehicle meeting even more stringent zero - emission vehicle standards. (DOE6)

**ZONE:** See *Term Index* for additional zone specific terms.

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## SOURCE INDEX



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## SOURCE INDEX

### **Bureau of Transportation Statistics (BTS)**

- 1 North American Transportation; Statistics on Canadian, Mexican and United States Transportation
- 2 Transportation Statistics Annual Report, 1994

### **Federal Aviation Administration (FAA)**

- 1 General Aviation Pilot and Aircraft Activity Survey
- 2 Statistical Handbook of Aviation
- 3 Aviation System Indicators
- 4 Airman's Information Manual
- 5 Aviation System Capacity Plan
- 6 General Aviation Activity & Avionics Survey
- 7 FAA Strategic Plan, 1994
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- 1 Highway Safety Performance - Fatal and Injury Accident Rates on Public Roads in U.S.
- 2 Highway Performance Monitoring System
- 3 Nationwide Personal Transportation Survey
- 4 Accidents Reported by Motor Carriers of Property, 1990
- 5 1993 Annual Report on Highway Safety Improvement Programs
- 6 Long Term Pavement Performance Information Management System

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- 1 Railroad Accident/Incident Reporting System
- 2 Railroad Ten Year Trends
- 3 FRA Guide for Preparing Accident/Incident Reports
- 4 Accident/Incident Bulletin

### **Federal Transit Administration (FTA)**

- 1 Section 15 Reporting Manual
- 2 Safety Management Information Statistics (SAMIS)
- 3 Rail Transit Safety Report

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- 2 National Accident Sampling System Crashworthiness Data System
- 3 Traffic Safety Fact Sheets
- 4 Summary of Medium & Heavy Truck Crashes '90
- 5 Highway Safety, 1992
- 6 Motor Vehicle Safety, 1992

### **Office of the Secretary (OST)**

- 1 DOT's Safety Measurement Working Group's Statistical Definition of Fatality (May 11, 1994)

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- 3 Air Carrier Industry Scheduled Service Traffic Statistics Quarterly

### **Saint Lawrence Seaway Development Corporation (SLSDC)**

- 1 St. Lawrence Seaway Annual Traffic Report

### **United States Coast Guard (USCG)**

- 1 Boating Standards Manual
- 2 Boating Accident Report

### **Bureau of the Census (BOC)**

- 1 Bureau of Census Glossary of Terms and Acronyms
- 2 Industry & Product Classification Manual
- 3 Transportation Glossary and Acronyms
- 4 Truck Inventory and Use Survey

### **Bureau of Economic Analysis (BEA)**

- 1 Regional Economic Information Systems
- 2 Benchmark Input-Output Accounts of the United States (93)

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### **Department of Army, Army Corps of Engineers (DoD/COE)**

- 1 Port Series, 1921-Present (93)
- 2 Waterborne Commerce of the United States, Part 5, National Summaries

### **Department of Army, Military Traffic Management Command (MTMC)**

- 1 Military Traffic Management Acronym Database

### **Department of Energy (DOE)**

- 1 Capacity and Service on the Interstate Natural Gas Pipeline System
- 2 Fuel Oil and Kerosene Sales
- 3 Monthly Energy Review
- 4 Household Vehicle Energy Consumption, 1991
- 5 Energy Information Agency's Glossary of Energy & Energy Related Terms & Definitions
- 6 Transportation Energy Data Book: Ed. 13; Oak Ridge National Laboratory

### **General Services Administration (GSA)**

- 1 Federal Motor Vehicle Fleet Report
- 2 GSA Interagency Fleet Management System

### **National Transportation Safety Board (NTSB)**

- 1 Annual Review of Aircraft Accident Data, U.S. Air Carrier Operation
- 2 Annual Review of Aircraft Accident Data, U.S. General Aviation

### **Office of the Federal Register (OFR)**

- 1 Government Manual 1994

### **United States Department of the Interior (DOI)**

- 1 National Park Service & Bureau of Land Management Road Classifications
- 2 Bureau of Land Management DED for Facilities Inventory & Maintenance Management
- 3 National Mapping Program Technical Instructions
- 4 Spatial Data Transfer Standard

### **U.S. Travel and Tourism Administration (USTTA)**

- 1 USTTA Lexicon of Trade Terms

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### American Trucking Association (ATA)

1	Truck Dictionary
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## TERM INDEX

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Aircraft Approach Category C  
Aircraft Approach Category D  
Aircraft Approach Category E  
Airport Approach Category  
Autoland Approach  
Charted Visual Flight Procedure  
Approach  
Circling Approach  
Cleared Approach  
Contact Approach  
Coupled Approach  
Final Approach  
Ground Controlled Approach  
Instrument Approach  
Instrument Practice Approach  
Low Approach  
Missed Approach  
Missed Executed Approach  
No Gyro Approach  
Option Approach  
Precision Approach  
Procedure Turn

**AREA:** See Also

Air;  
Airport Advisory Area  
Airport Traffic Area  
Alert Area  
Center Area  
Control Area  
Controlled Firing Area  
Danger Area  
Diverse Vector Area  
Hazardous Inflight  
Weather Advisory  
Service Area  
High Volume Area

Landing Area  
Movement Area  
Object Free Area  
Offshore Control Area  
Outer Area  
Prohibited Area  
Restricted Area  
Runway Safety Area  
Taxiway Safety Area  
Terminal Area  
Warning Area

**Geographic;**

Environmentally Sensitive  
Area  
Field Area  
Inland Area  
Land Area  
Inundation Area  
Military Operations Area  
Mining Danger Area  
Rural Area  
Small Urban Area  
Urbanized Area  
Remote Area

**Highway;**

Car Shop Repair Track  
Area  
Defined Mandatory Use  
Service Area  
Designated Area  
Donut Area  
Head Impact Area  
Off - Road Vehicle Area  
Parking Area  
Pelvic Impact Area

**Statistical;**

Central City  
Consolidated Metropolitan  
Statistical Area  
Metropolitan Statistical  
Area  
Statistical Metropolitan  
Standard Area

**Water;**

- Crib Area
- Marine Terminal
- Navigation Area
- Piling Area
- Platform Area
- Reef Area
- Response Area
- Rock Area
- Snag / Stump Area
- Well Area

**ARTERIAL: See Also**

- Minor Arterial
- Principal Arterial

**AUTHORITY: See**

- Appropriate Authority
- At Appropriate Authority
- Commuter Authority
- Competent Authority
- Port Authority
- Public Authority

**AUTOMOBILE: See Also**

- Automobile Size Classification
- Automobile Transporter Body
- Passenger Automobile

**BARGE: See Also**

- Dumb Barge
- Dumb Tanker Barge
- Hopper Barge
- Jumbo Barge
- Lead Barge
- Push - Towed Tanker Barge
- Pushed Barge
- Pushed Tanker Barge
- Pushed - Towed Barge
- Sea - Land Barge
- Self - Propelled Barge
- Self - Propelled Pusher Barge
- Self - Propelled Pusher Tanker Barge
- Self - Propelled Tanker Barge
- Spoonbill Barge
- Spud Barge
- Standard Barge
- Tank Barge

**BASIN: See Also**

- Debris Basin
- Drainage Basin
- Percolation Basin
- Retarding Basin
- Stilling Basin
- Turning Basin

**BEACON: See Also**

- Aerodrome Beacon
- Aeronautical Beacon
- Airway Beacon
- Marker Beacon
- Rotating Airport Beacon

**BILL OF LADING: See Also**

- Claused Bill of Lading
- Clean Bill of Lading
- Foul Bill of Lading
- Ocean Bill of Lading
- Through Bill of Lading

**BLOOD ALCOHOL CONCENTRATION:**

See Also

- Alcohol

**BOAT: See Also**

- Dinner Bucket Boat
- Light Boat
- Mackinaw Boat
- Maneuver Boat
- Pool Boat
- Recreational Boat
- Switching Boat

**BODY: See Also**

- Agitator Body
- Automobile Transporter Body
- Body Type
- Bottlers Body
- Camel Back Body
- Commercial Body
- Dump Body
- Express Body
- Furniture Van Body
- Grain Body
- Hopper Body
- Horse Van Body
- Insulated Body

Livestock Body  
Log Body  
Lumber Body  
Multi Stop Body  
Oilfield Body  
Panel Body  
Platform Body  
Stake Body  
Standard Body

**BRAKE:** See Also

Brake Pipe  
Brake Tubing / Hose  
Braking Action  
Emergency Brake  
Parking Brake  
Power Brake  
Service Brake  
Sucker Brakes  
Trolley Brake

**BRIDGE:** See Also

Bridge Foundation Bearing  
Material  
Bridge Number  
Bridge Posted Load Restrictions  
Bridge Posted Speed Restrictions  
Bridge Type  
Landbridge  
Minibridge  
Movable Bridge

**BUS:** See Also

Intercity Bus  
Motor Bus  
Over - the - Road Bus  
Public School Transportation  
School Bus  
School and Other Nonrevenue Bus  
Transit Bus

**CAB:** See Also

Cab Beside Engine  
Cab Forward of the Engine  
Cab Over  
Cab Over Engine  
Cab Over Engine (High Profile)  
Conventional Cab

Locomotive Cab  
Taxicabs

**CAPACITY:** See

Capacity Per Aircraft Mile  
Carrying Capacity  
Certified Capacity  
Continuous Discharge Capacity  
Design Capacity  
Gross Registered Tonnage  
Net Maximum Dependable  
Capacity  
Rear Axle Capacity  
Throughput Capacity  
Vehicle Fuel Tank Capacity

**CAR:** See Also

Rail;  
Camp Car  
Commuter Rail Car  
Placard Car  
Rail Car  
Railway Car  
Tank Car  
  
Automobile / Motor Vehicle;  
Passenger Car  
Rebuilt Passenger Car

**CARGO:** See Also

Breakbulk Cargo  
Bulk Cargo  
Commodity  
Container Cargo  
Containerized Cargo  
Dry Bulk Cargo  
General Cargo  
Government Aid Cargo  
Grain Cargo  
Mixed Cargo  
Project Cargo

**CARRIER:** See

Air;  
Air Carrier  
All - Cargo Carrier  
Carrier Group  
Certificated Air Carrier  
Commercial Air Carrier

Commuter Air Carrier  
Foreign Air Carrier  
Foreign Flag Air Carrier  
Foreign Flag Carrier  
Indirect Air Carrier  
Large Air Carrier  
Large Certificated Air  
Carrier  
Large Regional Carrier  
Group  
Major Carrier Group  
Medium Regional Carrier  
Group  
National Carrier Group  
Small Certificated Air  
Carrier  
Supplemental Air Carrier  
United States Air Carrier  
U.S. Flag Carrier (or  
American Flag Carrier)

Motor;

Carrier Type  
Common Carrier  
Contract Carrier  
Exempt Carrier  
Exempt Motor Carrier  
For - Hire Motor Carrier  
General Freight Carrier  
Integrated Carrier  
Interstate Commerce  
Commission (ICC)  
Authorized Carrier  
Interstate Commerce  
Commission (ICC)  
Exempt Carrier  
Motor Carrier  
Private Carrier  
Private Motor Carrier (of  
Passengers)  
Private Motor Carrier (of  
Property)

Water;

Bulk Carrier  
Class A Carrier by Inland  
and Coastal Waterways  
Class B Carrier by Inland  
and Coastal Waterways

Inland Carrier  
Maritime Carrier  
Nonvessel Operating  
Common Carrier  
Nonvessel Owning Carrier  
Very Large Crude Carrier

CASUALTY: See Also

In Stations / Bus Stops Personal  
Casualty  
Inside Vehicle Personal Casualty  
Nonfatal Casualty

CENTER: See

Air Route Traffic Control Center  
Air Traffic Control Command  
Center  
Area Control Center  
Arrival Center  
Combined Center  
Departure Center  
En Route Center  
First Tier Center  
Fleet Management Center  
Maintenance Control Center  
National Flight Data Center  
Overlying Center  
Rescue Coordination Center

CHANNEL: See

Channel Meander  
Inland and Coastal Channels and  
Waterways  
Marked Channel  
Narrow Channel  
Open Channel  
Pointway Channel  
Stabilized Channel

CHASSIS: See Also

Container Chassis  
Motor Vehicle Chassis

CIRCUIT: See Also

Acknowledgment Circuit  
Aerodrome Traffic Circuit  
Coded Track Circuit  
Common Return Circuit  
Control Circuit

Cut - In Circuit  
Shunt Fouling Circuit  
Switch Shunting Circuit  
Track Circuit  
Trap Circuit

**CLEARANCE:** See

Air Traffic Control Clearance  
Approach Clearance  
Clearance Traffic Control  
Expect Further Clearance  
Running Clearance

**CLEARED:** See Also

Cleared As Filed  
Cleared for Takeoff  
Cleared for the Option  
Cleared Through  
Cleared to Land

**CODE:** See Also

Code of Federal Regulations  
Discrete Code  
Equipment Code  
Fuel Code  
Manufacturer Identification Code  
United States Code

**COLLISION:** See Also

Angle Collision  
Broken Train Collision  
Collision between Aircraft  
Collision with Another Vessel  
Collision with Fixed Object  
Collision with Floating Object  
Collision with Objects  
Collision with Other Vehicles  
Collision with People  
Head On Collision  
Manner of Collision  
Near Midair Collision  
Railroad Crossing Collision  
Raking Collision  
Rear End Collision  
Side Collision  
Sideswipe Collision

**COMMERCE:** See Also

Air Commerce

Foreign Air Commerce  
Interstate Commerce  
Interstate Air Commerce  
Intrastate Commerce  
Overseas Air Commerce

**COMMUNICATIONS:** See

High Frequency Communications  
Strategic Communications  
Tactical Communications  
Very High Frequency  
Communications

**CONDITIONS:** See

Average Water Conditions  
Instrument Flight Rules  
(IFR) Conditions  
Instrument Meteorological  
Conditions  
Special Visual Flight Rules  
Conditions  
Visual Flight Rules Conditions  
Visual Meteorological Conditions

**CONSUMPTION:** See

Average Vehicle Fuel  
Consumption  
End - Use Energy Consumption  
Energy  
Petroleum Consumption  
Total Energy Consumption  
Vehicle Fuel Consumption

**CONTAINER:** See Also

Container on Flatcar  
Containership  
Freight Container  
Intermodal Container  
Ocean Going Container  
Strong Outside Container

**CONTROL:** See Also

Air Traffic Control  
Center Radar Approach Control  
Departure Control  
Forward Control  
Military Approach Controls  
Operational Control  
Positive Control

Radar Approach Control  
Terminal Radar Approach Control  
Transfer of Control

**CRASH:** See Also

Crash Type  
Fatal Crash  
Fatal Alcohol Involvement Crash  
Fatal Motor Vehicle Crash  
Hit and Run  
Injury Crash  
Non Collision Crash  
Nonfatal Alcohol Involvement  
Crash  
Passenger Vehicle Crash  
Property Damage Only Crash  
School Bus Related Crash  
Truck Crash  
Vehicle Maneuver  
Vehicle Role

**CROSSING:** See Also

Ferry Crossing  
Highway - Rail Crossing  
Public Crossing  
Rail - Highway Grade Crossing

**DAM:** See Also

Closing Dam  
Dam Open  
Dam / Weir  
Fixed Dam  
Gate Dam  
Lateral Dam  
Low Water Dam  
Movable Dam  
Roller Dam

**DAMAGE:** See Also

Disabling Damage  
Equipment Damage  
Property Damage  
Property Damage Rate  
Property Damage Threshold  
Reportable Damage  
Reporting Threshold  
Substantial Damage  
Transit Property Damage  
Truck Damage

**DELAY:** See Also

Arrival Delay  
Filed En Route Delay  
Ground Delay

**DEPARTURE:** See Also

Aircraft Departure  
Aircraft Revenue Departure  
Departure Time  
Instrument Flight Rules (IFR)  
Departure  
Intersection Departure  
Total Departure

**DERAILMENT:** See Also

Derailment / Left Roadway

**DEVIATION:** See Also

Operational Deviation  
Operational Error  
Pilot Deviation  
Runway Incursion  
Vehicle / Pedestrian Deviation

**DEVICE:** See

Acknowledging Device  
Marine Sanitation Device  
Personal Flotation Device  
Reset Device  
Unit Load Device

**DISPLACEMENT:** See

Cubic Inch Displacement  
Engine Displacement

**DRAFT:** See Also

Down Draft  
Left - Handed Draft  
Right - Handed Draft

**DRIVER:** See Also

Commercial Drivers License  
Farm Vehicle Driver  
Intermittent, Casual, or  
Occasional Driver  
Licensed Driver  
Regularly Employed Driver

**EDDY:** See Also  
Eddy Above and Below  
Eddy Extends Way Out  
Eddy Makes out From Right (Left)  
Shore

**ELEVATION:** See  
Aerodrome Elevation  
Airport Elevation  
Maximum High Water Elevation  
Minimum Pool Elevation  
Normal Pool Elevation  
Spillway Elevation

**EMPLOYEE:** See Also  
Contractor Employee  
Contractor (Class F) Employee  
Employee Not On Duty  
Employee On Duty (Class A)  
Hazardous Material Employee  
Utility Employee

**ENERGY:** See Also  
Consumption  
Delivered Energy  
End - Use Energy Consumption  
Energy Consumption  
Energy Efficiency  
Energy Information  
Administration  
Energy Source  
Solar Energy  
Surplus Energy  
Total Energy  
Total Energy Consumption

**ENPLANEMENT:** See Also  
Percent of Enplanement  
Revenue Passenger Enplanement

**EQUIPMENT:** See  
Accessory or Auxiliary Equipment  
Airport Surface Detection  
Equipment  
Associated Equipment  
Designated Associated Equipment  
Digital Brite Radar Indicator  
Tower Equipment  
Distance Measuring Equipment

Flight Equipment  
Material Handling Equipment  
On - Track Equipment  
Rolling Equipment  
Water Pollution Abatement  
Equipment  
Work Equipment

**EVENT:** See  
First Harmful Event  
Most Harmful Event

**EXPENDITURES:** See Also  
Vehicle Fuel Expenditures  
Combined Household Energy  
Expenditures

**EXPENSES:** See  
Aircraft and Traffic Servicing  
Expenses  
Flying Operations Expenses  
Freight Service Operating  
Expenses  
General and Administrative  
Expenses  
Operating Expenses  
Passenger Service Expenses  
Promotion and Sales Expenses  
Transport Related Expenses

**EXPORTS:** See Also  
Canadian Exports  
Overseas Exports  
Petroleum Exports

**FACILITY:** See Also  
Air Navigation Facility  
Air Traffic Control Facility  
Aircraft Facility  
Area Control Facility  
Control Approach Facility  
Customs Facility  
Designated Facility  
Field Separation Facility  
Inland Navigation Facility  
Inspection and Weighing Services  
for Motor Vehicle Transport  
Facility

Liquefied Natural Gas (LNG)  
Facility  
Multibuilding Facility  
Onshore Oil Pipeline Facility  
Pipeline Facility  
Production Facility  
Pump Out Facility  
Radar Air Traffic Control Facility  
Terminal and Joint Terminal  
Maintenance for Motor Freight  
Transport Facility  
Terminal and Service for Motor  
Vehicle Passenger  
Transportation Facility  
Terminal Area Facility  
Traffic Inspection Facility  
Weigh Facility

**FACTOR:** See

Annual Operating Factor  
Conversion Factor  
Human Factor  
Load Factor  
Passenger Load Factor  
Revenue Load Factor

**FATAL:** See

Fatal Accident  
Fatal Accident Rate  
Fatal Alcohol Involvement Crash  
Fatal Crash  
Fatal Injury  
Fatal Motor Vehicle Traffic Crash  
Fatal Plus Nonfatal Injury  
Accidents  
Fatality

**FATALITY:** See Also

Fatal  
Fatality Rate  
Fatality / Injury  
Pedestrian Fatality  
Provisional Rate - Density  
Relationship

**FIX:** See Also

Fix Balancing  
Coastal Fix  
Coordination Fix

Direction Finder Fix  
Distance Measuring Equipment  
(DME) Fix  
Feeder Fix  
Final Approach Fix  
Initial Approach  
Intermediate Fix  
Metering Fix  
Outer Fix

**FLEET:** See

Domestic Fleet  
Foreign Fleet  
Inland Waterways Fleet  
Large Fleet

**FLYING:** See

Flying (Other Work Use)  
Flying (Other)  
Aerial Application Flying  
Business Flying  
Corporate / Executive Flying  
Instructional Flying  
Personal Flying

**FREEWAY:** See Also

Freeways and Expressways  
Freeways and Expressways, Other

**FREIGHT:** See Also

Balloon Freight  
Dead Freight  
Deep Sea Domestic Transportation  
of Freight  
Domestic Freight  
Foreign Freight Forwarder  
Foreign Freight  
Freight All Kinds  
Freight and Other Transportation  
Services Forwarder  
Freight Forwarder  
Local Freight  
Non Revenue Freight  
Package Freight

**FREIGHT FORWARDER:** See Also  
Foreign Freight Forwarder  
Freight and Other Transportation  
Services Forwarder  
International Freight Forwarder

**FREQUENCY:** See  
Advisory Frequency  
Common Traffic Advisory  
Frequency  
Discrete Frequency  
High Frequency  
Low Frequency

**FUEL:** See  
Diesel Fuel  
Diesel Fuel No. 1  
Diesel Fuel No. 2  
Diesel Fuel System  
Fuel Dumping  
Fuel Remaining  
Fuel Tank Fitting  
Jet Fuel  
Kerosene - Type Jet Fuel  
Main Heating Fuel  
Major Fuel  
Military Fuel  
Minimum Fuel  
Naphtha - Type Jet Fuel  
Pipeline Fuel  
Process Fuel  
Special Fuel  
Vehicle Fuel  
Vehicle Fuel (Type Purchased)

**GAGE:** See  
Lower Gage  
Pass Sill Gage  
River Gage  
Upper Gage

**GAUGE:** See  
Tidal Gauge

**GAS:** See  
Compressed Natural Gas  
Contracted Gas  
Dry Natural Gas  
Liquified Natural Gas

Liquid Petroleum Gas  
Natural Gas Marketed Production

**GASOLINE:** See  
Aviation Gasoline  
Aviation Components Blending  
Gasoline  
Dry Gas  
Finished Aviation Gasoline  
Finished Gasohol Motor Gasoline  
Finished Leaded Gasoline  
Finished Leaded Motor Gasoline  
Finished Leaded Premium Motor  
Gasoline  
Finished Leaded Regular Motor  
Gasoline  
Finished Motor Gasoline  
Finished Unleaded  
Finished Unleaded Midgrade  
Motor Gasoline  
Finished Unleaded Motor  
Gasoline  
Finished Unleaded Premium  
Motor Gasoline  
Finished Unleaded Regular Motor  
Gasoline  
Intermediate Grade Gasoline  
Leaded Gasoline  
Leaded Motor Gasoline  
Leaded Premium Gasoline  
Leaded Regular Gasoline  
Midgrade Unleaded Gasoline  
Motor Gasoline  
Oxygenated Motor Gasoline  
Premium Gasoline  
Premium Grade Gasoline  
Reformulated Gasoline  
Reformulated Motor Gasoline  
Regular Grade Gasoline  
Regular Unleaded Gasoline  
Retail Gasoline (Motor) Prices  
Total Motor Gasoline  
Unleaded Gasoline  
Unleaded Motor Gasoline

**GATE:** See  
Access Restrictions Road Gate  
Approach Gate  
City Gate

Drydock Gate  
Gateway  
Lock Gate  
Miter Gate  
Restricted Road Gate  
Road Gate  
Roller Gate  
Tainter Gate  
Toll Road Gate

**GEAR: See**

Creeper Gear  
Gear Ratio  
Grandma  
Landing Gear

**GIGAWATT: See**

Gigawatt Electric  
Gigawatt Hour

**GLAZING: See**

Certified Glazing  
End Facing Glazing  
Side Facing Glazing

**GOODS: See**

Consumer Goods  
Goods Carried By Inland  
Waterways  
Hazardous Goods

**HANDLING: See**

Handhold  
Instrument Flight Rules (IFR)  
Aircraft Handling  
Marine Cargo Handling  
Material Handling

**HARBOR: See**

Safety Harbor

**HAUL: See**

Average Length of Haul  
Bean Hauler  
Bull Hauler  
Head Log  
Headline  
Head of Bend  
Head of Navigation

Head of Passes  
Head - On  
Head On Landing  
Post Holes Hauling  
Zephyr Haul

**HAZARD: See**

Air Navigation Hazard  
Degree of (Critical) Hazard  
Degree of (No Hazard) Hazard  
Degree of (Potential) Hazard  
Hazard to Navigation  
Hazard Warning Signal  
Hazard Zone  
Hazardous Area Reporting Service  
Hazardous Inflight Weather  
Advisory Service  
Piling Area  
Platform Area  
Pots  
Reef  
Reef Area  
Reef Pool  
Rock Area  
Rock Cut  
Shoal  
Snag / Stump Area  
Wreckage

**HAZARDOUS MATERIAL: See Also**

Hazardous Goods  
Hazardous Liquid  
Hazardous Material Employee  
Hazardous Material Employer  
Hazardous Material Residue  
Hazardous Materials (Except  
Local) Trucking  
Hazardous Substance  
Hazardous Waste  
Highly Volatile Liquid  
Local Hazardous Material  
Trucking  
Magazine Vessel  
Marine Pollutant  
Markings  
Packing Group  
Pipe  
Piping  
Residue

Storage Tank  
Stowage  
Transfer Piping

**HEAD:** See Also

Design Head  
Headache Rack  
Headwaters  
Hydraulic Head  
Low Head

**HEIGHT:** See

Height Above Airport  
Height Above Landing  
Height Above Touchdown

**HELICOPTER:** See Also

Aircraft  
Airplane  
Glider  
Gyroplane

**HIGHWAY:** See Also

Arterial Highway  
Collector Highway  
Divided Highway  
Federal Aid Secondary Highway  
System  
Federal Aid Urban Highway  
System  
Federal and Primary Highway  
System  
Interstate Highway (Freeway or  
Expressway)  
Interstate Highway System  
Local Highway  
Parkway  
Preferred Highway or Route  
Rural Highway  
Territorial Highway System  
Urban Highway

**HOME:** See

Home Base  
Mobile Home  
Motor Home

**HORSE:** See

Brake Horsepower  
Gross Horsepower  
Horse Light  
Horsepower  
Net Horsepower  
Sick Horse

**HOUR:** See

Aircraft Revenue Hours  
Direct Labor Hours  
Employees Hours  
Train Hour

**HUB:** See

Air Traffic Hub  
Large Air Traffic Hub  
Medium Air Traffic Hub  
Percent of Enplanement  
Small Air Traffic Hub

**HULL:** See

Fiberglass (Plastic) Hull  
Steel Hull  
Wood Hull

**ICE:** See

Ice Clause  
Ice Gorge  
Ice Pier  
Ice Shelf  
Iceberg

**IDENTIFICATION:** See

Ident Feature  
Identification Lamp  
Vehicle Identification Number  
(VIN)

**INCIDENT:** See

Aircraft Incident  
Non - Train Incident  
Railroad Incident  
Reporting Thresholds Incident  
Train Incident

**IMPORTS: See**

- Bonded Petroleum Imports
- Canadian Imports
- Captive Imports
- Crude Oil Imports
- Overseas Imports
- Petroleum Imports

**INJURY: See Also**

- Bodily Injury
- Fatal Injury
- Injury Index
- Injury Rate
- Injury Severity
- Nonfatal Injury
- Serious Injury

**INTERMODAL: See**

- Balanced Transportation
- Comprehensive Transportation
- Integrated Transportation
- Intermodalism
- Intermodal Container
- Intermodal Passenger Terminal
- Intermodal Portable Tank
- Intermodal Transport
- Intermodal Transportation
- Landbridge
- Local and Suburban Transit
- Local and Suburban and Interurban Passenger Transportation Transit
- Minibridge
- Multimodal Transportation
- Piggyback
- Project
- Regional Distribution Port
- Trailer on a Flat Car
- Trailer on a Flat Car / Container on a Flat Car
- Trainship
- Trainshipment

**INVOICE: See**

- Commercial Invoice
- Consular Invoice
- Pro Forma Invoice

**KILOMETER: See**

- Seat Offered Kilometer
- Ton Offered Kilometer
- Vehicle Kilometer
- Vessel Kilometer

**KILOWATT: See Also**

- Kilowatt Electric
- Kilowatt Hour
- Peak Kilowatt

**LAKE: See Also**

- Lagoon
- Lake / Pond
- Lakewise or Great Lakes
- Levee
- Navigable Lake
- Oxbow Lake

**LAMP: See Also**

- Clearance Lamp
- Head Lamp
- Identification Lamp
- License Plate Lamp
- Side Marker Lamp
- Side Marker (Intermediate) Lamp
- Stop Lamp
- Tail Lamp

**LAND: See Also**

- Intermediate Landing
- Landbridge
- Landing Distance Available
- Landing Minimums
- Landing Roll
- Landing Sequence
- Landscaping
- Land Use
- Safety Landing
- Seaplane Landing / Takeoff

**LANE: See Also**

- Dredged Shipping Lane
- Turning Shipping Lane
- Undredged Shipping Lane

**LEASE: See Also**

- Leaser
- Long Term Wet Lease

**LEVEL: See**

Cruising Level  
Flight Level

**LIABILITY: See**

Air Traffic Liabilities  
Carrier Liability  
Public Liability

**LICENSE: See**

Commercial Drivers License  
Drivers License  
Export License  
General Export License  
Nonresident Commercial Drivers  
License

**LIGHT: See**

Crossing Light  
Dike Light  
Float Light  
Lock traffic  
Government Light  
Obstruction Light

**LIGHTING: See**

Airport Lighting  
Airport Lighting (Runway Lights /  
Runway Edge Lights)  
Airport Lighting (Approach  
Lighting System)  
Airport Lighting (Boundary  
Lights)  
Airport Lighting (Runway  
Centerline Lighting)  
Airport Lighting (Runway End  
Identifier Lights)  
Airport Lighting (Threshold  
Lights)  
Airport Lighting (Touchdown Zone  
Lighting)  
Airport Lighting (Visual Approach  
Slope Indicator)

**LIMIT: See**

Clearance Limit  
Thermal Limit  
Interlocking Limits

**LINE: See**

Backing Line  
Breast Line  
Bridle Line  
Building Restriction Line  
Buoy Line  
Check Line  
Dropping Out Line  
Face Line  
Flight Line  
Fore and Aft Line  
Gathering Line  
Handy Line  
Jockey Line  
Kick Line  
Line Loss  
Line Section  
Line Spar  
Line Through  
Lines (Used In Towing)  
Locking Line  
Monkey Line  
Nine Foot Contour  
Open Wire Line  
Ordinary High Water Line  
Peg Line  
Permit Line  
Pipe Line  
Pool Line  
Quarter Line  
Ridge Line  
Sailing Line  
Side Line  
Slip Line  
Spring Line  
Stern Line  
Tie Line  
Torso Line  
Tow Line

**LIQUID: See Also**

Hazardous Liquid  
Highly Volatile Liquid

**LOAD: See**

External Load  
Hot Load  
Improper Loading  
Load Factor

Revenue Passenger Load Factor  
 Total Revenue Load Factor  
 Truck Load

**LOCATOR:** See Also  
 Compass Locator  
 Middle Compass Locator  
 Outer Compass Locator

**LOCK:** See Also  
 Approach Locking  
 Auxiliary Lock  
 Bolt Lock  
 Dog Chart  
 Electric Lock  
 Electric Locking  
 Facing Point Lock Plunger  
 Indication Locking  
 Route Locking

**LOCOMOTIVE:** See Also  
 Control Cab Locomotive  
 Controlling Locomotive  
 Dead Light Locomotive  
 Rebuilt Locomotive  
 Yard Locomotive  
 Locomotive Mile

**MACHINE:** See  
 Control Machine  
 Gum Ball Machine  
 Interlocking Machine

**MAIL:** See  
 Foreign Mail  
 U.S. Nonpriority Mail  
 U.S. Priority Mail

**MAN:** See Also  
 Goat'N'Shoat Man  
 Tanker Man  
 Man Hour

**MANAGEMENT:** See  
 Air Traffic Management  
 Traffic Flow Management  
 Combination Export Manager

**MANEUVER:** See  
 Circle to Land Maneuver  
 Circle to Runway (Runway  
 Number) Maneuver  
 Flanking Maneuver  
 Maneuvering  
 Overhead Maneuver

**MANUAL:** See  
 Airman's Information Manual  
 Flat Rate Manual  
 International Flight Information  
 Manual

**MARK:** See  
 Mark Twain  
 Consignee Mark  
 Holding Mark  
 Inner Marker  
 Middle Marker  
 Mile Marker  
 Outer Marker  
 Buoy Range Marker  
 Safe Harbor Landing Markers

**MATERIAL:** See  
 Dredge Material  
 Elevated Temperature Material  
 Fill Material  
 Hazardous Material  
 Reflective Material  
 Retro - Reflective Material  
 Slip Resistant Material

**MEDIAN:** See  
 Median Category  
 Median Included  
 Median Not Included

**MEGAWATT:** See  
 Megawatt Electric  
 Electricity  
 Gigawatt  
 Kilowatt

**MILE:** See Also  
 Aircraft Revenue Mile  
 Available Seat Mile  
 Average Traveled Vehicle Mile

Car Mile  
Empty Car Mile  
Gross Ton Mile  
Intercity Passenger Mile  
Loaded Car Mile  
Locomotive Mile  
Locomotive Unit Mile  
Net Ton Mile  
Overall Available Ton Mile  
Overall Revenue Ton Mile  
Passenger Mile  
Passenger Revenue Ton Mile  
Passenger Traveled Miles  
Railroad Car Mile  
Revenue Passenger Mile  
Revenue Ton Mile  
Road Miles  
Scheduled Aircraft Miles  
    Completed  
Ton Mile  
Total Aircraft Revenue Mile  
Track Mile  
Train Mile  
Traveled Vehicle Mile  
Vehicle Miles  
Yard Switching Train Mile

**MODE: See Also**

Aviation Mode  
Highway Mode  
Intermodal  
Means of Transportation  
Mode C Interrupter Alert  
Mode S  
Oil Pipeline Mode  
Rail Mode  
Transit Mode

**MOTOR: See**

Commercial Motor Vehicle  
Commercial Rental Motor Vehicle  
Motor Vehicle In Transport

**MOTORBOAT: See Also**

Cabin Motorboat  
Open Motorboat

**MOTOR VEHICLE: See Also**

Additional Vehicle  
Assigned Vehicle  
Cargo Tank Motor Vehicle  
Clean Fuel Vehicle  
Commercial Motor Vehicle  
Consolidated Vehicle  
Daily Vehicle Travel  
Dispatch Vehicle  
Firefighting Vehicle  
Government Fleet Vehicle  
Government Leased Vehicle  
Government Owned Vehicle  
Government Owned, Contractor  
    Operated Vehicle  
Gross Weight Rating Vehicle  
Household Vehicle  
Jeep - Like Vehicle  
Light Duty Vehicle  
Low Emission Vehicle  
Motorized Vehicle  
Multipurpose Passenger Vehicle  
New Vehicle  
Open - Body Type Vehicle  
Other Vehicle  
Overall Vehicle Width  
Passenger Vehicle  
Private Fleet Vehicle  
Privately Owned Vehicle  
Remanufactured Vehicle  
Replacement Vehicle  
Reportable Vehicle  
Representative Vehicle  
Residential Vehicle  
Single Unit Four Tire Vehicle  
Special Vehicle  
Special Purpose Vehicle  
Sport - Utility Vehicle  
Standard Design Vehicle  
Tank Vehicle  
Transport Vehicle  
Type Vehicle  
Ultra - Low Emission Vehicle  
Used Vehicle  
Vans, Light Trucks and Utility  
    Vehicles  
Vehicle Configuration  
Vehicle (Motor) In Transport  
Vehicle Identification Number

Vehicle In Use  
Vehicle Maneuver  
Vehicle On Hand  
Vehicle / Pedestrian Deviation  
Vehicle Role  
Vehicle Used On The Job  
Zero - Emission Vehicle

**MOVEMENT: See**

Conflicting Movement  
Facing Movement  
Switch - and - Lock Movement  
Trailing Movement

**NOTICE: See**

Alert Notice  
Notice of Proposed Rulemaking  
Notice to Airmen  
Notice to Mariners  
Public Notice

**OIL: See Also**

Bunker C / Number 6 Fuel Oil  
Distillate Fuel Oil  
Fuel Oil  
Oil Pipeline Mode  
Production Crude Oil  
Residual Fuel Oil  
Road Oil  
Tar and Waste Oils  
Unfinished oil

**OPERATED: See**

Miles of Road Operated  
Miles of Track Operated

**OPERATION: See**

Air Carrier Operations  
Aircraft Operations  
Airport Operations  
Category II Operations  
Category III Operations  
Domestic Operations  
Driveway Towaway Operation  
Extended Over - Water Operations  
General Aviation Operations  
Instrument Operation  
International Operations  
Itinerant Aircraft Operations

Joint Operations  
Local Operations  
Local Aircraft Operations  
Military Operations  
Operation of a Railroad  
Operational Acceptable Level of  
Traffic  
Operational Deviation  
Operational Error  
School Bus Operation  
Special VFR Operations  
Total Operations

**OPERATOR: See Also**

Air Operator  
Air Taxi Commercial Operator  
Commercial Operator  
Control Operator  
Domestic Air Operator  
Fixed Base Operator  
International Air Operator  
Large Aircraft Commercial  
Operator  
Marine Terminal Operator  
Multiple System Operator  
Owner Operator  
Tour Operator

**ORGANIZATION: See**

International Civil Aviation  
Organization  
International Maritime  
Organization  
International Maritime Satellite  
Organization  
Metropolitan Planning  
Organization  
Oil Spill Removal Organization

**OUTLET: See**

Company Outlet  
Company Automotive Outlet  
Remote Communications Outlet

**PACKAGING: See Also**

Bulk Packaging  
Combination Packaging  
Composite Packaging  
Inner Packaging

Non - Bulk Packaging  
Outer Packaging  
Single Packaging

PASSENGER: See Also  
Domestic Passenger  
Enplaned Passenger  
Inland Waterways Passenger  
Inland Waterways  
Passenger - Kilometer  
Intercity Rail Passenger  
International Passenger  
Intransit Passenger  
Passenger Mile  
Passenger Per Aircraft Mile  
Revenue Passenger  
Transportation of Deep Sea  
Passenger

PERSON: See Also  
Nonfatality Injured Person

PETROLEUM: See Also  
Crude Oil Petroleum  
Strategic Petroleum Reserve  
Refined Petroleum Products

PIER: See Also  
Ice Pier  
Ice Action on Bridges and Piers

PILOT: See Also  
Airline Transport Pilot  
Automatic Pilot  
Commercial Pilot  
Private Pilot  
Student Pilot  
Trip Pilot

PIPELINE: See Also  
Construction Pipeline  
Exposed Pipeline  
Hinshaw Pipeline  
Intrastate Pipeline  
Onshore Oil Pipeline Facility  
Rate Regulated Pipelines  
Refined Petroleum Pipelines

PLACE: See Also  
Landing Place  
Watering Place

PLAN: See  
Airport Layout Plan  
Composite Flight Plan  
Current Flight Plan  
Flight Plan  
National Search And Rescue Plan  
Response Plan

PLATE: See  
Deck Plate  
Top Plate  
Upper Coupler Plate

POINT: See  
Common Point  
Compulsory Reporting Points  
Controlled Point  
Dispatch Point  
Final Approach Point  
Holding Point  
Hyphenated Point  
Initial Impact Point  
Missed Point Approach  
Point - Of - Rent  
Principal Impact Point  
Reporting Point  
Stop Indication Point

POOL: See Also  
Decorative Pool  
Flat Pool  
Normal Pool  
Reef Pool

PORT: See Also  
Free Ports  
Port Authority  
Port Of Entry  
Portage  
Receipts Ports  
Regional Distribution Port  
Shipments Ports  
Subregional Port

**POST: See Also**

Arrival Post  
Check Post

**PRESSURE: See**

Manifold Pressure  
Surge Pressure

**PROCEDURE: See**

Direction Finder Approach  
Procedure  
Flight Management System  
Procedure  
Gate Hold Procedure  
Instrument Flight Rules (IFR)  
Takeoff Minimums And  
Departure Procedure  
Instrument Approach Procedure  
Missed Approach Procedure  
Nonprecision Approach Procedure  
Precision Approach Procedure  
Test Procedures

**PRODUCT: See**

Gross Domestic Product  
Gross National Product  
Petroleum Product  
Oil And Gas Production  
Productivity  
Refined Petroleum Products

**PROGRAM: See**

Airport Improvement Program  
En Route Spacing Program  
Travel Advisory Program

**RADAR: See**

Air Route Surveillance Radar  
Air Traffic Control Tower (ATCT)  
Radar  
Airport Surveillance Radar  
Limited Air Traffic Control Tower  
(ATCT) Radar  
Precision Approach Radar  
Weather Radar

**RAIL: See**

Commuter Rail  
Guard Rail  
High Speed Rail  
Light Rail  
Rail Mode  
Rapid Rail  
Rapid Transit Rail  
SAMIS Reporting Commuter Rail

**RAILROAD: See Also**

American Tracks Railroad  
(AMTRAK)  
Railroad Accident  
Railroad and Railway Electric  
Service  
Railroad Car Mile  
Railroad Crossing Collision  
Railroad Switching and Terminal  
Railroad Switching and Terminal  
Establishments  
Railroaded  
Rental of Railroad Cars  
Transit Railroad

**RAILWAY: See**

Class I Railroad  
Class I Freight Railroad  
Commuter Railroad  
Group II Railroad  
Incline Railway  
Light Density Railroad  
Miniature Railway  
Narrow Railway Gauge  
Primary Railway  
Railway Gauge  
Railway Yard  
Siding / Spur Railway  
Standard Railway Gauge  
Station  
Transit Railway

**RATE: See Also**

Fatal Accident Rate  
Fatality Rate  
Nonfatal Injury Accident Rate  
Nonfatally Injured Persons Rate

Property Damage Rate  
Provisional Rate - Density  
Relationship  
Scrappage Rate

Tons Of Freight And Mail  
Enplaned Revenue  
Transport Revenue

**RATING:** See Also

Gross Axle Weight Rating  
Gross Combination Weight Rating  
Gross Vehicle Weight Rating

**RECEIPT:** See

Dock Receipt  
Intransit Receipts  
Net Receipts

**REEF:** See Also

Bold Reef  
Bold Right - Hand Reef  
Left Handed Makes Well In  
Toward Channel Reef  
Solid Bluff Reef  
Wide Reef

**REPORT:** See

Channel Report  
Oceanic Navigational Error Report  
Position Report  
Pilot Weather Report  
Reporting Threshold  
Automatic Altitude Reporting

**REVENUE:** See Also

Barter Revenue  
Coach Passenger Revenue  
Excess Baggage Revenue  
First Class Passenger Revenue  
Freight Revenue  
Freight Service Revenue  
Mail Revenue  
Maritime Revenue  
Miscellaneous Transport Revenue  
Operating Revenue  
Other Transport Related Revenue  
Passenger Revenue  
Revenue Load Per Aircraft Mile  
Revenue Plane - Miles  
Revenue Ton - Miles

**ROAD:** See Also

Administrative Road  
Administrative (Class V) Road  
Administrative (Class VI) Road  
Average Road Width  
Class 1 Road  
Class 2 Road  
Class 3 Road  
Class 4 Road  
Class 5 Road  
Functional Classification Road  
Local Road  
Open To Public Travel Road  
Operational Road  
Overlook Access  
Private Road  
Public Road  
Public Use Road  
Public Use (Class I) Road  
Public Use (Class II) Road  
Public Use (Class III) Road  
Public Use (Class IV) Road  
Ramp  
Restricted Road  
Road Call  
Road Class  
Roadway  
Roadway Element  
Roadway Function Class  
Toll Road  
Turning Roadway  
Under Construction Road

**ROTOR:** See

Auxiliary Rotor  
Main Rotor  
Rotorcraft  
Rotorcraft Load Combination  
Rotorcraft Load Combination  
(Class A)  
Rotorcraft Load Combination  
(Class B)

Rotorcraft Load Combination  
(Class C)  
Rotorcraft Load Combination  
(Class D)

Outboard Designated Seating  
Position  
Seating Position  
Seating Reference Point

**ROUTE: See Also**

Air Traffic Services Route  
Conflicting Route  
Feeder Route  
Interlocked Route  
Jet Route  
Military Instrument Flight Rule  
(IFR) Training Route  
Military Training Route  
Oceanic Published Route  
Oceanic Transition Route  
Parallel Offset Route  
Preferential Route  
Preferential Arrival Route  
Preferential Departure Route  
Preferential Departure And  
Arrival Route  
Preferred IFR Route  
State - Designated Route

**RUNWAY: See Also**

Abandoned Runway  
Closed Runway  
Instrument Runway  
Intersecting Runway  
Multiple Runway  
Non - Precision Instrument  
Runway  
Offset Parallel Runway  
Operational Runway  
Parallel Runway  
Precision Instrument Runway  
Runway Type  
Under Construction Runway  
Visual Runway

**SADDLE - MOUNT: See Also**

King - Pin Saddle - Mount  
Lower - Half Of Saddle - Mount  
Upper Half Of Saddle - Mount

**SEATING: See**

Designated Seating Capacity  
Designated Seating Position

**SECTION: See**

Dead Section  
Fouling Section  
Line Section

**SECTOR: See**

Arrival Sector  
Commercial Sector  
Control Sector  
End - Use Sectors

**SEGMENT: See**

Final Approach Segment  
Intermediate Approach Segment  
Route Segment

**SEPARATION: See**

Composite Separation  
Distance Measuring Equipment  
(DME) Separation  
Lateral Separation  
Longitudinal Separation  
Secondary Separation Assurance

**SERVICE: See**

Additional Services  
Advisory Service  
Air Courier Service  
Air Traffic Service  
Air Traffic Control Service  
Airport Advisory Service  
Airport Traffic Control Service  
Alerting Service  
All Service  
Ambulance Or Rescue Service  
Approach Control Service  
Automatic Terminal Information  
Service  
Aviation Weather Service  
Charter Service  
Charter Bus (Except Local)  
Service  
Coach Service  
Commercial Service

Commuter Bus Service  
Courier (Except Local Or By Air)  
Service  
Designated Service  
En Route Air Traffic Control,  
Traffic Service  
First Class Service  
Flight Service  
Flight Advisory Service  
Flight Information Service  
Hazardous Area Reporting Service  
Hazardous Inflight Weather  
Advisory Service  
Light Rail Service  
Linear Service  
Local Bus Charter Service  
Local Courier Service  
Nonscheduled Service  
Passenger Service  
Pilots Automatic Telephone  
Weather Answering Service  
Total Flight Service  
Railroad and Railway Electric  
Service  
Scheduled Service  
Substitute Service  
Switching Service  
Towing And Tugboat Service

**SIGNAL: See**

Block Signal  
Blue Signal  
Cab Signal  
Danger Signal  
Flagman's Signal  
Hazard Warning Signal  
Home Signal  
Interlocking Signal  
Landing Signal  
Sign  
Signal Approach  
Slotted Mechanical Signal  
Opposing Signals  
Turn Signal

**SPECIALIST: See Also**

Air Traffic Control Specialist  
Traffic Management Specialist

**SPEED: See**

Speed Attainable In 1 Mile  
Approach Speed  
Blind Speed  
Climb out Speed  
Flap Extended Speed  
Ground Speed  
Landing Gear Extended Speed  
Landing Gear Operating Speed  
Medium Speed  
Restricted Speed  
Slow Speed  
Speeding

**STAGE: See**

Flight Stage  
Flood Stage  
Normal Pool Stage  
Pool Stage  
River Stage

**STATION: See Also**

Automated Flight Service Station  
Control Station  
Customs Station  
Flight Service Station  
Gaging Station  
High Water Station  
International Flight Service  
Station  
Sector Suite Work Station

**STOCK: See**

Subscribed And Unissued Stock  
Treasury Stock  
Vehicle Stock

**STORAGE: See**

Disposal Storage  
New Vehicle Storage  
Paid Storage  
Terminal Storage  
Thermal Storage  
Stowage

**SURFACE: See**

Surface Water  
Earth Surface  
Ground Surface

High Type Road Surface  
Intermediate Type Road Surface  
Low Type Road Surface  
Not Paved Surface  
Paved Surface  
Paved Road Surface  
Travel Surface

**SURVEILLANCE:** See Also

Dependent Surveillance  
Independent Surveillance  
Independent Cooperative  
Surveillance

**SURVEY:** See

Air Taxi Survey  
Inflight Survey  
Truck Inventory And Use Survey

**SWITCH:** See

Electro - Pneumatic Switch  
Facing Point Switch  
Hand Operated Switch  
Power - Operated Switch  
Sectionalizing Switch  
Spring Switch  
Switch In  
Switch Interlocked  
Switch Out  
Switch Providing Access  
Trailing Point Switch

**SYSTEM:** See Also

Arresting System  
Automated Mutual Assistance  
Vessel Rescue System (AMVER)  
Automated Radar Terminal  
System  
Automated Radar Terminal Type  
II System  
Automated Radar Terminal Type  
IIA System  
Automated Radar Terminal Type  
III System  
Automated Radar Terminal Type  
IIIA System  
Automated Radar Tracking  
System  
Automatic Block Sign System

Automatic Carrier Landing  
System  
Automatic Restraint System  
Automatic Train Control System  
Automatic Train Stop System  
Block Signal System  
Cargo Transfer System  
Commercial Driver's License  
Information System  
Composite Route System  
Control System  
Defect Notification System  
Demand Responsive System  
Diesel Fuel System  
Direct Altitude And Identity  
Readout System  
Direct User Access Terminal  
System  
Electric System  
Emergency Brake System  
Fixed Route System  
Fleet Management System  
Flight Management System  
Geographical Information System  
Global Positioning System  
Impounding System  
Inertial Navigation System  
Instrument Landing System  
Interagency Fleet Management  
System  
Irrigation System  
Lash System  
Linear Referencing System  
Low Altitude Alert System  
Manual Restraint System  
Microwave Landing System  
National Airspace System  
National Billing Address System  
National Highway System  
Oceanic Display And Planning  
System  
On - Line Payment And Collection  
System  
Organized Track System  
Parking Brake System  
Refuse System  
Seabee System  
Service Brake System  
System Planning

Territorial Highway System  
Thermosiphon System  
Traffic Alert And Collision  
Avoidance, Type I System  
Traffic Alert And Collision  
Avoidance, Type II System  
Traffic Alert And Collision  
Avoidance, Type III System  
Traffic Control System  
Transfer System  
Transportation Interface And  
Reporting System

**TANK:** See Also

Breakout Tank  
Cargo Tank  
Fuel Tank  
Intermodal Portable Tank  
Portable Tank  
Saddle Tank  
Storage Tank

**TAXI:** See Also

Air Taxi  
Demand Air Taxi  
High Speed Taxiway  
Hover Taxi  
Progressive Taxi  
Taxicabs  
Taxilane  
Taxiway

**TERMINAL:** See Also

Bulk Terminal  
Container Terminal  
Dial Up Access Terminal  
Industrial Terminal  
Initial Terminal  
Intermodal Passenger Terminal  
Marine Terminal  
Non - Port Terminal  
Special Purpose Terminal

**THRESHOLD:** See Also

Displaced Threshold  
Property Damage Threshold  
Relocated Threshold  
Reporting Threshold

**THRUST:** See

Maximum Rated Continuous  
Thrust  
Idle Thrust  
Rated Maximum Continuous  
Augmented Thrust  
Rated Takeoff Augmented Thrust  
Rated Takeoff Thrust  
Takeoff Thrust

**TIME:** See

Time In Service  
Acknowledging Time  
Actual Calculated Landing Time  
Arrival Time  
Block to Block Time  
Breakthrough Time  
Calculated Landing Time  
Chamber Time  
Clearance Void If Not Off By Time  
Clearance Void Time  
Delay Time  
Estimated Arrival Time  
Estimated Elapsed Time  
Estimated En Route Time  
Expect Further Clearance, Delay  
Indefinite Time  
Expected Departure Clearance  
Time  
Flight Time  
Free Time  
Freeze Calculated Landing Time  
Further Clearance Time  
Locking Time  
Meter Fix / Slot Time  
Outer Fix Time

**TON:** See

Cargo Ton - Mile  
Cargo Tonnes  
Deadweight Tons  
Gross Registered Tonnage  
Long Ton  
Metric Ton  
Revenue Ton - Mile  
Passenger Ton - Mile  
Short Ton  
Tons  
Ton - Deadweight

Ton - Displacement  
Ton - Kilometer By Inland  
Waterways  
Ton - Mile  
Tons Per Aircraft Mile  
Ton - Registered  
Total Ton - Mile  
Weight Ton  
Weight / Measurement Ton

**TOW:** See Also

Bastard Tow  
Break Up Tow  
Dedicated Tow  
Integrated Tow  
Rearrange Tow  
Unit Tow

**TOWER:** See Also

Aerodrome Control Tower  
Air Traffic Control Tower  
Airport Traffic Control Tower  
Limited Radar Approach Control  
Tower  
Non - Radar Approach Control  
Tower  
Radar Approach Control Tower  
Steel Tower  
Visual Flight Rule Tower

**TRACK:** See

American Tracks Railroad  
(AMTRAK)  
Dog Tracks  
Industrial Track  
Industry Track  
Main Track  
Private Track Or Siding  
Refueling Track  
Yard Track

**TRAFFIC:** See

Air Traffic  
Airport Traffic  
Closed Traffic  
Coastwise Traffic  
Domestic Coastwise Traffic  
Domestic Internal Traffic  
Domestic Intraport Traffic

Domestic Intra - Territory Traffic  
Domestic Intra - Waterway Traffic  
Domestic Lakewise Traffic  
Domestic Through Traffic  
Inland Waterways On National  
Territory Traffic  
Inland Waterways Traffic  
Internal Traffic  
Intra - Territorial Traffic  
Known Traffic  
Local Traffic  
Traffic Way  
Trafficway  
Trafficway Class  
Unladen Inland Waterways Traffic

**TRAILER:** See Also

Agricultural Commodity Trailer  
Boat Trailer  
Full Trailer  
Heavy Hauler Trailer  
Piggyback Trailers  
Pole Trailer  
Pulpwood Trailer  
Semi Trailer  
Trailer Converter Dolly  
Trailer On A Flat Car / Container  
On A Flat Car  
Trailer - On - Flatcar  
Trailership

**TRAIN:** See Also

Commuter Train  
Train Or Yard Crew  
Train Order  
Mile Train  
Mixed Trains  
Mule Train  
Opposing Train  
Power Train  
Training (Instructional)  
Trainmen  
Trainship  
Work Train  
Yard Switching Trains

**TRANSPORT:** See Also

Cross - Ways Inland Waterways  
Transport

Inland Waterway Transport  
Inland Waterways Cabotage  
Transport  
Intermodal Transport  
International Inland Waterways  
Transport  
National Inland Waterways  
Transport  
Transport For Hire Or Reward  
Transport On Own - Account  
Urban Inland Waterways  
Transport

TRANSPORTATION: See

Air Transportation  
Arrangement Of Passenger  
Transportation  
Arrangement Of Passenger (Not  
Elsewhere Classified)  
Transportation  
Business Transportation  
Commuter Rail Transportation  
Deadhead Transportation  
Designated Public Transportation  
Domestic Transportation  
Executive Transportation  
Farm - To - Market Agricultural  
Transportation  
Freight, On The Great Lakes - St.  
Lawrence Seaway  
Transportation  
Foreign Air Transportation  
Intercity And Rural Bus  
Transportation  
Intercity Rail Transportation  
Internal Water Transportation  
International Transportation  
Interstate Air Transportation  
Local Passenger, (Not Elsewhere  
Classified) Transportation  
Nonscheduled Air Transportation  
Open - Access Transportation  
Overseas Air Transportation  
Primary Transportation  
Public School Transportation  
Scheduled Air Transportation  
Specific Public Transportation  
Supplemental Air Transportation  
Transportation Sector

Water Transportation  
Water Transportation Of Freight  
(Not Elsewhere Classified)  
Water Transportation  
Of Passengers (Not Elsewhere  
Classified)

TRAVEL: See

Average Vehicle Miles Traveled  
Person Miles Of Travel  
Travel Agencies  
Traveler  
Vehicle Mile Of Travel

TRIP: See Also

City Trip  
Double Trip  
Household Trip  
Local Trip  
On Flight Passenger Trip Length  
Over - The - Road Trip  
Peak - Period Trip  
Person Trip  
Travel Day Trip  
Travel Period Trip  
Trip Type  
Vehicle Trip

TRUCK: See Also

Combination Truck  
Forklift Truck  
Large Truck  
Light Truck  
Medium And / Or Heavy Truck  
Multi - Trailer Five Or Less Axle  
Truck  
Multi - Trailer Seven Or More  
Axle Truck  
Multi - Trailer Six Axle Truck  
Other Single - Unit Truck  
Other Truck  
Pickup Truck  
Single Trailer Five Axle Truck  
Single Trailer Four Or Less Axle  
Truck  
Single Trailer Six Or More Axle  
Truck  
Single Unit Four Or More Axle  
Truck

Single Unit Six Tire Two Axle Truck  
 Single Unit Three Axle Truck  
 Single - Unit Truck  
 Straight Truck  
 Triple Truck  
 Truck Jockey  
 Truck Tractor  
 Two Axle Four Tire Truck

**TRUCKING:** See  
 Agricultural Products (Except Local) Trucking  
 Dump Trucking  
 General Freight Trucking (Except Local)  
 Hazardous Materials Trucking (Except Local)  
 Local Hazardous Materials Trucking  
 Local General Freight Trucking (Without Storage)  
 Other Trucking (Except Local)  
 Other Local Trucking (With Storage)  
 Other Local Trucking (Without Storage)

**TUG:** See Also  
 Pusher Tug  
 Tug And Barge Combinations

**TURN:** See Also  
 Turn A Tow  
 Turn Around  
 Procedure Turn  
 Turntable

**TYPE:** See Also  
 Aircraft Type  
 Body Type  
 Transmission Type  
 Type Of Drive  
 Type Of Occurrence  
 Type Of Primary Service  
 Types Of Goods Carried By Inland Waterways  
 Vehicle Type

**VAN:** See Also  
 Mini Van  
 SAMIS Reporting Vanpool  
 Vanpool

**VESSEL:** See Also  
 Barge Carrying Vessel  
 Cargo Vessel  
 Ferry Vessel  
 Foreign Inland Waterways Transport Vessel  
 Inland Waterways Transport Freight Vessel  
 Inland Waterways Transport Passenger Vessel  
 Inland Waterways Transport Vessel  
 Lift Vessel  
 Magazine Vessel  
 Motor Vessel  
 National Inland Waterways Transport Vessel  
 Numbered Vessel  
 Offshore Supply Vessel  
 Other Tanker Vessel  
 Passenger Vessel  
 Public Vessel  
 Pusher Vessel  
 Roll On / Roll Off (RO/RO) Vessel  
 Roll Vessel  
 Self Propelled For River - Sea Navigation Vessel  
 Specialty Ships (LPG/LNG) Vessel

**WALL:** See  
 Guide Wall  
 Land Wall  
 Lead Wall  
 Outer Lock Wall  
 River Wall

**WAREHOUSE:** See Also  
 Bonded Warehouse  
 General Warehousing And Storage  
 Household Goods Warehousing And Storage

**WATER: See**

- Duck Water
- Navigable Waters
- Navigable Waters Of The U.S.
- Personal Watercraft
- Pilot Waters
- Watercourse
- Waters Of The U.S.

**WATERWAY: See Also**

- Downbound Waterways
- Inbound Waterways
- Navigable Inland Waterway
- Network Navigable Inland Waterway
- Outbound Waterways
- Upbound Waterways

**WEIGHT: See**

- Curb Weight
- Gross Vehicle Rating Weight
- Gross Vehicle Weight
- Gross Weight
- Gross Weight / Mass
- Landed Weight
- Legal Weight
- Net Weight
- Tare Weight
- Unloaded Vehicle Weight
- Water Intake / Outflow

**YARD: See Also**

- Railway Yard
- Yardbird

**ZONE: See**

- Air Defense Identification Zone
- Blind Zone
- Coastal Air Defense Identification Zone
- Coastal Zone
- Construction / Maintenance Zone
- Distant Early Warning Identification Zone
- Domestic Air Defense Identification Zone
- Exclusion Zone
- Exempt Intracity Zone
- Foreign Trade Zone

**Hazard Zone**

- Inland Zone
- Inner - Approach Obstacle Free Zone
- Inner - Transitional Obstacle Free Zone
- Inshore Traffic Zone
- Obstacle Free Zone
- Response Zone
- Runway Protection Zone
- Runway Obstacle Free Zone
- Special Use Zone
- Time Zone
- Transit Zones

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## CONVERSION FACTORS

Heat Content for Various Fuels							
Fuel Oils				Natural Gasoline			
Crude	5,800,000	Btu/bbl		Petroleum Coke	6,024,000	Btu/bbl	
Residual	6,287,000	Btu/bbl		Asphalt	6,636,000	Btu/bbl	
Motor Gasoline	5,253,000	Btu/bbl		Wax	5,537,000	Btu/bbl	
Aviation Gasoline	5,048,000	Btu/bbl		Road Oil	6,636,000	Btu/bbl	
Jet Fuel (Kerosene)	5,670,000	Btu/bbl		Natural Gas			
Jet Fuel (Naphtha)	5,355,000	Btu/bbl		Liquid	3,925,000	Btu/bbl	
Distillate (Diesel Oil)	5,825,000	Btu/bbl		Dry (Non-utility)	1,016	Btu/ft	
Crude Petroleum	5,800,000	Btu/bbl		Coal			
Ethane	3,082,000	Btu/bbl		Anthracite	25,170,000	Btu/short ton	
Still Gas	6,000,000	Btu/bbl		Bituminous and Lignite	25,070,000	Btu/short ton	
Lubricants	6,065,000	Btu/bbl		Coke	26,000,000	Btu/short ton	
				Electricity Consumption	3,412	Btu/kWh	

Volume Conversions							
To							
From	in <sup>3</sup>	ft <sup>3</sup>	U.S. gal	Imp. gal	liter	bbl	
in <sup>3</sup>	1	5.787 x 10 <sup>-4</sup>	4.329 x 10 <sup>-3</sup>	3.605 x 10 <sup>-3</sup>	0.01639	1.031 X 10 <sup>-4</sup>	
ft <sup>3</sup>	1728	1	7.481	6.2292	28.32	0.1781	
U.S. gal	231	0.1337	1	0.8327	3.785	2.381 x 10 <sup>-2</sup>	
Imp. gal	277.4	0.1606	1.201	1	4.545	2.859 x 10 <sup>-2</sup>	
liter	61.02	3.531 x 10 <sup>-2</sup>	0.2642	0.2200	1	6.29 x 10 <sup>-3</sup>	
bbl	9702	5.615	42	34.972	158.97	1	

Mass Conversions					
To					
From	lb (avoirdupois)	kg	short ton	long ton	metric ton
lb (avoirdupois)	1	0.4536	5.0 x 10 <sup>-4</sup>	4.4643 x 10 <sup>-4</sup>	4.5362 x 10 <sup>-4</sup>
kg	2.205	1	1.1023 x 10 <sup>-3</sup>	9.8425 x 10 <sup>-4</sup>	1.0 x 10 <sup>-3</sup>
short ton	2000	907.2	1	0.8929	0.9072
long ton	2240	1016	1.12	1	1.016
metric ton	2205	1000	1.102	0.9842	1

Length Conversions							
To							
From	cm	in	ft	yd	m	mile	km
cm	1	0.3937	3.281 x 10 <sup>-2</sup>	1.0936 x 10 <sup>-2</sup>	1.0 x 10 <sup>-2</sup>	6.214 x 10 <sup>-6</sup>	1.0 x 10 <sup>-5</sup>
in	2.54	1	8.333 x 10 <sup>-2</sup>	2.778 x 10 <sup>-2</sup>	2.54 x 10 <sup>-2</sup>	1.578 x 10 <sup>-5</sup>	2.54 x 10 <sup>-5</sup>
ft	30.48	12	1	0.333	0.3048	1.894 x 10 <sup>-4</sup>	3.048 x 10 <sup>-4</sup>
yd	91.44	36	3	1	0.9144	5.682 x 10 <sup>-4</sup>	9.144 x 10 <sup>-4</sup>
m	100	39.37	3.281	1.0936	1	6.214 x 10 <sup>-4</sup>	1.0 x 10 <sup>-3</sup>
mile	160,934	63,360	5280	1760	1609	1	1.609
km	100,000	39,370	3281	1093.6	100	0.6214	1

Energy Conversions							
To							
From	ft-lb	kg-m	hp-hr	metric hp-hr	Btu	kWh	joule
ft-lb	1	0.1383	5.0505 x 10 <sup>-7</sup>	5.12 x 10 <sup>-7</sup>	1.285 x 10 <sup>-3</sup>	3.766 x 10 <sup>-7</sup>	1.356
kg-m	7.233	1	3.653 x 10 <sup>-6</sup>	3.704 x 10 <sup>-6</sup>	9.295 x 10 <sup>-3</sup>	2.724 x 10 <sup>-6</sup>	9.80665
hp-hr	1.98 x 10 <sup>6</sup>	2.7375 x 10 <sup>5</sup>	1	1.0139	2544	0.7457	2.6845 x 10 <sup>6</sup>
metric hp-hr	1.953 x 10 <sup>6</sup>	270,000	0.9863	1	2510	0.7355	2.6848 x 10 <sup>6</sup>
Btu	778.2	107.6	3.93 x 10 <sup>-4</sup>	3.985 x 10 <sup>-4</sup>	1	2.931 x 10 <sup>-4</sup>	1055
kWh	2.655 x 10 <sup>6</sup>	3.671 x 10 <sup>5</sup>	1.341	1.3596	3412	1	3.6 x 10 <sup>6</sup>
joule	0.7376	0.10197	0.3725 x 10 <sup>-6</sup>	0.3777 x 10 <sup>-6</sup>	0.9478 x 10 <sup>-3</sup>	0.2778 x 10 <sup>-6</sup>	1

1 quad Btu = .4724 million barrels crude per day = .1724 billion barrels crude per year



