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# GLOSSARY FOR THE 2022 TERMINAL AREA FORECAST (TAF)

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Office of Aviation Policy and Plans, FAA

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## Acronyms

AAC - Domestic Air Carrier Enplanements  
AAT - Air Taxi Enplanements  
AC - Air Carrier Operations  
AT - Air Taxi Operations  
FAC\_CLASS - Facility Classification  
FRGN\_FLAG - Foreign Flag International Air Carrier Enplanements  
GA - General Aviation  
HELO - Helicopter General Aviation Aircraft  
ITN - Itinerant  
JET - Turbojet and Turbofan General Aviation Aircraft  
LOC - Local  
LOCID - Location Identifier  
MIL - Military  
MULTI - Multiengine General Aviation Aircraft  
OPS - Operations  
REG - Federal Aviation Administration Regional Office  
SINGLE - Single Engine General Aviation Aircraft  
TOT\_AOPS - Total Airport Operations  
TOTBA - Total Based Aircraft  
TOTENPL - Total Enplanements  
TOTOVERS - Total Overflights  
TR - TRACON  
TRACON - Terminal Radar Approach Control Facility  
US\_FLAG - US Flag International Air Carrier Enplanements

## Definitions

**Air Carrier Enplanements** - Sum of domestic and international revenue passenger enplanements on mainline US commercial air carriers plus international revenue passenger enplanements on mainline foreign flag air carriers. Data include both scheduled and non-scheduled enplanements as reported to the US Department of Transportation (DOT), Bureau of Transportation Statistics (BTS) on T-100 reports.

**Air Taxi Enplanements** - Revenue passenger enplanements on on-demand air carriers. The data are reported voluntarily on the Airport Activity Survey, FAA Form 1800-31.

**Airport Operations** - Takeoffs and landings at an airport. The two types of airport operations are local and itinerant.

**Approach Control ID** - Terminal Radar Approach Control (TRACON) Identifier.

**Based Aircraft** - An aircraft that is operational and air worthy and is based at an airport for a majority of the year. The types of based aircraft in the TAF are:

Single - Single Engine General Aviation Aircraft

Jet - Turbojet and Turbofan General Aviation Aircraft

Multi - Multiengine General Aviation Aircraft

Helicopter - Helicopter General Aviation Aircraft

Other - Other Aircraft (e.g., Gliders, Military, Ultra-Light)

**Center Area ID** - Air Route Traffic Control Center Identifier.

**Commercial Airport Operations** - Sum of itinerant air carrier plus itinerant air taxi & commuter operations.

**Commuter Enplanements** - Starting in FY 2003, includes revenue passenger enplanements for those airlines whose primary function is to provide feed to mainline carriers, regardless of aircraft size. As of October 2002, all scheduled and non-scheduled operations using aircraft with 10 or more seats to transport commuter (regional) passengers must report on T-100. (Historic enplanement statistics include originating passengers on scheduled commuter or regional carriers as reported on DOT Form 41 and 298-C; where possible adjustments were made to include connecting passengers. Historically, Form 298-C included carriers operating at least 5 scheduled round trips per week whose fleet consists of aircraft having 60 or fewer seats.)

**Domestic Air Carrier Enplanements** - Revenue passenger enplanements flying within the US on mainline US commercial air carriers.

**Enplanements** - The total number of revenue passengers boarding aircraft. Includes both originations and transfers.

**Facility Class** - Facility classification used in the FAA Operations Network (OPSNET). Starting in the 2016 TAF, the classes include:

- . Tower without Radar
- . TRACON, RAPCON, or CERAP
- . Combined TRACON & Tower with Radar
- . Combination Non-Radar Approach Control and Tower without Radar
- . Tower with Display (VFR)
- . Combined Control Facility
- . Tower with Radar
- . Combined TRACON
- . Federal Contract Tower
- . Non-FAA Facility

**Facility Level** - Ranking of facilities based on the complexity of air traffic that they handle.

**Fiscal Year** - Time period beginning on October 1 of previous calendar year and ending on September 30 of the current calendar year.

**Foreign Flag Enplanements** - The number of revenue passenger enplanements on mainline foreign flag air carriers.

**Hub Size** - Classification of airports based on percentage of total U.S. revenue passenger enplanements in a one year period. The definitions of the hub sizes are:

- Large Hub - 1.00% or more of total U.S. revenue passenger enplanements
- Medium Hub - at least 0.25% but less than 1.00% of total U.S. revenue passenger enplanements
- Small Hub - at least 0.05% but less than 0.25% of total U.S. revenue passenger enplanements
- Non-Hub - less than 0.05% of total U.S. revenue passenger enplanements

**Itinerant Air Carrier Operations** - Itinerant airport operations performed by aircraft with seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds, carrying passengers or cargo for hire or compensation. Includes US and foreign flag carriers.

**Itinerant Air Taxi Operations** - Itinerant airport operations performed by aircraft with seating capacity of 60 seats or less or a maximum payload capacity of 18,000 pounds or less, carrying passengers or cargo for hire or compensation.

**Itinerant General Aviation Operations** - Itinerant airport operations performed by all civil aircraft, except air carriers or air taxis/commuters.

**Itinerant Military Operations** - Itinerant airport operations performed by military aircraft.

**Itinerant Operations** - Airport operations performed by an aircraft, either IFR or VFR, that land at an airport arriving from outside the airport area, or depart from an airport and leave the airport area.

**Local Civil Operations** - Local airport operations performed by private and commercial aircraft.

**Local Domestic Originating Share** - Percentage of total domestic passenger enplanements who begin their journey at a specified airport.

**Local Domestic Originations** - The number of domestic passengers who begin their journey at a specified airport.

**Local Military Operations** - Local airport operations performed by military aircraft.

**Local Operations** - Airport operations performed by an aircraft that remain in the local traffic pattern, execute simulated instrument approaches or low passes at the airport, and operations to or from the same airport within a designated practice area within a 20-mile radius of the airport.

**Mainline Carriers** – air carriers providing service primarily via aircraft with 90 or more seats. Mainline carriers are in contrast to regional carriers, defined as those providing service primarily via aircraft with 89 or fewer seats and whose routes serve mainly as feeders to the mainline carriers.

**Region** - FAA Regional Office. The regions are:

- Alaskan
- Central
- Eastern
- Great Lakes
- New England
- Northwest Mountain
- Southern
- Southwest
- Western-Pacific

**Reliever** - Airports designated by the FAA to relieve congestion at Commercial Service Airports and to provide improved general aviation access to the overall community. These may be publicly or privately-owned.

**Total International Enplanements** - Sum of US Flag Enplanements and Foreign Flag Enplanements.

**Total Overflights** - Sum of IFR and VFR operations performed by an aircraft that originate outside the tower's or TRACON's airspace without landing. Includes helicopter operations that land or depart from an airport non-movement area or from an off-airport location.

**TRACON (Terminal Radar Approach Control Facility)** - An 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.

**TRACON Operations** - Arrivals, departures, and overflights handled by the TRACON. The categories of TRACON operations are:

- Air Carrier
- Air Taxi
- General Aviation
- Military
- Overflights

**US Flag Enplanements** - The number of revenue passenger enplanements on mainline US flag air carriers.