

# Glossary

- ADP** Aeroports de Paris, the authority responsible for the development and operation of the airports of Paris – CDG One and Two, Orly Sud and Orly Ouest.
- AENA** The Spanish airport authority, responsible for the development and operation of all state-owned airports in Spain and its associated territories.
- Aeronautical revenues** All revenues earned by the airport from aviation activity including landing charges, passenger load fees, airbridge fees, cargo throughput, rents for check-in desks and offices, aviation fuel throughput charges and the provision of security.
- Airbridge/Jetway** A movable telescopic tunnel linking the departure or arrival gate to the aircraft doorway. The airbridge may be hired or lowered to suit different types of aircraft.
- Airbridge fees** A fixed fee which an airline pays to the airport for the use of an airbridge or jetway. The charge may be related to the length of time the aircraft occupies the stand.
- Airfield** That part of the aerodrome or airport to be used for take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s), i.e. the large areas of concrete between the terminal buildings and the taxiways and runways.
- Airside (terminal)** The departure and arrival areas of the terminal building beyond security, passport and Customs controls. Access is restricted to travelling passengers with valid boarding cards, airline, airport and other authorised staff. Departure level airside normally includes those passenger lounges, shopping areas and departure gates which are accessible only through security or immigration control. Arrival level airside includes arrival gates, passport controls and baggage collection areas prior to exiting into the public area.
- Apron** Airside area for parking and manoeuvre of aircraft and ground-handling equipment. It does not include taxiways.
- Apron services** (see **Ground handling**)  
taxiways, runways and in the air.
- BAA** BAA plc, the British Airport Authority.
- Baggage handling** The processing of passenger baggage from check-in to aircraft to arrivals.
- CAA** The Civil Aviation Authority of the UK responsible for the regulation of the aviation industry there and the issuing of operating licences to airlines and aircraft owners.
- Charter passenger flights** Non-scheduled flights on which the seats are block booked by a tour operator or travel agent and normally sold as part of a complete holiday package.
- Chicago Convention** A conference on the regulation of post-war air transport held in Chicago in 1944, where *inter alia*, the basis for today's duty/tax-free passenger allowances was laid.

- Commercial revenues** All revenues earned by the airport authority from non-aviation sources, including concession fees from shopping, banking, catering and bars, car parking and advertising sign rentals.
- Deregulation (US)** The internal US air transport market became fully liberalised in 1978 with all routes opened up for competitive access. This liberalisation, or deregulation as it was called in the USA, became the model for liberalising the aviation market in Europe.
- Duty free** Goods purchased in a duty-free shop which are normally subject to excise duties and VAT.
- Eurostar** Brand name for rapid train (though not yet a TGV) used on the Channel Tunnel route between the UK and continental Europe.
- Ground-handling/Apron services** The processing of an airline's passengers through check-in, baggage delivery and embarkation, both at departure and on arrival. Responsibilities may include load control, surface transport and security documentation, the servicing of the aircraft on the ground (apron services) including cleaning, catering, refuelling, marshalling on to the stand or parking place, and dealing with the airport authority.
- Hubbing/Hub and spoke** Airport hub and spoke systems were developed by US airline carriers as an efficient means of serving the large US domestic air traffic market following deregulation. The underlying philosophy is that there are routes which alone are not viable, e.g. Providence, Rhode Island to Austin, Texas, but when combined with other routes through a single hub airport, e.g. Providence/Cincinnati to Dallas/Austin, can produce economic passenger loads. The formula which defines the marketing power of a hub is  $N(N-1)/2$  where  $N$  equals the number of spokes. At Dallas, for example, there may be 50 spokes which, using the formula, produces over 1200 possible routings. In Europe the principal hub airports are London Heathrow and Gatwick, Amsterdam Schiphol, Frankfurt, Paris CDG, Copenhagen, Rome and Zurich.
- IATA** International Air Transport Association, the airlines international trade association.
- ICAO** International Civil Aviation Organisation, the international regulatory body for civil aviation.
- Inter-lining** Air journeys involving a number of stages or sectors and using different airlines for some of the stages.
- Inter-modal** The node or connection point at which it is possible to move from one mode of transport to another, for example, at an airport which has a train station and a bus terminus.
- Intra-EU/Intra-Community** Journeys between two or more member states of the European Union.
- Landing charges** These are the charges levied by the airport on an aircraft for the use of the runways and taxiways, and are normally applied on an aircraft landing. In general, landing charges are based on the weight of the aircraft.
- Landside** All non-operational and public areas of the airport and terminal buildings used for passenger access, car parking, check-in, shopping, restaurants and bars, and general waiting areas.
- Liberalisation** The liberalisation of the air transport industry in the European Union, completed in April 1997, allows all EU airline carriers holding an operating licence free access to all international routes within the EU, subject to slot availability. The airlines are largely free to charge whatever fares they wish.

**Load fee** (see **Passenger charges**)

**Long-haul flights** A descriptive term generally applied to intercontinental flights.

**Lux levels** A unit of illumination. Used to indicate the level of light in a defined space.

**Master planning** An airport master plan is the overall development plan for an airport and the corresponding land use surrounding the airport. It includes the physical outline of the proposed development and describes the phasing, the financial implications and implementation strategies involved.

**MTOW** Maximum take-off weight of an aircraft as certified by the manufacturer.

**Navigational infrastructure** The system of visual and radio navigational aids used in the guidance of aircraft on the ground and in the air.

**Passenger charges/Load fee** The passenger load fee or charge is paid to the airport by the airline, for each passenger, and is included in the ticket price. In most places the charge is not shown separately. The charge relates to the airport services provided for passengers, e.g. use of the terminal building, customs and passport controls, and security.

**Passenger manifesto** A detailed breakdown of the composition of the passengers on-board an aircraft. This may include the number of first and business class passengers, the number of economy class travellers and the number of unaccompanied minors.

**Pier** A fixed corridor which links the terminal to an aircraft stand or busing gate.

**Runway capacity** Number of aircraft movements, in and out, which can be operated safely on the runway, when measured against an acceptable delay criterion.

**Runway congestion** When demand on the runway system exceeds capacity, and approaching or departing aircraft have to hold and suffer delays.

**Scheduled passenger flights** Flights scheduled, performed according to a published timetable, or so regular or frequent as to constitute a recognisably systematic series, which are open to use by the public on an individually ticketed basis.

**Schengen Agreement** A treaty, the object of which is to provide for the free movement of people between and within signatory states. All EU member states, except the UK and Ireland, are signatories along with Norway and Iceland. Because there is free movement between states, non-Schengen passengers must be kept in a separate area in the airports involved. This requirement has implications for airport capacity and demands the duplication of passenger and shopping facilities.

**Slots** The designated time of arrival and departure of an aircraft at an airport.

**Tax free** Goods purchased in a tax-free shop which are normally subject to Value Added Tax only.

**Taxiing** The ground handling of aircraft in transit to or from apron areas, or to or from runways.

**Terminal** Building(s) used for the processing, embarking and disembarking of passengers.

**Terminal capacity** The number of passengers who can be processed in the terminal building measured against assumed standards of safety and comfort.

**TGV** Train Grande Vitesse – the French rapid train system which can operate at speeds in excess of 240 km per hour.

**Transit passengers** Passengers on aircraft who make a stop at an airport for regulatory, technical or operational reasons, and continue their journey on the same aircraft.

**Vendor control** A system agreed by EU member states to regulate the sale of tax/duty-free goods in the absence of customs barriers within the Single Market. It places the responsibility upon duty/tax-free retailers to ensure that air and sea passengers do not purchase goods in excess of their given allowances.

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