

LATERAL NAVIGATION (LNAV)– A function of area navigation (RNAV) equipment which calculates, displays, and provides lateral guidance to a profile or path.

LATERAL SEPARATION– The lateral spacing of aircraft at the same altitude by requiring operation on different routes or in different geographical locations.

(See SEPARATION.)

LDA–

(See LOCALIZER TYPE DIRECTIONAL AID.)

(See LANDING DISTANCE AVAILABLE.)

(See ICAO Term LANDING DISTANCE AVAILABLE.)

LF–

(See LOW FREQUENCY.)

LIGHTED AIRPORT– An airport where runway and obstruction lighting is available.

(See AIRPORT LIGHTING.)

(Refer to AIM.)

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.

(Refer to AIM.)

LIGHT-SPORT AIRCRAFT (LSA)– An FAA-registered aircraft, other than a helicopter or powered-lift, that meets certain weight and performance. Principally it is a single-engine aircraft with a maximum of two seats and weighing no more than 1,430 pounds if intended for operation on water, or 1,320 pounds if not. It must be of simple design (fixed landing gear (except if intended for operations on water or a glider), piston powered, nonpressurized, with a fixed or ground adjustable propeller). Performance is also limited to a maximum airspeed in level flight of not more than 120 knots calibrated airspeed (CAS), have a maximum never-exceed speed of not more than 120 knots CAS for a glider, and have a maximum stalling speed, without the use of lift-enhancing devices of not more than 45 knots CAS. It may be certificated as either Experimental LSA or as a Special LSA aircraft. A

minimum of a sport pilot certificate is required to operate light-sport aircraft.

(Refer to 14 CFR Part 1, §1.1.)

LINE UP AND WAIT (LUAW)– Used by ATC to inform a pilot to taxi onto the departure runway to line up and wait. It is not authorization for takeoff. It is used when takeoff clearance cannot immediately be issued because of traffic or other reasons.

(See CLEARED FOR TAKEOFF.)

LOCAL AIRPORT ADVISORY (LAA)– A service available only in Alaska and provided by facilities that are located on the landing airport, have a discrete ground-to-air communication frequency or the tower frequency when the tower is closed, automated weather reporting with voice broadcasting, and a continuous ASOS/AWSS/AWOS data display, other continuous direct reading instruments, or manual observations available to the specialist.

(See AIRPORT ADVISORY AREA.)

LOCAL TRAFFIC– Aircraft operating in the traffic pattern or within sight of the tower, or aircraft known to be departing or arriving from flight in local practice areas, or aircraft executing practice instrument approaches at the airport.

(See TRAFFIC PATTERN.)

LOCALIZER– The component of an ILS which provides course guidance to the runway.

(See INSTRUMENT LANDING SYSTEM.)

(See ICAO term LOCALIZER COURSE.)

(Refer to AIM.)

LOCALIZER COURSE [ICAO]– The locus of points, in any given horizontal plane, at which the DDM (difference in depth of modulation) is zero.

LOCALIZER OFFSET– An angular offset of the localizer aligned within 3° of the runway alignment.

LOCALIZER TYPE DIRECTIONAL AID (LDA)– A localizer with an angular offset that exceeds 3° of the runway alignment, used for nonprecision instrument approaches with utility and accuracy comparable to a localizer, but which are not part of a complete ILS.

(Refer to AIM.)

LOCALIZER TYPE DIRECTIONAL AID (LDA) PRECISION RUNWAY MONITOR (PRM) APPROACH– An approach, which includes a glideslope, used in conjunction with an ILS PRM, RNAV PRM or GLS PRM approach to an adjacent runway to conduct Simultaneous Offset Instrument