

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/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 Approaches (SOIA) to parallel runways whose centerlines are separated by less than 3,000 feet and at least 750 feet. NTZ monitoring is required to conduct these approaches.

(See SIMULTANEOUS OFFSET INSTRUMENT APPROACH (SOIA).)

(Refer to AIM)

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.

(Refer to AIM.)

LOCATOR [ICAO]– An LM/MF NDB used as an aid to final approach.

Note: A locator usually has an average radius of rated coverage of between 18.5 and 46.3 km (10 and 25 NM).

LONG RANGE NAVIGATION–

(See LORAN.)

LONGITUDINAL SEPARATION– The longitudinal spacing of aircraft at the same altitude by a minimum distance expressed in units of time or miles.

(See SEPARATION.)

(Refer to AIM.)

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. In 2010, the U.S. Coast Guard terminated all U.S. LORAN-C transmissions.

(Refer to AIM.)

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 14 CFR Part 91. Radar controllers issue