

# PILOT/CONTROLLER GLOSSARY

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## PURPOSE

a. This Glossary was compiled to promote a common understanding of the terms used in the Air Traffic Control system. It includes those terms which are intended for pilot/controller communications. Those terms most frequently used in pilot/controller communications are printed in *bold italics*. The definitions are primarily defined in an operational sense applicable to both users and operators of the National Airspace System. Use of the Glossary will preclude any misunderstandings concerning the system's design, function, and purpose.

b. Because of the international nature of flying, terms used in the Lexicon, published by the International Civil Aviation Organization (ICAO), are included when they differ from FAA definitions. These terms are followed by "[ICAO]." For the reader's convenience, there are also cross references to related terms in other parts of the Glossary and to other documents, such as the Code of Federal Regulations (CFR) and the Aeronautical Information Manual (AIM).

c. This Glossary will be revised, as necessary, to maintain a common understanding of the system.

## EXPLANATION OF CHANGES

d. Terms Added:

ICAO 3LD  
ICAO Term ICAO Three Letter Designator  
UNCONTROLLED AIRSPACE

e. Terms Deleted:

IFIM  
INTERNATIONAL FLIGHT INFORMATION MANUAL

f. Terms Modified:

CLASS G AIRSPACE  
INTERNATIONAL CIVIL AVIATION ORGANIZATION [ICAO]  
NOTICES TO AIRMEN PUBLICATION

g. Editorial/format changes were made where necessary. Revision bars were not used due to the insignificant nature of the changes.



## PAGE CONTROL CHART

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**CLASS D AIRSPACE–**

(See CONTROLLED AIRSPACE.)

**CLASS E AIRSPACE–**

(See CONTROLLED AIRSPACE.)

**CLASS G AIRSPACE–** Airspace that is not designated in 14 CFR Part 71 as Class A, Class B, Class C, Class D, or Class E controlled airspace is Class G (uncontrolled) airspace.

(See UNCONTROLLED AIRSPACE.)

**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.

(See WIND SHEAR.)

(See JET STREAM.)

**CLEAR OF THE RUNWAY–**

**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 runway holding position marking.

**b.** 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 are no restrictions to its continued movement beyond the applicable runway holding position marking.

**c.** 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.

**CLEARANCE–**

(See AIR TRAFFIC CLEARANCE.)

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

(See ICAO term CLEARANCE LIMIT.)

**CLEARANCE LIMIT [ICAO]–** The point to which an aircraft is granted an air traffic control clearance.

**CLEARANCE VOID IF NOT OFF BY (TIME)–**

Used by 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/her IFR flight plan if not off by the specified time.

(See ICAO term CLEARANCE VOID TIME.)

**CLEARANCE VOID TIME [ICAO]–** 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.

**CLEARED APPROACH–** 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.

(See CLEARED (Type of) APPROACH.)

(See INSTRUMENT APPROACH PROCEDURE.)

(Refer to 14 CFR Part 91.)

(Refer to AIM.)

**CLEARED (Type of) APPROACH–** ATC authorization for an aircraft to execute a specific instrument approach procedure to an airport; e.g., “Cleared ILS Runway Three Six Approach.”

(See APPROACH CLEARANCE.)

(See INSTRUMENT APPROACH PROCEDURE.)

(Refer to 14 CFR Part 91.)

(Refer to AIM.)

**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, DP, or DP Transition.

(See REQUEST FULL ROUTE CLEARANCE.)

(Refer to AIM.)

**CLEARED FOR TAKEOFF–** ATC authorization for an aircraft to depart. It is predicated on known traffic and known physical airport conditions.

**CLEARED FOR THE OPTION–** 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. Pilots should advise ATC if they decide to remain on the runway, of any delay in their stop and go, delay clearing the runway, or are unable to comply with the instruction(s).

(See OPTION APPROACH.)

(Refer to AIM.)

**CLEARED THROUGH**– ATC authorization for an aircraft to make intermediate stops at specified airports without refiling a flight plan while en route to the clearance limit.

**CLEARED TO LAND**– ATC authorization for an aircraft to land. It is predicated on known traffic and known physical airport conditions.

**CLEARWAY**– An area beyond the takeoff runway under the control of airport authorities within which terrain or fixed obstacles may not extend above specified limits. These areas may be required for certain turbine-powered operations and the size and upward slope of the clearway will differ depending on when the aircraft was certificated.

(Refer to 14 CFR Part 1.)

**CLIMB TO VFR**– ATC authorization for an aircraft to climb to VFR conditions within Class 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 VFR.

(See SPECIAL VFR CONDITIONS.)

(Refer to AIM.)

**CLIMBOUT**– That portion of flight operation between takeoff and the initial cruising altitude.

**CLIMB VIA**– An abbreviated ATC clearance that requires compliance with the procedure lateral path, associated speed restrictions, and altitude restrictions along the cleared route or procedure.

**CLOSE PARALLEL RUNWAYS**– Two parallel runways whose extended centerlines are separated by less than 4,300 feet and at least 3000 feet (750 feet for SOIA operations) for which ATC is authorized to conduct simultaneous independent approach operations. PRM and simultaneous close parallel appear in approach title. Dual communications, special pilot training, an Attention All Users Page (AAUP), NTZ monitoring by displays that have aural and visual alerting algorithms are required. A high update rate surveillance sensor is required for certain runway or approach course spacing.

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

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

**CLOUD**– A cloud is a visible accumulation of minute water droplets and/or ice particles in the atmosphere above the Earth's surface. Cloud differs from ground fog, fog, or ice fog only in that the latter are, by definition, in contact with the Earth's surface.

**CLT**–

(See CALCULATED LANDING TIME.)

**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 ATC from providing services based on radar.

(See CHAFF.)

(See GROUND CLUTTER.)

(See PRECIPITATION.)

(See TARGET.)

(See ICAO term RADAR CLUTTER.)

**CMNPS**–

(See CANADIAN MINIMUM NAVIGATION PERFORMANCE SPECIFICATION AIRSPACE.)

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

**CODES**– The number assigned to a particular multiple pulse reply signal transmitted by a transponder.

(See DISCRETE CODE.)

**COLD TEMPERATURE COMPENSATION**– An action on the part of the pilot to adjust an aircraft's indicated altitude due to the effect of cold temperatures on true altitude above terrain versus aircraft indicated altitude. The amount of compensation required increases at a greater rate with a decrease in temperature and increase in height above the reporting station.

**COLLABORATIVE TRAJECTORY OPTIONS PROGRAM (CTOP)**– CTOP is a traffic management program administered by the Air Traffic Control System Command Center (ATCSCC) that manages demand through constrained airspace, while considering operator preference with regard to both route and delay as defined in a Trajectory Options Set (TOS).

**COMBINED CENTER-RAPCON**– An air traffic facility which combines the functions of an ARTCC and a radar approach control facility.

(See AIR ROUTE TRAFFIC CONTROL CENTER.)

(See RADAR APPROACH CONTROL FACILITY.)

**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.

(See SIGNIFICANT POINT.)

**COMMON PORTION**–

(See COMMON ROUTE.)

**COMMON ROUTE**– That segment of a North American Route between the inland navigation facility and the coastal fix.

## OR

**COMMON ROUTE**– Typically the portion of a RNAV STAR between the en route transition end point and the runway transition start point; however, the common route may only consist of a single point that joins the en route and runway transitions.

**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, FSS, or tower frequency and is identified in appropriate aeronautical publications.

(See DESIGNATED COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) AREA.)

(Refer to AC 90-42, Traffic Advisory Practices at Airports Without Operating Control Towers.)

**COMPASS LOCATOR**– 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 15 miles or as authorized in the approach procedure.

**a. Outer Compass Locator (LOM)**– A compass locator installed at the site of the outer marker of an instrument landing system.

(See OUTER MARKER.)

**b. Middle Compass Locator (LMM)**– A compass locator installed at the site of the middle marker of an instrument landing system.

(See MIDDLE MARKER.)

(See ICAO term LOCATOR.)

**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.

**COMPLY WITH RESTRICTIONS**– An ATC instruction that requires an aircraft being vectored back onto an arrival or departure procedure to comply with all altitude and/or speed restrictions depicted on the procedure. This term may be used in lieu of repeating each remaining restriction that appears on the procedure.

**COMPOSITE FLIGHT PLAN**– A flight plan which specifies VFR operation for one portion of flight and IFR for another portion. It is used primarily in military operations.

(Refer to AIM.)

**COMPULSORY REPORTING POINTS**– Reporting points which must be reported to 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.”

**CONDITIONS NOT MONITORED**– When an airport operator cannot monitor the condition of the movement area or airfield surface area, this information is issued as a NOTAM. Usually necessitated due to staffing, operating hours or other mitigating factors associated with airport operations.

**CONFIDENCE MANEUVER**– A confidence maneuver consists of one or more turns, a climb or descent, or other maneuver to determine if the pilot in command (PIC) is able to receive and comply with ATC instructions.

**CONFLICT ALERT**– A function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between tracked targets (known IFR or VFR aircraft) that require his/her immediate attention/action.

(See MODE C INTRUDER ALERT.)

**CONFLICT RESOLUTION**– The resolution of potential conflicts between aircraft that are radar

identified and in communication with 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.

**CONFORMANCE**– The condition established when an aircraft’s actual position is within the conformance region constructed around that aircraft at its position, according to the trajectory associated with the aircraft’s Current Plan.

**CONFORMANCE REGION**– A volume, bounded laterally, vertically, and longitudinally, within which an aircraft must be at a given time in order to be in conformance with the Current Plan Trajectory for that aircraft. At a given time, the conformance region is determined by the simultaneous application of the lateral, vertical, and longitudinal conformance bounds for the aircraft at the position defined by time and aircraft’s trajectory.

**CONSOLAN**– A low frequency, long-distance NAVAID used principally for transoceanic navigations.

**CONTACT**–

a. Establish communication with (followed by the name of the facility and, if appropriate, the frequency to be used).

b. A flight condition wherein the pilot ascertains the attitude of his/her aircraft and navigates by visual reference to the surface.

(See CONTACT APPROACH.)

(See RADAR CONTACT.)

**CONTACT APPROACH**– An approach wherein an aircraft on an 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.

(Refer to AIM.)

**CONTAMINATED RUNWAY**– A runway is considered contaminated whenever standing water, ice, snow, slush, frost in any form, heavy rubber, or

other substances are present. A runway is contaminated with respect to rubber deposits or other friction-degrading substances when the average friction value for any 500-foot segment of the runway within the ALD fails below the recommended minimum friction level and the average friction value in the adjacent 500-foot segments falls below the maintenance planning friction level.

**CONTERMINOUS U.S.**– The 48 adjoining States and the District of Columbia.

**CONTINENTAL UNITED STATES**– The 49 States located on the continent of North America and the District of Columbia.

**CONTINUE**– When used as a control instruction should be followed by another word or words clarifying what is expected of the pilot. Example: “continue taxi,” “continue descent,” “continue inbound,” etc.

**CONTROL AREA [ICAO]**– A controlled airspace extending upwards from a specified limit above the earth.

**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.

(See DISCRETE FREQUENCY.)

**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 ARTCC radar is operating in narrowband (digitized) mode, the control slash is converted to a target symbol.

**CONTROLLED AIRSPACE**– An airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification.

a. Controlled airspace is a generic term that covers Class A, Class B, Class C, Class D, and Class E airspace.

b. Controlled airspace is also that airspace within which all aircraft operators are subject to certain pilot qualifications, operating rules, and equipment



requirements in 14 CFR Part 91 (for specific operating requirements, please refer to 14 CFR Part 91). For IFR operations in any class of controlled airspace, a pilot must file an IFR flight plan and receive an appropriate ATC clearance. Each Class B, Class C, and Class D airspace area designated for an airport contains at least one primary airport around which the airspace is designated (for specific designations and descriptions of the airspace classes, please refer to 14 CFR Part 71).

c. Controlled airspace in the United States is designated as follows:

**1. CLASS A**– Generally, that airspace from 18,000 feet MSL up to and including FL 600, including the airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska. Unless otherwise authorized, all persons must operate their aircraft under IFR.

**2. CLASS B**– Generally, that airspace from the surface to 10,000 feet MSL surrounding the nation’s busiest airports in terms of airport operations or passenger enplanements. The configuration of each Class B airspace area is individually tailored and consists of a surface area and two or more layers (some Class B airspace areas resemble upside-down wedding cakes), and is designed to contain all published instrument procedures once an aircraft enters the airspace. An ATC clearance is required for all aircraft to operate in the area, and all aircraft that are so cleared receive separation services within the airspace. The cloud clearance requirement for VFR operations is “clear of clouds.”

**3. CLASS C**– Generally, that airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and that have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C area is individually tailored, the airspace usually consists of a surface area with a 5 nautical mile (NM) radius, a circle with a 10NM radius that extends no lower than 1,200 feet up to 4,000 feet above the airport elevation, and an outer area that is not charted. Each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while within the

airspace. VFR aircraft are only separated from IFR aircraft within the airspace.

(See OUTER AREA.)

**4. CLASS D**– Generally, that airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain the procedures. Arrival extensions for instrument approach procedures may be Class D or Class E airspace. Unless otherwise authorized, each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace. No separation services are provided to VFR aircraft.

**5. CLASS E**– Generally, if the airspace is not Class A, Class B, Class C, or Class D, and it is controlled airspace, it is Class E airspace. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures. Also in this class are Federal airways, airspace beginning at either 700 or 1,200 feet AGL used to transition to/from the terminal or en route environment, en route domestic, and offshore airspace areas designated below 18,000 feet MSL. Unless designated at a lower altitude, Class E airspace begins at 14,500 MSL over the United States, including that airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska, up to, but not including 18,000 feet MSL, and the airspace above FL 600.

**CONTROLLED AIRSPACE [ICAO]**– An airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification.

Note: Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D, and E.

**CONTROLLED TIME OF ARRIVAL**– Arrival time assigned during a Traffic Management Program. This time may be modified due to adjustments or user options.

**CONTROLLER**–

(See AIR TRAFFIC CONTROL SPECIALIST.)

**CONTROLLER [ICAO]**– A person authorized to provide air traffic control services.

**CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC)**– A two-way digital communications system that conveys textual air traffic control messages between controllers and pilots using ground or satellite-based radio relay stations.

**CONVECTIVE SIGMET**– 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 VIP level 4 with an area coverage of  $\frac{4}{10}$  (40%) or more, and hail  $\frac{3}{4}$  inch or greater.

(See AIRMET.)

(See AWW.)

(See CWA.)

(See SIGMET.)

(Refer to AIM.)

**CONVECTIVE SIGNIFICANT METEOROLOGICAL INFORMATION**–

(See CONVECTIVE SIGMET.)

**COORDINATES**– The intersection of lines of reference, usually expressed in degrees/minutes/seconds of latitude and longitude, used to determine position or location.

**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.

**COPTER**–

(See HELICOPTER.)

**CORRECTION**– An error has been made in the transmission and the correct version follows.

**COUPLED APPROACH**– An instrument approach performed by the aircraft autopilot, and/or visually depicted on the flight director, which is receiving position information and/or steering commands from onboard navigational equipment. In general, coupled non-precision approaches must be flown manually (autopilot disengaged) at altitudes lower than 50 feet AGL below the minimum descent altitude, and coupled precision approaches must be flown manually (autopilot disengaged) below 50 feet AGL

unless authorized to conduct autoland operations. Coupled instrument approaches are commonly flown to the allowable IFR weather minima established by the operator or PIC, or flown VFR for training and safety.

**COURSE**–

**a.** The intended direction of flight in the horizontal plane measured in degrees from north.

**b.** The ILS localizer signal pattern usually specified as the front course or the back course.

(See BEARING.)

(See INSTRUMENT LANDING SYSTEM.)

(See RADIAL.)

**CPDLC**–

(See CONTROLLER PILOT DATA LINK COMMUNICATIONS.)

**CPL [ICAO]**–

(See ICAO term CURRENT FLIGHT PLAN.)

**CRITICAL ENGINE**– The engine which, upon failure, would most adversely affect the performance or handling qualities of an aircraft.

**CROSS (FIX) AT (ALTITUDE)**– Used by ATC when a specific altitude restriction at a specified fix is required.

**CROSS (FIX) AT OR ABOVE (ALTITUDE)**– Used by 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.

(See ALTITUDE RESTRICTION.)

(Refer to AIM.)

**CROSS (FIX) AT OR BELOW (ALTITUDE)**– Used by 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 IFR altitude.

(See ALTITUDE RESTRICTION.)

(See MINIMUM IFR ALTITUDES.)

(Refer to 14 CFR Part 91.)

**CROSSWIND**–

**a.** When used concerning the traffic pattern, the word means “crosswind leg.”

(See TRAFFIC PATTERN.)

**b.** When used concerning wind conditions, the word means a wind not parallel to the runway or the path of an aircraft.

(See CROSSWIND COMPONENT.)

**CROSSWIND COMPONENT**– The wind component measured in knots at 90 degrees to the longitudinal axis of the runway.

**CRUISE**– Used in an ATC clearance to authorize a pilot to conduct flight at any altitude from the minimum 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/she 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:

**a.** An airport clearance limit at locations with a standard/special instrument approach procedure. The CFRs 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

**b.** 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 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 CFRs governing VFR flight operations. Also, this provides search and rescue protection until such time as the IFR flight plan is closed.

(See INSTRUMENT APPROACH PROCEDURE.)

**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.

**CRUISING ALTITUDE**– An altitude or flight level maintained during en route level flight. This is a

constant altitude and should not be confused with a cruise clearance.

(See ALTITUDE.)

(See ICAO term CRUISING LEVEL.)

**CRUISING LEVEL**–

(See CRUISING ALTITUDE.)

**CRUISING LEVEL [ICAO]**– A level maintained during a significant portion of a flight.

**CT MESSAGE**– An EDCT time generated by the ATCSCC to regulate traffic at arrival airports. Normally, a CT message is automatically transferred from the traffic management system computer to the NAS en route computer and appears as an EDCT. In the event of a communication failure between the traffic management system computer and the NAS, the CT message can be manually entered by the TMC at the en route facility.

**CTA**–

(See CONTROLLED TIME OF ARRIVAL.)

(See ICAO term CONTROL AREA.)

**CTAF**–

(See COMMON TRAFFIC ADVISORY FREQUENCY.)

**CTAS**–

(See CENTER TRACON AUTOMATION SYSTEM.)

**CTOP**–

(See COLLABORATIVE TRAJECTORY OPTIONS PROGRAM)

**CTRD**–

(See CERTIFIED TOWER RADAR DISPLAY.)

**CURRENT FLIGHT PLAN [ICAO]**– The flight plan, including changes, if any, brought about by subsequent clearances.

**CURRENT PLAN**– The ATC clearance the aircraft has received and is expected to fly.

**CVFP APPROACH**–

(See CHARTED VISUAL FLIGHT PROCEDURE APPROACH.)

**CWA**–

(See CENTER WEATHER ADVISORY and WEATHER ADVISORY.)



# I

**I SAY AGAIN**– The message will be repeated.

IAF–

(See INITIAL APPROACH FIX.)

IAP–

(See INSTRUMENT APPROACH PROCEDURE.)

IAWP– Initial Approach Waypoint

ICAO–

(See ICAO Term INTERNATIONAL CIVIL AVIATION ORGANIZATION.)

ICAO 3LD–

(See ICAO Term ICAO Three–Letter Designator)

ICAO Three–Letter Designator (3LD)– An ICAO 3LD is an exclusive designator that, when used together with a flight number, becomes the aircraft call sign and provides distinct aircraft identification to air traffic control (ATC). ICAO approves 3LDs to enhance the safety and security of the air traffic system. An ICAO 3LD may be assigned to a company, agency, or organization and is used instead of the aircraft registration number for ATC operational and security purposes. An ICAO 3LD is also used for aircraft identification in the flight plan and associated messages and can be used for domestic and international flights. A telephony associated with an ICAO 3LD is used for radio communication.

ICING– The accumulation of airframe ice.

Types of icing are:

**a. Rime Ice**– Rough, milky, opaque ice formed by the instantaneous freezing of small supercooled water droplets.

**b. Clear Ice**– A glossy, clear, or translucent ice formed by the relatively slow freezing of large supercooled water droplets.

**c. Mixed**– A mixture of clear ice and rime ice.

Intensity of icing:

**a. Trace**– Ice becomes perceptible. Rate of accumulation is slightly greater than the rate of sublimation. Deicing/anti-icing equipment is not utilized unless encountered for an extended period of time (over 1 hour).

**b. Light**– The rate of accumulation may create a problem if flight is prolonged in this environment (over 1 hour). Occasional use of deicing/anti-icing equipment removes/prevents accumulation. It does not present a problem if the deicing/anti-icing equipment is used.

**c. Moderate**– The rate of accumulation is such that even short encounters become potentially hazardous and use of deicing/anti-icing equipment or flight diversion is necessary.

**d. Severe**– The rate of ice accumulation is such that ice protection systems fail to remove the accumulation of ice, or ice accumulates in locations not normally prone to icing, such as areas aft of protected surfaces and any other areas identified by the manufacturer. Immediate exit from the condition is necessary.

Note:

Severe icing is aircraft dependent, as are the other categories of icing intensity. Severe icing may occur at any ice accumulation rate.

**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.

(Refer to AIM.)

**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.

(See IDENT.)

**IDENTIFICATION [ICAO]**– The situation which exists when the position indication of a particular aircraft is seen on a situation display and positively identified.

IF–

(See INTERMEDIATE FIX.)

**IF NO TRANSMISSION RECEIVED FOR (TIME)**– Used by ATC in radar approaches to prefix procedures which should be followed by the pilot in event of lost communications.

(See LOST COMMUNICATIONS.)

IFR–

(See INSTRUMENT FLIGHT RULES.)

**IFR AIRCRAFT**– An aircraft conducting flight in accordance with instrument flight rules.

**IFR CONDITIONS**– Weather conditions below the minimum for flight under visual flight rules.

(See **INSTRUMENT METEOROLOGICAL CONDITIONS**.)

**IFR DEPARTURE PROCEDURE**–

(See **IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES**.)

(Refer to AIM.)

**IFR FLIGHT**–

(See **IFR AIRCRAFT**.)

**IFR LANDING MINIMUMS**–

(See **LANDING MINIMUMS**.)

**IFR MILITARY TRAINING ROUTES (IR)**– 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 IFR and VFR weather conditions below 10,000 feet MSL at airspeeds in excess of 250 knots IAS.

**IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES**– Title 14 Code of Federal 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 FAA/DOD Instrument Approach Procedures (IAPs) Charts under a section entitled “IFR Takeoff Minimums and Departure Procedures.” The FAA/DOD IAP chart legend illustrates the symbol used to alert the pilot to nonstandard takeoff minimums and departure procedures. When departing IFR from such airports or from any airports where there are no departure procedures, DPs, or 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.

**IF/IAWP**– Intermediate Fix/Initial Approach Waypoint. The waypoint where the final approach course of a T approach meets the crossbar of the T. When

designated (in conjunction with a TAA) this waypoint will be used as an IAWP when approaching the airport from certain directions, and as an IFWP when beginning the approach from another IAWP.

**IFWP**– Intermediate Fix Waypoint

**ILS**–

(See **INSTRUMENT LANDING SYSTEM**.)

**ILS CATEGORIES**– 1. 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. Special Authorization Category I. An ILS approach procedure which provides for approach to a height above touchdown of not less than 150 feet and with runway visual range of not less than 1,400 feet, HUD to DH. 3. 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 (with autoland or HUD to touchdown and noted on authorization, RVR 1,000 feet).– 4. Special Authorization Category II with Reduced Lighting. 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 with autoland or HUD to touchdown and noted on authorization (no touchdown zone and centerline lighting are required).– 5. 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.

**ILS PRM APPROACH**– An instrument landing system (ILS) approach conducted to parallel runways whose extended centerlines are separated by less than 4,300 feet and at least 3,000 feet where independent closely spaced approaches are permitted. Also used in conjunction with an LDA PRM, RNAV PRM or GLS PRM approach to conduct Simultaneous Offset Instrument Approach (SOIA) operations. No Transgression Zone (NTZ) monitoring is required to

conduct these approaches. ATC utilizes an enhanced display with alerting and, with certain runway spacing, a high update rate PRM surveillance sensor. Use of a secondary monitor frequency, pilot PRM training, and publication of an Attention All Users Page are also required for all PRM approaches.

(Refer to AIM)

IM–

(See INNER MARKER.)

IMC–

(See INSTRUMENT METEOROLOGICAL CONDITIONS.)

**IMMEDIATELY**– Used by ATC or pilots when such action compliance is required to avoid an imminent situation.

INCERFA (Uncertainty Phase) [ICAO]– A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

**INCREASED SEPARATION REQUIRED (ISR)**– Indicates the confidence level of the track requires 5NM separation, 3NM separation, 1 1/2NM separation, and target resolution cannot be used.

**INCREASE SPEED TO (SPEED)**–

(See SPEED ADJUSTMENT.)

**INERTIAL NAVIGATION SYSTEM (INS)**– An RNAV system which is a form of self-contained navigation.

(See Area Navigation/RNAV.)

**INFLIGHT REFUELING**–

(See AERIAL REFUELING.)

**INFLIGHT WEATHER ADVISORY**–

(See WEATHER ADVISORY.)

**INFORMATION REQUEST (INREQ)**– A request originated by an FSS for information concerning an overdue VFR aircraft.

**INITIAL APPROACH FIX (IAF)**– The fixes depicted on instrument approach procedure charts that identify the beginning of the initial approach segment(s).

(See FIX.)

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**INITIAL APPROACH SEGMENT**–

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**INITIAL APPROACH SEGMENT [ICAO]**– 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.

**INLAND NAVIGATION FACILITY**– A navigation aid on a North American Route at which the common route and/or the noncommon route begins or ends.

**INNER MARKER**– A marker beacon used with an 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/she 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.

(See INSTRUMENT LANDING SYSTEM.)

(Refer to AIM.)

**INNER MARKER BEACON**–

(See INNER MARKER.)

**INREQ**–

(See INFORMATION REQUEST.)

**INS**–

(See INERTIAL NAVIGATION SYSTEM.)

**INSTRUMENT APPROACH**–

(See INSTRUMENT APPROACH PROCEDURE.)

**INSTRUMENT APPROACH OPERATIONS [ICAO]**– An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:

**a.** A two–dimensional (2D) instrument approach operation, using lateral navigation guidance only; and

**b.** A three–dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.

Note: Lateral and vertical navigation guidance refers to the guidance provided either by:

a) a ground–based radio navigation aid; or

b) computer–generated navigation data from ground–based, space–based, self–contained navigation aids or a combination of these.

(See ICAO term INSTRUMENT APPROACH PROCEDURE.)

**INSTRUMENT APPROACH PROCEDURE**– 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. It is prescribed and approved for a specific airport by competent authority.

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

(Refer to 14 CFR Part 91.)

(Refer to AIM.)

**a.** U.S. civil standard instrument approach procedures are approved by the FAA as prescribed under 14 CFR Part 97 and are available for public use.

**b.** U.S. military standard instrument approach procedures are approved and published by the Department of Defense.

**c.** Special instrument approach procedures are approved by the FAA for individual operators but are not published in 14 CFR Part 97 for public use.

(See ICAO term INSTRUMENT APPROACH PROCEDURE.)

**INSTRUMENT APPROACH PROCEDURE [ICAO]**– A series of predetermined maneuvers 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.

(See ICAO term INSTRUMENT APPROACH OPERATIONS)

**INSTRUMENT APPROACH PROCEDURE CHARTS**–

(See AERONAUTICAL CHART.)

**INSTRUMENT DEPARTURE PROCEDURE (DP)**– A preplanned instrument flight rule (IFR) departure procedure published for pilot use, in graphic or textual format, that provides obstruction clearance from the terminal area to the appropriate en route structure. There are two types of DP, Obstacle Departure Procedure (ODP), printed either textually or graphically, and, Standard Instrument Departure (SID), which is always printed graphically.

(See IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES.)

(See OBSTACLE DEPARTURE PROCEDURES.)

(See STANDARD INSTRUMENT DEPARTURES.)

(Refer to AIM.)

**INSTRUMENT DEPARTURE PROCEDURE (DP) CHARTS**–

(See AERONAUTICAL CHART.)

**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.

(See INSTRUMENT METEOROLOGICAL CONDITIONS.)

(See VISUAL FLIGHT RULES.)

(See VISUAL METEOROLOGICAL CONDITIONS.)

(See ICAO term INSTRUMENT FLIGHT RULES.)

(Refer to AIM.)

**INSTRUMENT FLIGHT RULES [ICAO]**– A set of rules governing the conduct of flight under instrument meteorological conditions.

**INSTRUMENT LANDING SYSTEM (ILS)**– A precision instrument approach system which normally consists of the following electronic components and visual aids:

**a.** Localizer.

(See LOCALIZER.)

**b.** Glideslope.

(See GLIDESLOPE.)

**c.** Outer Marker.

(See OUTER MARKER.)

**d.** Middle Marker.

(See MIDDLE MARKER.)

**e.** Approach Lights.

(See AIRPORT LIGHTING.)

(Refer to 14 CFR Part 91.)

(Refer to AIM.)

**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.

(See INSTRUMENT FLIGHT RULES.)

(See VISUAL FLIGHT RULES.)

(See VISUAL METEOROLOGICAL CONDITIONS.)

**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.

(See ICAO term INSTRUMENT RUNWAY.)



**INSTRUMENT RUNWAY [ICAO]**– One of the following types of runways intended for the operation of aircraft using instrument approach procedures:

**a. Nonprecision Approach Runway**– An instrument runway served by visual aids and a nonvisual aid providing at least directional guidance adequate for a straight-in approach.

**b. Precision Approach Runway, Category I**– An instrument runway served by ILS and visual aids intended for operations down to 60 m (200 feet) decision height and down to an RVR of the order of 800 m.

**c. Precision Approach Runway, Category II**– An instrument runway served by ILS and visual aids intended for operations down to 30 m (100 feet) decision height and down to an RVR of the order of 400 m.

**d. Precision Approach Runway, Category III**– An instrument runway served by ILS to and along the surface of the runway and:

**1.** Intended for operations down to an RVR of the order of 200 m (no decision height being applicable) using visual aids during the final phase of landing;

**2.** Intended for operations down to an RVR of the order of 50 m (no decision height being applicable) using visual aids for taxiing;

**3.** Intended for operations without reliance on visual reference for landing or taxiing.

Note 1: See Annex 10 Volume I, Part I, Chapter 3, for related ILS specifications.

Note 2: Visual aids need not necessarily be matched to the scale of nonvisual aids provided. The criterion for the selection of visual aids is the conditions in which operations are intended to be conducted.

**INTEGRITY**– The ability of a system to provide timely warnings to users when the system should not be used for navigation.

**INTERMEDIATE APPROACH SEGMENT**–  
(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**INTERMEDIATE APPROACH SEGMENT [ICAO]**– 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.

**INTERMEDIATE FIX**– 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 intermediate fix (IF).

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

**INTERMEDIATE LANDING**– On the rare occasion that this option is requested, it should be approved. The departure center, however, must advise the ATCSCC 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 ATCSCC.

**INTERNATIONAL AIRPORT**– Relating to international flight, it means:

**a.** An airport of entry which has been designated by the Secretary of Treasury or Commissioner of Customs as an international airport for customs service.

**b.** A landing rights airport at which specific permission to land must be obtained from customs authorities in advance of contemplated use.

**c.** Airports designated under the Convention on International Civil Aviation as an airport for use by international commercial air transport and/or international general aviation.

(See ICAO term INTERNATIONAL AIRPORT.)

(Refer to Chart Supplement U.S.)

**INTERNATIONAL AIRPORT [ICAO]**– Any airport designated by the Contracting State in whose territory it is situated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.

**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.

**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 mode 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.

(See TRANSPONDER.)

(Refer to AIM.)

**INTERSECTING RUNWAYS**– Two or more runways which cross or meet within their lengths.

(See INTERSECTION.)

**INTERSECTION**–

**a.** A point defined by any combination of courses, radials, or bearings of two or more navigational aids.

**b.** Used to describe the point where two runways, a runway and a taxiway, or two taxiways cross or meet.

**INTERSECTION DEPARTURE**– A departure from any runway intersection except the end of the runway.

(See INTERSECTION.)

**INTERSECTION TAKEOFF**–

(See INTERSECTION DEPARTURE.)

**IR**–

(See IFR MILITARY TRAINING ROUTES.)

**IRREGULAR SURFACE**– A surface that is open for use but not per regulations.

**ISR**–

(See INCREASED SEPARATION REQUIRED.)

**a. Nonradar Approach.** Used to describe instrument approaches for which course guidance on final approach is not provided by ground-based precision or surveillance radar. Radar vectors to the final approach course may or may not be provided by ATC. Examples of nonradar approaches are VOR, NDB, TACAN, ILS, RNAV, and GLS approaches.

(See FINAL APPROACH COURSE.)

(See FINAL APPROACH-IFR.)

(See INSTRUMENT APPROACH PROCEDURE.)

(See RADAR APPROACH.)

**b. Nonradar Approach Control.** An ATC facility providing approach control service without the use of radar.

(See APPROACH CONTROL FACILITY.)

(See APPROACH CONTROL SERVICE.)

**c. Nonradar Arrival.** An aircraft arriving at an airport without radar service or at an airport served by a radar facility and radar contact has not been established or has been terminated due to a lack of radar service to the airport.

(See RADAR ARRIVAL.)

(See RADAR SERVICE.)

**d. Nonradar Route.** A flight path or route over which the pilot is performing his/her own navigation. The pilot may be receiving radar separation, radar monitoring, or other ATC services while on a nonradar route.

(See RADAR ROUTE.)

**e. Nonradar Separation.** The spacing of aircraft in accordance with established minima without the use of radar; e.g., vertical, lateral, or longitudinal separation.

(See RADAR SEPARATION.)

**NON-RESTRICTIVE ROUTING (NRR)**– Portions of a proposed route of flight where a user can flight plan the most advantageous flight path with no requirement to make reference to ground-based NAVAIDs.

**NOPAC**–

(See NORTH PACIFIC.)

**NORDO** (No Radio)– Aircraft that cannot or do not communicate by radio when radio communication is required are referred to as “NORDO.”

(See LOST COMMUNICATIONS.)

**NORMAL OPERATING ZONE (NOZ)**– The NOZ is the operating zone within which aircraft flight remains during normal independent simultaneous parallel ILS approaches.

**NORTH AMERICAN ROUTE**– A numerically coded route preplanned over existing airway and route systems to and from specific coastal fixes serving the North Atlantic. North American Routes consist of the following:

**a. Common Route/Portion.** That segment of a North American Route between the inland navigation facility and the coastal fix.

**b. Noncommon Route/Portion.** That segment of a North American Route between the inland navigation facility and a designated North American terminal.

**c. Inland Navigation Facility.** A navigation aid on a North American Route at which the common route and/or the noncommon route begins or ends.

**d. Coastal Fix.** A navigation aid or intersection where an aircraft transitions between the domestic route structure and the oceanic route structure.

**NORTH AMERICAN ROUTE PROGRAM (NRP)**– The NRP is a set of rules and procedures which are designed to increase the flexibility of user flight planning within published guidelines.

**NORTH ATLANTIC HIGH LEVEL AIRSPACE (NAT HLA)**– That volume of airspace (as defined in ICAO Document 7030) between FL 285 and FL 420 within the Oceanic Control Areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East, Reykjavik, Santa Maria, and Shanwick, excluding the Shannon and Brest Ocean Transition Areas. ICAO Doc 007 *North Atlantic Operations and Airspace Manual* provides detailed information on related aircraft and operational requirements.

**NORTH MARK**– A beacon data block sent by the host computer to be displayed by the ARTS on a 360 degree bearing at a locally selected radar azimuth and distance. The North Mark is used to ensure correct range/azimuth orientation during periods of CENRAP.

**NORTH PACIFIC**– An organized route system between the Alaskan west coast and Japan.

**NOT STANDARD**– Varying from what is expected or published. For use in NOTAMs only.

**NOT STD-**

(See NOT STANDARD.)

NOTAM–

(See NOTICE TO AIRMEN.)

NOTAM [ICAO]– A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

**a. I Distribution–** Distribution by means of telecommunication.

**b. II Distribution–** Distribution by means other than telecommunications.

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 in the National Airspace System) the timely knowledge of which is essential to personnel concerned with flight operations.

NOTAM(D)– A NOTAM given (in addition to local dissemination) distant dissemination beyond the area of responsibility of the Flight Service Station. These NOTAMs will be stored and available until canceled.

**c. FDC NOTAM–** A NOTAM regulatory in nature, transmitted by USNOF and given system wide dissemination.

(See ICAO term NOTAM.)

NOTICES TO AIRMEN PUBLICATION– A publication issued every 28 days, designed primarily for the pilot, which contains NOTAMs, graphic notices, and other 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.

(See NOTICE TO AIRMEN.)

NRR–

(See NON–RESTRICTIVE ROUTING.)

NRS–

(See NAVIGATION REFERENCE SYSTEM.)

NTAP–

(See NOTICES TO AIRMEN PUBLICATION.)

**NUMEROUS TARGETS VICINITY (LOCATION)–** A traffic advisory issued by ATC to advise pilots that targets on the radar scope are too numerous to issue individually.

(See TRAFFIC ADVISORIES.)

# U

## UHF–

(See ULTRAHIGH FREQUENCY.)

**ULTRAHIGH FREQUENCY (UHF)**– The frequency band between 300 and 3,000 MHz. The bank of radio frequencies used for military air/ground voice communications. In some instances this may go as low as 225 MHz and still be referred to as UHF.

**ULTRALIGHT VEHICLE**– A single-occupant aeronautical vehicle operated for sport or recreational purposes which does not require FAA registration, an airworthiness certificate, or pilot certification. Operation of an ultralight vehicle in certain airspace requires authorization from ATC.

(Refer to 14 CFR Part 103.)

**UNABLE**– Indicates inability to comply with a specific instruction, request, or clearance.

**UNASSOCIATED**– A radar target that does not display a data block with flight identification and altitude information.

(See ASSOCIATED.)

**UNCONTROLLED AIRSPACE**– Airspace in which aircraft are not subject to controlled airspace (Class A, B, C, D, or E) separation criteria.

**UNDER THE HOOD**– Indicates that the pilot is using a hood to restrict visibility outside the cockpit while simulating instrument flight. An appropriately rated pilot is required in the other control seat while this operation is being conducted.

(Refer to 14 CFR Part 91.)

**UNFROZEN**– The Scheduled Time of Arrival (STA) tags, which are still being rescheduled by the time based flow management (TBFM) calculations. The aircraft will remain unfrozen until the time the corresponding estimated time of arrival (ETA) tag passes the preset freeze horizon for that aircraft's stream class. At this point the automatic rescheduling will stop, and the STA becomes "frozen."

**UNICOM**– A nongovernment communication facility which may provide airport information at certain airports. Locations and frequencies of UNICOMs are shown on aeronautical charts and publications.

(See CHART SUPPLEMENT U.S.)

(Refer to AIM.)

**UNMANNED AIRCRAFT (UA)**– A device used or intended to be used for flight that has no onboard pilot. This device can be any type of airplane, helicopter, airship, or powered-lift aircraft. Unmanned free balloons, moored balloons, tethered aircraft, gliders, and unmanned rockets are not considered to be a UA.

**UNMANNED AIRCRAFT SYSTEM (UAS)**– An unmanned aircraft and its associated elements related to safe operations, which may include control stations (ground, ship, or air based), control links, support equipment, payloads, flight termination systems, and launch/recovery equipment. It consists of three elements: unmanned aircraft, control station, and data link.

**UNPUBLISHED ROUTE**– A route for which no minimum altitude is published or charted for pilot use. It may include a direct route between NAVAIDS, a radial, a radar vector, or a final approach course beyond the segments of an instrument approach procedure.

(See PUBLISHED ROUTE.)

(See ROUTE.)

**UNRELIABLE (GPS/WAAS)**– An advisory to pilots indicating the expected level of service of the GPS and/or WAAS may not be available. Pilots must then determine the adequacy of the signal for desired use.

## UPWIND LEG–

(See TRAFFIC PATTERN.)

**URGENCY**– A condition of being concerned about safety and of requiring timely but not immediate assistance; a potential distress condition.

(See ICAO term URGENCY.)

**URGENCY [ICAO]**– A condition concerning the safety of an aircraft or other vehicle, or of person on board or in sight, but which does not require immediate assistance.

## USAFIB–

(See ARMY AVIATION FLIGHT INFORMATION BULLETIN.)

