CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

JO 7110.10EE
CHG 3

Effective Date:
July 9, 2026

SUBJ: Flight Services

1. Purpose of This Change. This change transmits revised pages to Federal Aviation Administration Order JO 7110.10EE, Flight Services, and the Briefing Guide.

2. Audience. This order applies to all Federal Aviation Administration (FAA) Air Traffic Organization (ATO) personnel and anyone using ATO directives.

3. Where Can I Find This Change? This change is available on the FAA website at http://faa.gov/air_traffic/publications and http://employees.faa.gov/tools_resources/orders_notices/.

4. Explanation of Policy Change. See the Explanation of Changes attachment, which has editorial corrections and changes submitted through normal procedures. The Briefing Guide lists only new or modified material, along with background.

5. Distribution. This change is distributed electronically to all who subscribe to receive email notification/access to it through the FAA's website. All organizations are responsible for viewing, downloading, and subscribing to receive email notifications when changes occur to this order. Subscriptions to air traffic directives can be made through the Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications/ or directly via the following link: https://public.govdelivery.com/accounts/USAFAA/subscriber/new?topic_id=USAFAA_39.

6. Disposition of Transmittal. Retain this transmittal until superseded by a new basic order.

7. Page Control Chart. See the page control chart attachment.

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Flight Services
Explanation of Changes
Change 3

Direct questions through appropriate facility/service center office staff to the Office of Primary Interest (OPI)

a. 2–5–3. AIRCRAFT INDENTIFICATION

This change adds instructions for communicating with civil foreign aircraft whose registry begins with a number rather than a letter.

b. Editorial Changes

Editorial changes includes adding the 23 NM Lateral and 20 NM Longitudinal separation standards to TBL A–16 in Appendix A.

c. Entire Publication

Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.

PAGE CONTROL CHART

REMOVE PAGES	DATED	INSERT PAGES	DATED
Table of Contents i through vii	1/22/26	Table of Contents i through vii	7/9/26
2–5–3 through 2–5–9	2/20/25	2–5–3 through 2–5–9	7/9/26
Appendix A–13 through Appendix A–16	2/20/25	Appendix A–13 through Appendix A–16	7/9/26
PCG–1	1/22/26	PCG–1	7/9/26
PCG C–1 through PCG C–6	2/20/25	PCG C–1 through PCG C–6	7/9/26
PCG R–5 and PCG R–6	2/20/25	PCG R–5 and PCG R–6	7/9/26
PCG S–5	8/7/25	PCG S–5	8/7/25
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3. Special military operations. State one of the following followed by the last five digits of the serial number:

(a) Air evacuation flights. “AIR EVAC,” “MARINE AIR EVAC,” or “NAVY AIR EVAC.”

EXAMPLE–
“AIR EVAC one seven six five two.”

(b) Rescue flights. (Service name) “RESCUE.”

EXAMPLE–
“Air Force rescue six one five seven niner.”

(c) Air mobility command. “REACH.”

EXAMPLE–
“Reach seven eight five six two.”

(d) Special air mission. “SAM.”

EXAMPLE–
“SAM niner one five six two.”

(e) U.S. Air Force contract aircraft. “CAMBER.”

EXAMPLE–
“CAMBER seven five eight two six.”

4. Military tactical and training.

(a) U.S. Air Force, Air National Guard, Military District of Washington priority aircraft, and U.S. Air Force civil disturbance aircraft. Pronounceable words of three to six letters followed by a one to five digit number.

EXAMPLE–
“Paul two zero.”
“Pat one five seven.”
“Graydog four.”

(b) When the “Z” suffix described in paragraph 6–3–3, U.S. Air Force/U.S. Navy Undergraduate Pilots, is added to identify aircraft piloted by U.S. Air Force/U.S. Navy undergraduate pilots, the call sign will be limited to a combination of six characters. Do not use this suffix in ground–to–air communication.

(c) Navy or Marine fleet and training command aircraft. The service name and two letters or a digit and a letter (use letter phonetic equivalents) followed by two or three digits.

EXAMPLE–
“Marine four Charlie two three six.”
“Navy golf alpha two one.”

d. Foreign registry. State one of the following:

1. Civilian. State the aircraft type or the manufacturer’s name followed by the letters/numbers of the aircraft registration, or state the letters or digits of the aircraft registration or call sign.

EXAMPLE–
“Stationair F–L–R–B.”
“C–F–L–R–B.”
“Canadian foxtrot Lima Romeo bravo.”

NOTE–
Letters may be spoken individually or phonetically.

2. Registry IDs that begin with a number. Some foreign civil aircraft registrations begin with a number but show as a “Q” in the flight plan. The filed flight identification will be listed in the remarks section. Do not verbally state the “Q” prefix in communication with the aircraft.

EXAMPLE–
2TRAVSA may appear as QTRAVSA
9HRA may appear as Q9HRA

REFERENCE–
FAA Order JO 7110.65, Para 2–3–5, Aircraft Identity.
FAA Order JO 7340.2, Contractions, Chapter 4.

3. Air carrier. The abbreviated name of the operating company followed by:

(a) The letters or digits of the registration or call sign.

EXAMPLE–
"Air France F–L–R–L–G."

NOTE–
Letters may be spoken individually or phonetically in accordance with the format used by the pilot.

(b) The flight number in group form, or separate digits may be used if that is the format used by the pilot.

EXAMPLE–
"Scandinavian six eight."
"Scandinavian sixty–eight."

4. Foreign military. Except for military services identified in FAA Order JO 7340.2, Contractions, state the name of the country and the military service followed by the separate digits or letters of the registration or call sign. For military services listed in FAA Order JO 7340.2, state the approved telephony followed by the separate digits of the flight number.

EXAMPLE–
"Brazilian Air Force five three two seven six."
"Canforce five six two seven."

e. Presidential aircraft and Presidential family aircraft.

1. When the President is aboard a military aircraft, state the name of the military service followed by the word "ONE."

EXAMPLE–
"Air Force One."
"Army One."
"Marine One."

2. When the President is aboard a civilian aircraft, state the words "EXECUTIVE ONE."

3. When a member of the President's family is aboard any aircraft, if the U.S. Secret Service or the White House staff determines it is necessary, state the words "EXECUTIVE ONE FOXTROT."

f. Vice Presidential aircraft.

1. When the Vice President is aboard a military aircraft, state the name of the military service followed by the word "TWO."

EXAMPLE–
"Air Force Two."
"Army Two."
"Marine Two."

2. When the Vice President is aboard a civilian aircraft, state the words "EXECUTIVE TWO."

3. When a member of the Vice President's family is aboard any aircraft, if the U.S. Secret Service or the White House staff determines it is necessary, state the words "EXECUTIVE TWO FOXTROT."

g. Department of Transportation (DOT) and FAA flights. TBL 2–5–1 shows the alphanumeric identifiers and radio/interphone call signs to be used in air/ground communications when the Secretary of Transportation, Deputy Secretary of Transportation, FAA Administrator, or FAA Deputy Administrator have a requirement to identify themselves.

TBL 2–5–1
DOT and FAA Identifiers and Call Signs

Title	Identifier	Call Sign
DOT Secretary	DOT–1	Transport–1
DOT Deputy Secretary	DOT–2	Transport–2
FAA Administrator	FAA–1	Safeair–1
FAA Deputy Administrator	FAA–2	Safeair–2

EXAMPLE–
"Grand Forks Radio, Transport two, (message)."
"Miami Radio, Safeair one, (message)."

h. Other special flights.

1. Flight inspection of navigational aids. State the call sign "FLIGHT CHECK," followed by the digits of the registration number.

EXAMPLE–
"Flight check three niner six five four."

2. U.S. Air Force aircraft engaged in aerial sampling/surveying missions. State the call sign "SAMP," followed by the last three digits of the serial number.

EXAMPLE–
"SAMP three one six."

3. Flights conducted by U.S. governmental organizations (federal, state, local, tribal, and territorial) using FAA authorized U.S. special call signs for purposes of national security and defense, homeland security, intelligence, and law enforcement. These flights may be identified in accordance with FAA Order JO 7110.67, Air Traffic Management Security Procedures and Requirements for Special Operations.

i. Use a pilot's name in identification of an aircraft only in special or emergency situations.

2–5–4. DESCRIPTION OF AIRCRAFT TYPES

Except for super or heavy aircraft, describe aircraft as follows:

a. Military.

1. Military designator with number spoken in group form; or

2. Service and type; or

3. Type only if no confusion or misidentification is likely.

EXAMPLE–
"Air Force bomber."
"B–One."
"Bomber."
"F–fifteen."
"Fighter."
"Navy fighter."

b. Air carrier.

1. Manufacturer's model or type designator.

2. Add the manufacturer's name, company name or other identifying features when confusion or misunderstanding is likely.

EXAMPLE–
"American M–D eighty."

“Boeing seven–fifty–seven.”
“L–ten eleven.”

c. General aviation and air taxi.

1. Manufacturer’s model or type designator.

2. Manufacturer’s name, or add color when considered advantageous.

EXAMPLE–
“Airliner.”
“Blue and white King Air.”
“Cessna four–oh–one.”
“Sikorsky s–seventy–six.”
“Green Apache.”
“P–A twenty–two.”
“Tri–Pacer.”

2–5–5. AIRCRAFT EQUIPMENT CODES

When communicating this information (aircraft equipment suffixes) state the aircraft type, the word “SLANT,” and the appropriate phonetic letter equivalent of the suffix.

EXAMPLE–
“Boeing seven–oh–seven slant Romeo.”
“D–C six slant tango.”
“F–eight–e slant papa.”
“F–four–c slant November.”

2–5–6. AIRWAYS AND ROUTES

Describe airways, routes, or jet routes as follows:

a. VOR/VORTAC/TACAN airways or jet routes. State the word “VICTOR” or the letter “J,” followed by the number of the airway or route in group form.

EXAMPLE–
“J five thirty–three.”
“Victor twelve.”

b. VOR/VORTAC/TACAN alternate airways. State the word “VICTOR,” followed by the number of the airway in group form and the alternate direction.

EXAMPLE–
“Victor twelve south.”

c. Colored/L/MF airways. State the color of the airway followed by the number in group form.

EXAMPLE–
“Blue eighty–one.”

d. Named routes. State the words “NORTH AMERICAN ROUTE” or “BAHAMA ROUTE,” followed by the number of the route in group form.

EXAMPLE–
“North American route fifty.”
“Bahama route fifty–five victor.”

e. Military training routes (MTRs). State the letters “I–R” or “V–R,” followed by the number of the route in group form.

EXAMPLE–
“I–R five thirty–one.”
“V–R fifty–two.”

f. Published RNAV routes.

1. High altitude. State the letter "Q" followed by the route number in group form.

EXAMPLE–
"Q one forty–five."

2. Low altitude. State the letter of the route phonetically, followed by the number of the route in group form.

EXAMPLE–
"Tango two ten."

2–5–7. NAVAID TERMS AND FIXES

a. Announce navigation aids (NAVAID) as follows in TBL 2–5–2:

TBL 2–5–2
NAVAID Terms

Contraction	Phraseology
DME	D–M–E
GNSS	G–N–S–S
GPS	G–P–S
ILS	I–L–S
LOM	LOCATOR OUTER MARKER
NDB	N–D–B
RNAV	R–NAV
TACAN	TACK–AN
VOR	V–O–R
VORTAC	VOR– (as in "vortex") TACK
WAAS	WAHS

b. Describe radials, arcs, courses, bearings, and quadrants of NAVAIDs as follows:

1. VOR/VORTAC/TACAN/GPS waypoints. State the name of the NAVAID or GPS waypoint followed by the separate digits of the radial/azimuth/bearing (omitting the word "degrees") and the word "RADIAL/AZIMUTH/BEARING."

EXAMPLE–
"Appleton zero five zero radial."

2. Arcs about VOR–DME/VORTAC/TACAN NAVAIDs. State the distance in miles from the NAVAID followed by the words "MILE ARC," the direction from the NAVAID in terms of the eight principal points of the compass, the word "OF," and the name of the NAVAID.

EXAMPLE–
"Two zero mile arc southwest of Kirksville V–O–R."

3. Quadrant within a radius of NAVAID. State direction from NAVAID in terms of the quadrant (for example, NE, SE, SW, NW), followed by the distance in miles from the NAVAID.

EXAMPLE–
"Cleared to fly northeast quadrant of Philipsburg VORTAC within four zero mile radius."

REFERENCE–
P/CG Term – Quadrant.

4. Non–directional beacons. State the course to or the bearing from the radio beacon, omitting the word "DEGREE," followed by the words "COURSE TO" or "BEARING FROM," the name of the radio beacon, and the words "RADIO BEACON."

EXAMPLE–
"Three four zero bearing from Randolph radio beacon."

5. Navigation reference system (NRS) waypoint. State the single letter corresponding to the ICAO flight information region (FIR) identifier, followed by the letter corresponding to the FIR subset (ARTCC area for the CONUS), the latitude increment in single digit or group form, and the longitude increment.

EXAMPLE–
"Kilo delta three four uniform."
"Kilo delta thirty–four uniform."

c. Describe fixes determined by reference to a radial/localizer/azimuth and distance from a VOR–DME, VORTAC, TACAN, or ILS–DME as follows:

1. When a fix is not named, state the name of the NAVAID, followed by a specified radial/localizer/azimuth, and state the distance in miles followed by the phrase "MILE FIX."

EXAMPLE–
"Appleton zero five zero radial three seven mile fix."
"Reno localizer back course four mile fix."

2. Use specific terms to describe a fix. Do not use expressions such as "passing Victor twelve" or "passing J eleven."

d. Describe waypoints charted on a standard instrument departure (SID), standard terminal arrival route (STAR), en route chart, or approach plate by stating the name followed by the word "WAYPOINT."

EXAMPLE–
"Shaum waypoint."

2–5–8. RUNWAY CONDITIONS

a. State factual information as reported by airport management concerning the condition of the runway surface and describing the accumulation of precipitation. Furnish quality of braking action as received from pilots to all aircraft as follows:

1. Describe the quality of braking action using the terms "good," "good to medium," "medium," "medium to poor," "poor," or "nil." If the pilot reports braking action in other than the approved terms, ask them to categorize braking action in these terms.

2. Include the type of aircraft from which the report is received.

EXAMPLE–
"All runways covered by packed snow six inches deep."
"Braking action poor reported by a Boeing seven thirty–seven."

3. If the braking action report affects only a portion of a runway, obtain enough information from the pilot to describe braking action in terms easily understood by other pilots.

EXAMPLE–
"Braking action poor first half of runway, reported by a Gulfstream two."
"Braking action poor beyond the intersection of runway two seven, reported by a Boeing seven thirty–seven."

4. Use descriptive terms (for example, first/last half of the runway) rather than landmark descriptions (for example, opposite the fire station, or south of a taxiway).

b. State runway friction measurement readings/values as received from airport management to aircraft as follows:

1. At airports with friction measuring devices, provide runway condition codes (RwyCC), as received from airport management, to pilots on request. State the runway number followed by the RwyCC for each of the three runway zones, and the time of the report in UTC.

EXAMPLE–
"Runway two seven, runway condition code two, two, one, at one zero one eight ZULU."

"Runway three five, RCC two, two, one, at one zero one eight ZULU."
"Runway two two, RCC is three for all three sections of the runway with a 100 percent ¼ inch dry snow, sanded, observed at one five zero eight ZULU."
"Runway one seven, runway condition code touchdown two, midpoint two, rollout one, at one zero one eight ZULU."

NOTE–
Due to the range of variation and complexity of runway condition reports, phraseology may vary. Specialists must exercise good judgment when using nonstandard phraseology to aid in comprehension.

2. Issue the runway surface condition and/or the runway condition reading (RCR), if provided, to all U.S. Air Force and Air National Guard aircraft. Issue the RCR to other aircraft upon request.

EXAMPLE–
"Ice on runway, R–C–R zero five, patchy."

NOTE–
The U.S. Air Force has established RCR procedures for determining the average deceleration readings of runways under conditions of water, slush, ice, or snow. The use of RCR code is dependent upon a pilot's having a "stopping capability chart" specifically applicable to his/her aircraft. U.S. Air Force offices furnish RCR information at airports serving U.S. Air Force and Air National Guard aircraft.

TBL A–15

Filing for 50 NM Lateral Separation in Anchorage Arctic FIR

Dimension of Separation	Separation Minima	ADS–C Surveillance Requirements	Comm. Requirement	PBN Requirement	Flight Plan Entries			
					ADS–C in Item 10b	CPDLC in Item 10a	PBN in Item 18 PBN/ (also File "R" in Item 10a)	PBN in Item 18 NAV/
Lateral	50 NM	N/A (ADS–C not required)	None beyond normal requirements for the airspace	RNP10 or RNP4	N/A	N/A	A1 or L1	N/A

TBL A–16

Filing for 20 NM, 30 NM and 50 NM Longitudinal, and 23 NM and 30 NM Lateral Oceanic Separation in Anchorage, Oakland, and New York Oceanic CTAs

Dimension of Separation	Separation Minima	ADS–C Surveillance Requirements	Comm. Requirement	PBN Requirement	Flight Plan Entries			
					ADS–C in Item 10b	CPDLC in Item 10a	PBN in Item 18 PBN/ (also file "R" in Item 10a)	PBN in Item 18 NAV/
Longitudinal	50 NM	Position report at least every 27 minutes (at least every 32 minutes if both aircraft are approved for RNP–4 operations)	CPDLC	RNP10	D1	J5, and/or J6, and/or J7	A1	N/A
Longitudinal	30 NM	ADS–C position report at least every 10 minutes	CPDLC	RNP4	D1	J5, and/or J6, and/or J7	L1	N/A
Longitudinal	20 NM	ADS–C position report at least every 192 seconds	CPDLC	RNP4	D1	J5 and/or J7	L1	N/A
Lateral	30 NM	ADS–C-based lateral deviation event contract with 5NM lateral deviation from planned routing set as threshold for triggering ADS report of lateral deviation event	CPDLC	RNP4	D1	J5, and/or J6, and/or J7	L1	N/A
Lateral	23 NM	ADS–C–based lateral deviation event contract with 5NM lateral deviation from planned routing set as threshold for triggering ADS report of lateral deviation event	CPDLC	RNP4	D1	J5 and/or J7	L1	N/A

TBL A–17

Filing for Reduced Oceanic Separation when RSP/RCP Required on March 29, 2018

Dimension of Separation	Separation Minima	RSP Requirement	RCP Requirement	PBN Requirement	Flight Plan Entries				
					RSP in Item 18 SUR/	RCP in Item 10a	CDPLC in Item10a	PBN in Item 18 PBN/ (also file "R" in Item 10a)	PBN in Item 18 NAV/
Lateral	55.5 km 30 NM	180	240	RNP 2 or RNP4	RSP180	P2	J5, and/or J6, and/or J7	L1	
Performance-based Longitudinal	5 Minutes	180	240	RNAV10 (RNP10) RNP4, or RNP2 oceanic/remote	RSP180	P2	J5, and/or J6, and/or J7	A1 or L1	M2
Performance-based Longitudinal	55.5 km 30 NM	180	240	RNP4 or RNP2 oceanic/remote	RSP180	P2	J5, and/or J6, and/or J7	L1	M2
Performance-based Longitudinal	93 km 50 NM	180	240	RNAV10 (RNP10) or RNP4	RSP180	P2	J5, and/or J6, and/or J7	A1 or L1	

NOTE–

1. *Filing of RNP 2 alone is not supported in FAA controlled airspace; PBN/L1 (for RNP 4) or PBN/A1 (for RNP 10) must be filed to obtain the indicated separation.*

2. *Use of "RNP2" in NAV/ signifies continental RNP 2 (and means the same as M1). Continental RNP 2 is not adequate for reduced oceanic separation. Descriptor M2 indicates RNP 2 global/oceanic RNP 2 capability.*

10. Date of Flight (Item 18 DOF/)

Flights planned 22½ hours or more after the time the flight plan is filed, must include the date of flight in DOF/ expressed in a six-digit format YYMMDD, where YY equals the year (Y), MM equals the month, and DD equals the day.

NOTE–

FAA ATC systems will not accept flight plans 22½ hours or more prior to the proposed departure time. FAA Flight Service and commercial flight planning services generally accept flight plans earlier and forward to ATC at an appropriate time, typically 2 to 4 hours before the flight.

EXAMPLE–

DOF/171130

11. Reasons for special handling (Item 18 STS/).

(a) Indicate the applicable Special Handling in Item 18 STS/ as shown in TBL A–18.

NOTE–

Priority for a flight is not automatically granted based on filing one of these codes but is based on documented procedures. In some cases, additional information may also be required in remarks; follow all such instructions as well.

TBL A–18

Special Handling

Special Handling	Item 18 STS/
Flight operating in accordance with an altitude reservation	ALTRV
Flight approved for exemption from ATFM measures by the appropriate ATS authority	ATFMX
Fire Fighting	FFR
Flight check for calibration of NAVAIDS	FLTCK
Flight carrying hazardous material(s)	HAZMAT
Flight with Head of State status	HEAD
Medical flight declared by medical authorities	HOSP

Special Handling	Item 18 STS/
Flight operating on a humanitarian mission	HUM
Flight for which a military entity assumes responsibility for separation of military aircraft	MARSA
Life critical medical emergency evacuation	MEDEVAC
Non-RVSM capable flight intending to operate in RVSM airspace	NONRVSM
Flight engaged in a search and rescue mission	SAR
Flight engaged in military, customs, or police services	STATE

(b) Any other requests for special handling must be made in Item 18 RMK/.

(c) Include plain-language remarks when required by ATC or deemed necessary. Do not use special characters; for example, / * – = +.

EXAMPLE–
RMK/NRP
RMK/DVRSN

12. Remarks

Include when necessary.

13. Operator (Item 18 OPR/)

When the operator is not obvious from the aircraft identification, the operator may be indicated.

EXAMPLE–
OPR/NETJETS

14. Flight Plan Originator (Item 18 ORGN/)

(a) VFR flight plans originating outside of FAA FSS or FAA contracted flight plan filing services must enter the 8-letter AFTN address of the service where the flight plan was originally filed. Alternately, enter the name of the service where the FPL was originally filed. This information is critical to locating the FPL originator in the event additional information is needed.

(b) For IFR flight plans, the original filers AFTN address may be indicated, which is helpful in cases where a flight plan has been forwarded.

EXAMPLE–
ORGN/Acme Flight Plans
ORGN/KDENXLDS

TBL A–19
Aircraft Specific Information

Item	International Flight Plan (FAA Form 7233–4)	Domestic U.S. Requirements	Equivalent Item on Domestic Flight Plan (FAA Form 7233–1)
Number of Aircraft	Item 9	Included when more than one a/c in flight	Item 3
Type of Aircraft	Item 9	Required	Item 3
Wake Turbulence Category	Item 9	Required	N/A
Aircraft Registration	Item 18 REG/	Include when planning to operate in RVSM airspace	N/A
Mode S Address	Item 18 CODE/	Not required within U.S. controlled airspace	N/A
SELCAL Codes	Item 18 SEL/	Include when SELCAL equipped	N/A
Performance Category	Item 18 PER/	Not required for domestic flights	N/A

e. Instructions for Aircraft-Specific Information.

1. Number of Aircraft (Item 9) when there is more than one aircraft in the flight; indicate the number of aircraft up to 99.

2. Type of Aircraft (Item 9)

(a) Provide the appropriate 2–4-character aircraft type designator listed in FAA Order JO 7360.1, Aircraft Type Designators, at: https://www.faa.gov/regulations_policies/orders_notices/.

(b) When there is no designator for the aircraft type use 'ZZZZ', and provide a description in Item 18 TYP/.

3. Wake turbulence category (Item 9)

A Wake Turbulence Category is required for all aircraft types. Provide the appropriate wake turbulence category for the aircraft type as listed in FAA Order JO 7360.1. The categories include:

(a) J – SUPER, aircraft types specified as such in FAA Order JO 7360.1, Aircraft Type Designators.

(b) H – HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 300,000 lbs. or more, with the exception of aircraft types listed in FAA Order JO 7360.1 in the SUPER (J) category.

(c) M – MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 300,000 lbs. but more than 15,500 lbs.

(d) L – LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 15,500 lbs. or less.

4. Aircraft Registration (Item 18 REG/)

The aircraft registration must be provided here if different from the Item 7 entry. The registration mark must not include any spaces or hyphens. Additionally, the actual aircraft registration must also be included if Item 7 would have contained a leading numeric and was modified to be prefixed with the appropriate alphabetic character for U.S. ATC acceptance.

EXAMPLE–
U.S. aircraft with registration N789AK
REG/N789AK
Belgian aircraft with registration OO–FAH
REG/OOFAH

5. Mode S Address (Item 18 CODE/)

There is no U.S. requirement to file the aircraft Mode S code in Item 18.

6. SELCAL code (Item 18 SEL/)

(a) Flights with HF radio and Selective Calling capability should include their 4-letter SELCAL code. Per the U.S. AIP, GEN 3.4, paragraph 9, Selective Calling System (SELCAL) Facilities Available.

(b) The SELCAL is a communication system that permits the selective calling of individual aircraft over radio-telephone channels from the ground station to properly equipped aircraft, to eliminate the need for the flight crew to constantly monitor the frequency in use.

EXAMPLE–
SEL/CLEF

7. Performance Category (Item 18 PER/)

Include the appropriate single-letter aircraft approach category as defined in the Pilot/Controller Glossary.

EXAMPLE–
PER/A

PILOT/CONTROLLER GLOSSARY

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. Terms used in this glossary that apply to flight service station (FSS) roles are included when they differ from air traffic control functions. These terms are followed by "[FSS]."

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

EXPLANATION OF CHANGES

e. Terms Added:
COMBINED CONTROL FACILITY (CCF)

f. Terms Deleted:
COMBINED CENTER–RAPCON (CERAP)

g. Terms Modified:
REMOTE COMMUNICATIONS AIR/GROUND FACILITY (RCAG)
SIMULTANEOUS (PARALLEL) DEPENDENT APPROACHES

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

C

CALCULATED LANDING TIME– A term that may be used in place of tentative or actual calculated landing time, whichever applies.

CALIBRATED AIRSPEED (CAS) – The indicated airspeed of an aircraft, corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level.

CALL FOR RELEASE– Wherein the overlying ARTCC requires a terminal facility to initiate verbal coordination to secure ARTCC approval for release of a departure into the en route environment.

CALL UP– Initial voice contact between a facility and an aircraft, using the identification of the unit being called and the unit initiating the call.
(Refer to AIM.)

CANADIAN MINIMUM NAVIGATION PERFORMANCE SPECIFICATION AIRSPACE– That portion of Canadian domestic airspace within which MNPS separation may be applied.

CARDINAL ALTITUDES– "Odd" or "Even" thousand-foot altitudes or flight levels; e.g., 5,000, 6,000, 7,000, FL 250, FL 260, FL 270.
(See ALTITUDE.)
(See FLIGHT LEVEL.)

CARDINAL FLIGHT LEVELS–
(See CARDINAL ALTITUDES.)

CAT–
(See CLEAR-AIR TURBULENCE.)

CATCH POINT– A fix/waypoint that serves as a transition point from the high altitude waypoint navigation structure to an arrival procedure (STAR) or the low altitude ground–based navigation structure.

CBO–
(See COMMUNITY–BASED ORGANIZATION.)

CCF–
(See COMBINED CONTROL FACILITY.)

CEILING– The heights above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obscuration," and not classified as "thin" or "partial."
(See ICAO term CEILING.)

CEILING [ICAO]– The height above the ground or water of the base of the lowest layer of cloud below 6,000 meters (20,000 feet) covering more than half the sky.

CENTER–
(See AIR ROUTE TRAFFIC CONTROL CENTER.)

CENTER'S AREA– The specified airspace within which an air route traffic control center (ARTCC) provides air traffic control and advisory service.
(See AIR ROUTE TRAFFIC CONTROL CENTER.)
(Refer to AIM.)

CENTER WEATHER ADVISORY– An unscheduled weather advisory issued by Center Weather Service Unit meteorologists for ATC use to alert pilots of existing or anticipated adverse weather conditions within the next 2 hours. A CWA may modify or redefine a SIGMET.

(See AIRMET.)
(See CONVECTIVE SIGMET.)
(See GRAPHICAL AIRMEN'S METEOROLOGICAL INFORMATION.)
(See SAW.)
(See SIGMET.)
(Refer to AIM.)

CENTRAL EAST PACIFIC– An organized route system between the U.S. West Coast and Hawaii.

CEP–

(See CENTRAL EAST PACIFIC.)

CERTIFICATE OF WAIVER OR AUTHORIZATION (COA)– An FAA grant of approval for a specific flight operation or airspace authorization or waiver.

CERTIFIED TOWER RADAR DISPLAY (CTRD)– An FAA radar display certified for use in the NAS.

CFR–

(See CALL FOR RELEASE.)

CHA

(See CONTINGENCY HAZARD AREA)

CHAFF– Thin, narrow metallic reflectors of various lengths and frequency responses, used to reflect radar energy. These reflectors, when dropped from aircraft and allowed to drift downward, result in large targets on the radar display.

CHART SUPPLEMENT– A series of civil/military flight information publications issued by FAA every 56 days consisting of the Chart Supplement U.S., Chart Supplement Alaska, and Chart Supplement Pacific.

CHART SUPPLEMENT ALASKA– A flight information publication designed for use with appropriate IFR or VFR charts which contains data on all airports, seaplane bases, and heliports open to the public including communications data, navigational facilities, airport diagrams, certain special notices, and non–regulatory procedures. Also included in this publication are selected entries needed to support the unique geographical operational conditions of Alaska. This publication is issued in one volume for the state of Alaska.

CHART SUPPLEMENT PACIFIC– A flight information publication designed for use with appropriate IFR or VFR charts which contains data on all airports, seaplane bases, and heliports open to the public including communications data, navigational facilities, airport diagrams, certain special notices, and non–regulatory procedures. Also included in this publication are Instrument Approach Procedures (IAP), Departure Procedures (DP), and Standard Terminal Arrival (STAR) charts, along with selected entries needed to support the unique geographical operational conditions of the Pacific Oceanic region. This publication is issued in one volume for the Hawaiian Islands and other selected Pacific Islands.

CHART SUPPLEMENT U.S.– A flight information publication designed for use with appropriate IFR or VFR charts which contains data on all airports, seaplane bases, and heliports open to the public including communications data, navigational facilities, airport diagrams, certain special notices, and non–regulatory procedures. This publication is issued for the conterminous U.S., Puerto Rico, and the Virgin Islands in seven volumes according to geographical area.

CHARTED VFR FLYWAYS– Charted VFR Flyways are flight paths recommended for use to bypass areas heavily traversed by large turbine-powered aircraft. Pilot compliance with recommended flyways and associated altitudes is strictly voluntary. VFR Flyway Planning charts are published on the back of existing VFR Terminal Area charts.

CHARTED VISUAL FLIGHT PROCEDURE APPROACH– An approach conducted while operating on an instrument flight rules (IFR) flight plan which authorizes the pilot of an aircraft to proceed visually and clear

of clouds to the airport via visual landmarks and other information depicted on a charted visual flight procedure. This approach must be authorized and under the control of the appropriate air traffic control facility. Weather minimums required are depicted on the chart.

CHASE– An aircraft flown in proximity to another aircraft normally to observe its performance during training or testing.

CHASE AIRCRAFT–
(See CHASE.)

CHOP– A form of turbulence.

a. Light Chop– Turbulence that causes slight, rapid and somewhat rhythmic bumpiness without appreciable changes in altitude or attitude.

b. Moderate Chop– Turbulence similar to Light Chop but of greater intensity. It causes rapid bumps or jolts without appreciable changes in aircraft altitude or attitude.
(See TURBULENCE.)

CIRCLE-TO-LAND MANEUVER– A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or is not desirable. At tower controlled airports, this maneuver is made only after ATC authorization has been obtained and the pilot has established required visual reference to the airport.
(See CIRCLE TO RUNWAY.)
(See LANDING MINIMUMS.)
(Refer to AIM.)

CIRCLE TO RUNWAY (RUNWAY NUMBER)– Used by ATC to inform the pilot that he/she must circle to land because the runway in use is other than the runway aligned with the instrument approach procedure. When the direction of the circling maneuver in relation to the airport/runway is required, the controller will state the direction (eight cardinal compass points) and specify a left or right downwind or base leg as appropriate; e.g., "Cleared VOR Runway Three Six Approach circle to Runway Two Two," or "Circle northwest of the airport for a right downwind to Runway Two Two."
(See CIRCLE-TO-LAND MANEUVER.)
(See LANDING MINIMUMS.)
(Refer to AIM.)

CIRCLING APPROACH–
(See CIRCLE-TO-LAND MANEUVER.)

CIRCLING MANEUVER–
(See CIRCLE-TO-LAND MANEUVER.)

CIRCLING MINIMA–
(See CONTROLLED AIRSPACE.)

CIVIL AIRCRAFT OPERATION (CAO)– Aircraft operations other than public use.

CLASS A AIRSPACE–
(See CONTROLLED AIRSPACE.)

CLASS B AIRSPACE–
(See CONTROLLED AIRSPACE.)

CLASS C AIRSPACE–
(See CONTROLLED AIRSPACE.)

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 must exercise good judgment 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 release is automatically canceled if takeoff is not made prior to a specified time. The expiration of a clearance void time does not cancel the departure clearance or IFR flight plan. It withdraws the pilot's authority to depart IFR until a new departure release/release time has been issued by ATC. Pilots who choose to depart VFR after their clearance void time has expired should not depart using the previously assigned IFR transponder code.
(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 LOOP CLEARANCE– A vector or reroute clearance that includes a return to route point and updates ERAM to accurately reflect the anticipated route (e.g., a QU route pick that anticipates length of vector and includes the next fix that ties into the route of flight.)

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.)

COA–
(See CERTIFICATE OF WAIVER OR AUTHORIZATION.)

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 CORRECTION– A correction in feet, based on height above airport and temperature, that is added to the aircraft's indicated altitude to offset the effect of cold temperature on true altitude.

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 CONTROL FACILITY (CCF)– An air traffic facility that 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–
(See SEGMENTS OF A SID/STAR)

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 90-66, Non–Towered Airport Flight Operations.)

RANDOM ALTITUDE– An altitude inappropriate for direction of flight and/or not in accordance with FAA Order JO 7110.65, paragraph 4–5–1, VERTICAL SEPARATION MINIMA.

RANDOM ROUTE– Any route not established or charted/published or not otherwise available to all users.

RC
(See RADIO–CONTROLLED.)

RC–
(See ROAD RECONNAISSANCE.)

RCAG–
(See REMOTE CENTER AIR/GROUND FACILITY.)

RCC–
(See RESCUE COORDINATION CENTER.)

RCO–
(See REMOTE COMMUNICATIONS OUTLET.)

RCR–
(See RUNWAY CONDITION READING.)

READ BACK– Repeat my message back to me.

RECEIVER AUTONOMOUS INTEGRITY MONITORING (RAIM)– A technique whereby a civil GNSS receiver/processor determines the integrity of the GNSS navigation signals without reference to sensors or non-DoD integrity systems other than the receiver itself. This determination is achieved by a consistency check among redundant pseudorange measurements.

RECEIVING CONTROLLER– A controller/facility receiving control of an aircraft from another controller/facility.

RECEIVING FACILITY–
(See RECEIVING CONTROLLER.)

RECONFORMANCE– The automated process of bringing an aircraft's Current Plan Trajectory into conformance with its track.

RECREATIONAL FLYER– Pilot of a UAS who is operating under 49 USC §44809, Exception for Limited Recreational Operations of Unmanned Aircraft.

REDUCE SPEED TO (SPEED)–
(See SPEED ADJUSTMENT.)

REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE– RVSM airspace is defined as any airspace between FL 290 and FL 410 inclusive, where eligible aircraft are separated vertically by 1,000 feet. Authorization guidance for operations in this airspace is provided in Advisory Circular AC 91–85.

REFINED HAZARD AREA (RHA)– Used by ATC. Airspace that is defined and distributed after a failure of a launch or reentry operation to provide a more concise depiction of the hazard location than a Contingency Hazard Area.
(See AIRCRAFT HAZARD AREA.)
(See CONTINGENCY HAZARD AREA.)
(See TRANSITIONAL HAZARD AREA.)

REIL–
(See RUNWAY END IDENTIFIER LIGHTS.)

RELEASE TIME– A departure time restriction issued to a pilot by ATC (either directly or through an authorized relay) when necessary to separate a departing aircraft from other traffic.
(See ICAO term RELEASE TIME.)

RELEASE TIME [ICAO]– Time prior to which an aircraft should be given further clearance or prior to which it should not proceed in case of radio failure.

REMOTE AIRPORT INFORMATION SERVICE (RAIS)– A temporary service provided by facilities, which are not located on the landing airport, but have communication capability and automated weather reporting available to the pilot at the landing airport.

REMOTE CENTER AIR/GROUND FACILITY (RCAG)– An unmanned VHF/UHF transmitter/receiver facility which is used to expand ARTCC air/ground communications coverage and to facilitate direct contact between pilots and controllers. RCAG facilities are sometimes not equipped with emergency frequencies 121.5 MHz and 243.0 MHz.
(Refer to AIM.)

REMOTE COMMUNICATIONS OUTLET (RCO)– An unmanned communications facility remotely controlled by air traffic personnel. RCOs serve FSSs. Remote Transmitter/Receivers (RTR) serve terminal ATC facilities. An RCO or RTR may be UHF or VHF and will extend the communication range of the air traffic facility. There are several classes of RCOs and RTRs. The class is determined by the number of transmitters or receivers. Classes A through G are used primarily for air/ground purposes. RCO and RTR class O facilities are nonprotected outlets subject to undetected and prolonged outages. RCO (O's) and RTR (O's) were established for the express purpose of providing ground-to-ground communications between air traffic control specialists and pilots located at a satellite airport for delivering en route clearances, issuing departure authorizations, and acknowledging instrument flight rules cancellations or departure/landing times. As a secondary function, they may be used for advisory purposes whenever the aircraft is below the coverage of the primary air/ground frequency.

REMOTE IDENTIFICATION (RID)– A system for electronic identification and secure oversight of UAS.
(See 4 CFR part 89)
(See AIM)

REMOTE PILOT– Pilot of a UAS who is not operating as a recreational flyer under 49 USC §44809, the Exception for Limited Recreational Operations of Unmanned Aircraft.

REMOTE PILOT IN COMMAND (RPIC)– The RPIC is directly responsible for and is the final authority as to the operation of the unmanned aircraft system.

REMOTE TRANSMITTER/RECEIVER (RTR)–
(See REMOTE COMMUNICATIONS OUTLET.)

REPORT– Used to instruct pilots to advise ATC of specified information; e.g., "Report passing Hamilton VOR."

REPORTING POINT– A geographical location in relation to which the position of an aircraft is reported.
(See COMPULSORY REPORTING POINTS.)
(See ICAO term REPORTING POINT.)
(Refer to AIM.)

REPORTING POINT [ICAO]– A specified geographical location in relation to which the position of an aircraft can be reported.

REQUEST FULL ROUTE CLEARANCE– Used by pilots to request that the entire route of flight be read verbatim in an ATC clearance. Such request should be made to preclude receiving an ATC clearance based on the original filed flight plan when a filed IFR flight plan has been revised by the pilot, company, or operations prior to departure.

REQUIRED NAVIGATION PERFORMANCE (RNP)– A statement of the navigational performance necessary for operation within a defined airspace. The following terms are commonly associated with RNP:

a. Required Navigation Performance Level or Type (RNP-X). A value, in nautical miles (NM), from the intended horizontal position within which an aircraft would be at least 95-percent of the total flying time.

SIDESTEP MANEUVER– A visual maneuver accomplished by a pilot at the completion of an instrument approach to permit a straight-in landing on a parallel runway not more than 1,200 feet to either side of the runway to which the instrument approach was conducted.
(Refer to AIM.)

SIGMET– A weather advisory issued concerning weather significant to the safety of all aircraft. SIGMET advisories cover severe and extreme turbulence, severe icing, and widespread dust or sandstorms that reduce visibility to less than 3 miles.
(See AIRMET.)
(See CONVECTIVE SIGMET.)
(See CWA.)
(See GRAPHICAL AIRMEN'S METEOROLOGICAL INFORMATION.)
(See ICAO term SIGMET INFORMATION.)
(See SAW.)
(Refer to AIM.)

SIGMET INFORMATION [ICAO]– Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations.

SIGNIFICANT METEOROLOGICAL INFORMATION–
(See SIGMET.)

SIGNIFICANT POINT– A point, whether a named intersection, a NAVAID, a fix derived from a NAVAID(s), or geographical coordinate expressed in degrees of latitude and longitude, which is established for the purpose of providing separation, as a reporting point, or to delineate a route of flight.

SIMULATED FLAMEOUT– A practice approach by a jet aircraft (normally military) at idle thrust to a runway. The approach may start at a runway (high key) and may continue on a relatively high and wide downwind leg with a continuous turn to final. It terminates in landing or low approach. The purpose of this approach is to simulate a flameout.
(See FLAMEOUT.)

SIMULTANEOUS CLOSE PARALLEL APPROACHES– A simultaneous, independent approach operation permitting ILS/RNAV/GLS approaches to airports having parallel runways separated by at least 3,000 feet and less than 4,300–feet between centerlines. Aircraft are permitted to pass each other during these simultaneous operations. Integral parts of a total system are radar, NTZ monitoring with enhanced FMA color displays that include aural and visual alerts and predictive aircraft position software, communications override, ATC procedures, an Attention All Users Page (AAUP), PRM in the approach name, and appropriate ground based and airborne equipment. High update rate surveillance sensor required for certain runway or approach course separations.

SIMULTANEOUS (CONVERGING) DEPENDENT APPROACHES- An approach operation permitting ILS/RNAV/GLS approaches to runways or missed approach courses that intersect where required minimum spacing between the aircraft on each final approach course is required.

SIMULTANEOUS (CONVERGING) INDEPENDENT APPROACHES- An approach operation permitting ILS/RNAV/GLS approaches to non-parallel runways where approach procedure design maintains the required aircraft spacing throughout the approach and missed approach and hence the operations may be conducted independently.

SIMULTANEOUS ILS APPROACHES– An approach system permitting simultaneous ILS approaches to airports having parallel runways separated by at least 4,300 feet between centerlines. Integral parts of a total system are ILS, radar, communications, ATC procedures, and appropriate airborne equipment.
(See PARALLEL RUNWAYS.)
(Refer to AIM.)

SIMULTANEOUS OFFSET INSTRUMENT APPROACH (SOIA)– An instrument landing system comprised of an ILS PRM, RNAV PRM or GLS PRM approach to one runway and an offset LDA PRM with glideslope or an RNAV PRM or GLS PRM approach utilizing vertical guidance to another where parallel runway spaced less than 3,000 feet and at least 750 feet apart. The approach courses converge by 2.5 to 3 degrees. Simultaneous close parallel PRM approach procedures apply up to the point where the approach course separation becomes 3,000 feet, at the offset MAP. From the offset MAP to the runway threshold, visual separation by the aircraft conducting the offset approach is utilized.

(Refer to AIM)

SIMULTANEOUS (PARALLEL) DEPENDENT APPROACHES- An approach operation permitting approaches to adjacent parallel runways where prescribed diagonal spacing must be maintained. Aircraft are not permitted to pass each other during simultaneous dependent operations.

SINGLE DIRECTION ROUTES– Preferred IFR Routes which are sometimes depicted on high altitude en route charts and which are normally flown in one direction only.

(See PREFERRED IFR ROUTES.)

(Refer to CHART SUPPLEMENT U.S.)

SINGLE FREQUENCY APPROACH– A service provided under a letter of agreement to military single-piloted turbojet aircraft which permits use of a single UHF frequency during approach for landing. Pilots will not normally be required to change frequency from the beginning of the approach to touchdown except that pilots conducting an en route descent are required to change frequency when control is transferred from the air route traffic control center to the terminal facility. The abbreviation “SFA” in the DoD FLIP IFR Supplement under “Communications” indicates this service is available at an aerodrome.

SINGLE-PILOTED AIRCRAFT– A military turbojet aircraft possessing one set of flight controls, tandem cockpits, or two sets of flight controls but operated by one pilot is considered single-piloted by ATC when determining the appropriate air traffic service to be applied.

(See SINGLE FREQUENCY APPROACH.)

SKYSPOTTER– A pilot who has received specialized training in observing and reporting inflight weather phenomena.

SLASH– A radar beacon reply displayed as an elongated target.

SLDI–

(See SECTOR LIST DROP INTERVAL.)

SLOW TAXI– To taxi a float plane at low power or low RPM.

SMALL UNMANNED AIRCRAFT SYSTEM (sUAS)– An unmanned aircraft weighing less than 55 pounds on takeoff, including everything that is on board or otherwise attached to the aircraft.

SMAR–

(See SPECIAL MILITARY ACTIVITY ROUTE.)

SN–

(See SYSTEM STRATEGIC NAVIGATION.)

SPACE–BASED ADS–B (SBA)– A constellation of satellites that receives ADS–B Out broadcasts and relays that information to the appropriate surveillance facility. The currently deployed SBA system is only capable of receiving broadcasts from 1090ES–equipped aircraft, and not from those equipped with only a universal access transceiver (UAT). Also, aircraft with a top–of–fuselage–mounted transponder antenna (required for TCAS II installations) will be better received by SBA, especially at latitudes below 45 degrees.

(See AUTOMATIC DEPENDENT SURVEILLANCE–BROADCAST.)

(See AUTOMATIC DEPENDENT SURVEILLANCE–BROADCAST OUT.)

SPACE LAUNCH AND REENTRY AREA– Locations where commercial space launch and/or reentry operations occur. For pilot awareness, a rocket–shaped symbol is used to depict space launch and reentry areas on sectional aeronautical charts.

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BRIEFING GUIDE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Initiated By: AJR-0
Vice President, System Operations Services

Table of Contents

1. PARAGRAPH NUMBER AND TITLE: 2–5–3. AIRCRAFT INDENTIFICATION

2. BACKGROUND: Due to limitations of the NAS flight processing systems of En Route Automation Modernization (ERAM), Standard Terminal Automation Replacement System (STARS), and Microprocessor En Route Automated Radar Tracking System (MEARTS), foreign registered aircraft call signs whose identification begins with a number cannot be processed. Accordingly, in May 2020, FAA Order JO 7110.127, National Airspace System (NAS) Processing of Foreign Aircraft Identifications with a Numeric Nationality Mark, was published providing instructions for amending those call signs so the aforementioned flight processing systems would accept and process the flight plans. The Advanced Technologies and Oceanic Procedures (ATOP) Oceanic control platform used at New York ARTCC, Oakland ARTCC, and Anchorage ARTCC, will process call signs beginning with a number.

3. CHANGE:

OLD	NEW
2–5–3. AIRCRAFT INDENTIFICATION	**2–5–3. AIRCRAFT INDENTIFICATION**
Title through **d1** ***NOTE***	No Change
Add	**2. Registry IDs that begin with a number. Some foreign civil aircraft registrations begin with a number but show as a "Q" in the flight plan. The filed flight identification will be listed in the remarks section. Do not verbally state the "Q" prefix in communication with the aircraft.**
Add	***EXAMPLE–*** ***2TRAVSA may appear as QTRAVSA*** ***9HRA may appear as Q9HRA***
Add	***REFERENCE–*** ***FAA Order JO 7110.65, Para 2–3–5, Aircraft Identity.*** ***FAA Order JO 7340.2, Contractions, Chapter 4.***
d2 through **d3**	Renumber **d3** through **d4**