

# UK Air Traffic Management Vocabulary

**CAP 1430**



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Enquiries regarding the content of this publication should be addressed to:  
Airspace, ATM & Aerodrome, Safety and Airspace Regulation Group, Civil Aviation Authority,  
Aviation House, Beehive Ring Road, Crawley, West Sussex, RH6 0YR.

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## Revision History

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The table below is provided as a reference to highlight when major changes were made to the content of CAP 1430. It does not cover editorial changes. As necessary, an update will be added to the table at each amendment.

### Third Edition

Section	Subject	Source
Foreword & Definitions	Provenance section updated to reflect changes in regulation references and contact address amended within the enquiries section.	CAA
Definitions	<p>The following definitions have been amended:</p> <ul style="list-style-type: none"> <li>- Dependent parallel approaches.</li> <li>- Independent parallel approaches.</li> <li>- Normal operation zone.</li> <li>- Standard European Rules of the Air changed to UK Standard European Rules of the Air.</li> </ul> <p>The following definition has been added:</p> <ul style="list-style-type: none"> <li>- CPDLC message.</li> <li>- CPDLC message set.</li> <li>- Data convention.</li> <li>- Data link initiation capability.</li> <li>- Data processing.</li> <li>- Flight plan Buffer Zone (FBZ).</li> <li>- Free Route Airspace (FRA).</li> <li>- FRA Arrival Connecting Point (A).</li> <li>- FRA Departure Connecting Point (D).</li> <li>- FRA Horizontal Entry Point (E).</li> <li>- FRA Intermediate Point (I).</li> <li>- FRA Horizontal Exit Point (X).</li> <li>- Free text message element.</li> <li>- ITP aircraft.</li> <li>- ITP distance.</li> <li>- Logon address.</li> <li>- Meteorological information.</li> <li>- Meteorological office.</li> <li>- Meteorological report.</li> <li>- No Planning Zone (NPZ).</li> <li>- Performance-based communication (PBC).</li> <li>- Performance-based navigation (PBN).</li> </ul>	ICAO, Eurocontrol & CAA

Section	Subject	Source
	<ul style="list-style-type: none"> <li>- Performance-based surveillance (PBS).</li> <li>- Recognised air traffic environment.</li> <li>- Required communication performance (RCP) specification.</li> <li>- Required surveillance performance (RSP) specification.</li> <li>- Standard message element.</li> <li>- Time difference of arrival (TDOA).</li> <li>- Total estimated elapsed time.</li> <li>- Visual surveillance system.</li> </ul>	
Abbreviations	<p>The following abbreviation has been amended:</p> <ul style="list-style-type: none"> <li>- MTOM changed to MCTOM.</li> <li>- NOTAM changed from Notice to Airmen to Notice to Aviation.</li> <li>- SERA changed to (UK) SERA.</li> </ul> <p>The following abbreviation has been added:</p> <ul style="list-style-type: none"> <li>- DLIC – Data link initiation capability.</li> <li>- EGPWS – Enhanced Ground Proximity Warning System</li> <li>- FBZ – Flight plan Buffer Zone.</li> <li>- FRA – Free Route Airspace.</li> <li>- FRA(A) – FRA Arrival Connecting Point.</li> <li>- FRA(D) – FRA Departure Connection Point.</li> <li>- FRA(E) – FRA Horizontal Entry Point.</li> <li>- FRA(I) – FRA Intermediate Point.</li> <li>- FRA(X) – FRA Horizontal Exit Point.</li> <li>- GCAS – Ground Collision Avoidance System</li> <li>- NPZ – No Planning Zone.</li> <li>- PBC – Performance-based communication.</li> <li>- PBN – Performance-based navigation.</li> <li>- PBS – Performance-based surveillance.</li> <li>- RCP – Required communication performance.</li> <li>- RSP – Required surveillance performance.</li> <li>- SFN – Special Flight Notification.</li> <li>- PLOC – Prolonged Loss of Communications.</li> <li>- TAWS – Terrain Awareness and Warning System.</li> <li>- TDOA – Time difference of arrival.</li> </ul>	ICAO, Eurocontrol & CAA

**Second Edition**

<b>Section</b>	<b>Subject</b>	<b>Source</b>
All	Implement Reg (EU) No 1185/2016 Standardised European Rules of the Air Part C and adopt ICAO Doc 4444 PANS-ATM Sixteenth Edition.	EASA & ICAO

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# Foreword

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## Introduction

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This document provides the authoritative reference for all terms and abbreviations used within specific CAA Civil Aviation Publications (CAPs).

## Provenance

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Two strands of UK aviation related legislation now exist. That made under the Air Navigation Order (and including the Rules of the Air Regulations), and that made under The Basic Regulation (UK Reg (EU) 2018/1139 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018) and its Implementing Rules.

The terms and abbreviations contained within this document are sourced, primarily, from retained European Union (EU) Regulations, as amended by various UK Statutory Instruments (made under the European Union (Withdrawal) Act 2018). For example, Regulation (EU) No 923/2012 Standardised European Rules of the Air (SERA) as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 (“UK Reg (EU) No 923/2012”).

References to the ‘Cover Regulation’ are cited as either UK Reg (EU) No XXX/YYYY followed by the appropriate Article, or UK Reg (EU) YYYY/XXX; where ‘X’ is the number of the Regulation and ‘YYYY’ is the year of publication.

Where terms and abbreviations are not defined within such retained EU Regulations, additional material has been sourced from:

- a) Annexes to the Convention on International Civil Aviation and, where appropriate, to ICAO documents such as PANS-ATM (Doc 4444) and PANS-OPS (Doc 8168);
- b) The UK Air Navigation Order and supporting UK policy documentation; and,
- c) The EUROCONTROL European Route Network Improvement Plan Part 1: Airspace Design Methodology Guidelines.
- d) The EUROCONTROL European Route Network Improvement Plan Part 3: Airspace Management Handbook – Guidelines for Airspace Management. Hereafter referred to as the EUROCONTROL ASM Handbook.

Exceptionally, where the UK has filed a Difference to an ICAO Standard, the term defined within the UK Air Navigation Order or instrument made under it will have effect. In this instance, such variations or Differences will be highlighted with an asterisk (\*) next to the document reference as follows: (\* ANO 2016 Schedule 1)

## Applicability

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The terms and abbreviations contained within this document are applicable to the following CAA publications:

- a) Manual of Air Traffic Services (MATS) Part 1 (CAP 493);
- b) Flight Information Service Officer (FISO) Manual (CAP 797);
- c) UK Flight Information Services (FIS) (CAP 774);
- d) Radiotelephony Manual (CAP 413);
- e) UK Airspace Management Policy (CAP 740).

The terms contained herein have been defined to remove any doubt about the meaning of instructions in the text of the documents listed above and are referenced to their source document.

## Enquiries

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All enquiries concerning the text should be addressed to:

ATS Enquiries  
Airspace, ATM & Aerodromes  
Civil Aviation Authority  
Safety and Airspace Regulation Group  
Beehive Ring Road  
Crawley  
West Sussex  
RH6 0YR

E-mail: [ats.enquiries@caa.co.uk](mailto:ats.enquiries@caa.co.uk)

# Definitions

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## A

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**Accepting unit/controller.** Air traffic control unit/air traffic controller next to take control of an aircraft.

**Note.** See definition of “transferring unit/controller”. (ICAO PANS-ATM (Doc 4444))

**Accuracy** A degree of conformance between the estimated or measured value and the true value. (UK Reg (EU) No 923/2012 Article 2(1))

**Advisory airspace** An airspace of defined dimensions, or designated route, within which air traffic advisory service is available. (UK Reg (EU) No 923/2012 Article 2(3))

**Advisory route** A designated route along which air traffic advisory service is available. (UK Reg (EU) No 923/2012 Article 2(4))

**Aerial work** An aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc. (UK Reg (EU) No 923/2012 Article 2(12))

**Aerobatic flight** Manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed, not necessary for normal flight or for instruction for licenses or ratings other than aerobatic rating. (UK Reg (EU) No 923/2012 Article 2(5))

**Aerodrome** A defined area (including any buildings, installations and equipment) on land or water or on a fixed, fixed off-shore or floating structure intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft. (UK Reg (EU) No 923/2012 Article 2(6))

**Aerodrome control service** Air traffic control service for aerodrome traffic. (UK Reg (EU) No 923/2012 Article 2(7))

**Aerodrome control tower** A unit established to provide air traffic control service to aerodrome traffic. (UK Reg (EU) No 923/2012 Article 2(8))

**Aerodrome Operating Minima** In relation to the operation of an aircraft at an aerodrome means the cloud ceiling and runway visual range for take-off, and the decision height or minimum descent height, runway visual range and visual reference for landing, which are the minimum for the operation of that aircraft at that aerodrome. (\* ANO 2016 Schedule 1)

**Aerodrome traffic** All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome. An aircraft operating in the vicinity of an aerodrome includes but is not limited to aircraft entering or leaving an aerodrome traffic circuit. (UK Reg (EU) No 923/2012 Article 2(9))

**Aerodrome traffic circuit** The specified path to be flown by aircraft operating in the vicinity of an aerodrome. (UK Reg (EU) No 923/2012 Article 2(10))

**Aerodrome Traffic Monitor (ATM)** An electronic display indicating the position and distance from touchdown of arriving aircraft relative to the extended centreline of the runway in use. It may also be used for other purposes. It is also known as the Distance From Touchdown Indicator (DFTI). (CAA)

**Aerodrome traffic zone (ATZ)** Airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic. (UK Reg (EU) No 923/2012 Article 2(11))

**Aeronautical fixed service (AFS)** A telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services. (ICAO Annex 11)

**Aeronautical ground light[ing] (AGL)** Any light specifically provided as an aid to air navigation, other than a light displayed on an aircraft. (ICAO Annex 14)

**Aeronautical Information Publication (AIP)** A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation. (UK Reg (EU) No 923/2012 Article 2(13))

**Aeronautical Information Service (AIS)** A service established within the defined area of coverage responsible for the provision of aeronautical information and data necessary for the safety, regularity, and efficiency of air navigation. (UK Reg (EC) No 549/2004 Article 2 (3))

**Aeronautical mobile service** A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies. (UK Reg (EU) No 923/2012 Article 2(14))

**Aeronautical Radio Station** A radio station on the surface, which transmits or receives signals for the purpose of assisting aircraft. (ANO 2016 Schedule 1)

**Aeronautical station** A land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea. (UK Reg (EU) No 923/2012 Article 2(15))

**Aeroplane** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight. (UK Reg (EU) No 923/2012 Article 2(16))

**Airborne collision avoidance system (ACAS)** An aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of ground

based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders. (UK Reg (EU) No 923/2012 Article 2(17))

**Aircraft** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface. (UK Reg (EU) No 923/2012 Article 2(18))

**Aircraft address** A unique combination of 24 bits available for assignment to an aircraft for the purpose of air-ground communications, navigation and surveillance. (UK Reg (EU) No 923/2012 Article 2(19))

**Aircraft observation** The evaluation of one or more meteorological elements made from an aircraft in flight. (UK Reg (EU) No 923/2012 Article 2(20))

**Aircraft proximity (AIRPROX)** A situation in which, in the opinion of a pilot or air traffic services personnel, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft involved may have been compromised. An aircraft proximity is classified as follows:

**Risk of collision.** The risk classification of an aircraft proximity in which serious risk of collision has existed.

**Safety not assured.** The risk classification of an aircraft proximity in which the safety of the aircraft may have been compromised.

**No risk of collision.** The risk classification of an aircraft proximity in which no risk of collision has existed.

**Risk not determined.** The risk classification of an aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination. (ICAO PANS-ATM (Doc 4444))

**Air-ground communication** Two way communication between aircraft and stations or locations on the surface of the earth. (UK Reg (EU) No 923/2012 Article 2(22))

**Air-Ground Communications Service (AGCS)** A service provided from an aerodrome to aerodrome traffic by means of radio signals and 'air/ground communications service unit' is to be construed accordingly. (ANO 2016 Schedule 1)

**Air-ground control radio station** An aeronautical telecommunication station having primary responsibility for handling communications pertaining to the operation and control of aircraft in a given area. (UK Reg (EU) No 923/2012 Article 2(23))

**AIRMET Information** 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 low-level aircraft operations and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof. (UK Reg (EU) No 923/2012 Article 2(21))

**Air Navigation Services (ANS)** Air traffic services; communication, navigation and surveillance services; meteorological services for air navigation; and aeronautical information services. (UK Reg (EC) No 549/2004 Article 2 (4))

**Air Navigation Service Provider (ANSP)** Any public or private entity providing ANS for general air traffic, including an organisation having applied for a certificate to provide such services. (UK Reg (EU) No 1035/2011 Article 2(15))

**Air report** A report from an aircraft in flight prepared in conformity with requirements for position, and operational and/or meteorological reporting. (UK Reg (EU) No 923/2012 Article 2(24))

**Airspace Management** A planning function with the primary objective of maximising the utilisation of available airspace by dynamic time-sharing and, at times, the segregation of airspace among various categories of airspace users on the basis of short-term needs. (UK Reg (EC) No 549/2004 Article 2(7))

**Airspace Management Cell (AMC).** A joint civil/military cell responsible for the day-to-day management and temporary allocation of national or sub-regional airspace under the jurisdiction of one or more European Civil Aviation Conference (ECAC) State(s). (EUROCONTROL Airspace Management (ASM) Handbook)

**Air-taxiing** Movement of a helicopter/vertical take-off and landing (VTOL) above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kt). (UK Reg (EU) No 923/2012 Article 2(25))

**Note.** The actual height during air-taxiing may vary, and some helicopters may require air-taxiing above 8 m (25 ft) AGL to reduce ground effect turbulence or provide clearance for cargo sling loads. (UK Reg (EU) No 923/2012 Article 2(25) GM1)

**Air traffic** All aircraft in flight or operating on the manoeuvring area of an aerodrome. (UK Reg (EU) No 923/2012 Article 2(26))

**Air traffic advisory service** A service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on instrument flight rules (IFR) flight plans. (UK Reg (EU) No 923/2012 Article 2(27))

**Note.**

- (a) Air traffic advisory service does not afford the degree of safety and cannot assume the same responsibilities as air traffic control (ATC) service in respect of the avoidance of collisions, since the information regarding the disposition of traffic in the area concerned available to the unit providing air traffic advisory service may be incomplete.

- (b) Aircraft wishing to conduct IFR flights within advisory airspace, but not electing to use the air traffic advisory service, are nevertheless to submit a flight plan, and notify changes made thereto to the unit providing that service.
- (c) ATS units providing air traffic advisory service:
  - (1) *advise* the aircraft to depart at the time specified and to cruise at the levels indicated in the flight plan if it does not foresee any conflict with other known traffic;
  - (2) *suggest* to aircraft a course of action by which a potential hazard may be avoided, giving priority to an aircraft already in advisory airspace over other aircraft desiring to enter such advisory airspace; and
  - (3) *pass* to aircraft traffic information comprising the same information as that prescribed for area control service. (UK Reg (EU) No 923/2012 Article 2(27) GM1)

**Air traffic control (ATC) clearance** Authorisation for an aircraft to proceed under conditions specified by an air traffic control unit. (UK Reg (EU) No 923/2012 Article 2(28))

**Note.**

- (a) For convenience, the term 'air traffic control clearance' is frequently abbreviated to 'clearance' when used in appropriate contexts.
- (b) The abbreviated term 'clearance' may be prefixed by the words 'taxi', 'take-off', 'departure', 'en route', 'approach' or 'landing' to indicate the particular portion of flight to which the air traffic control clearance relates. (UK Reg (EU) No 923/2012 Article 2(28) GM1)

**Air traffic control instruction** Directives issued by air traffic control for the purpose of requiring a pilot to take a specific action. (UK Reg (EU) No 923/2012 Article 2(29))

**Air traffic control service** A service provided for the purpose of preventing collisions between aircraft, and on the manoeuvring area between aircraft and obstructions; and expediting and maintaining an orderly flow of traffic. (UK Reg (EU) No 923/2012 Article 2(30))

**Air traffic control unit** A generic term meaning variously, area control centre, approach control unit or aerodrome control tower. (UK Reg (EU) No 923/2012 Article 2(31))

**Air traffic flow management** A function established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilised to the maximum extent possible, and that the traffic volume is compatible with the capacities declared by the appropriate ATS providers. (UK Reg (EC) No 549/2004 Article 2(9))

**Air traffic management (ATM)** The aggregation of the airborne and ground-based functions (air traffic services, airspace management and air traffic flow management)

required to ensure the safe and efficient movement of aircraft during all phases of operations. (UK Reg (EC) No 549/2004 Article 2(10))

**Air traffic service (ATS)** A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service). (UK Reg (EU) No 923/2012 Article 2(32))

**Air traffic service equipment** Ground based equipment, including an aeronautical radio station, used or intended to be used in connection with the provision of a service to an aircraft in flight or on the ground which equipment is not otherwise approved by or under [the ANO] but excluding:

- (a) any public electronic communications network; and
- (b) any equipment concerning which the CAA has made a direction that it is not air traffic service equipment for the purposes of Articles 205 and 206. (ANO 2016 Schedule 1)

**Air traffic services (ATS) airspaces** Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified. (UK Reg (EU) No 923/2012 Article 2(33))

**Air traffic services (ATS) reporting office (ARO)** A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure. (UK Reg (EU) No 923/2012 Article 2(34))

**Note.** An air traffic services reporting office may be established as a separate unit or combined with an existing unit, such as another air traffic services unit, or a unit of the aeronautical information service. (UK Reg (EU) No 923/2012 Article 2(34) GM1)

**Air traffic services (ATS) surveillance service** A service provided directly by means of an ATS surveillance system. (UK Reg (EU) No 923/2012 Article 2(34a))

**Air traffic services (ATS) unit** A generic term meaning, variously, air traffic control unit, flight information centre, aerodrome flight information service unit or air traffic services reporting office. (UK Reg (EU) No 923/2012 Article 2(35))

**Airway** A control area or portion thereof established in the form of a corridor. (UK Reg (EU) No 923/2012 Article 2(36))

**ALERFA** The code word used to designate an alert phase. (ICAO PANS-ATM (Doc 4444))

**Alerting service** A service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required. (UK Reg (EU) No 923/2012 Article 2(37))



**Alert phase** A situation wherein apprehension exists as to the safety of an aircraft and its occupants. (ICAO PANS-ATM (Doc 4444))

**Alternate aerodrome** An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing, where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:

- (a) take-off alternate: an alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure;
- (b) en-route alternate: an alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route;
- (c) destination alternate: an alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing. (UK Reg (EU) No 923/2012 Article 2(38))

**Note.** The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight. (UK Reg (EU) No 923/2012 Article 2(38) GM1)

**Altitude** The vertical distance of a level, a point or object considered as a point, measured from mean sea level. (UK Reg (EU) No 923/2012 Article 2(39))

**Note.**

- (a) A pressure type altimeter calibrated in accordance with the Standard Atmosphere when set to a QNH altimeter setting will indicate altitude (above the mean sea level).
- (b) The term 'altitude' indicates altimetric rather than geometric altitude. (UK Reg (EU) No 923/2012 Article 2(39) GM1)

**AMC Managed Area (AMA)** A volume of airspace that is routinely managed by the Airspace Management Cell (AMC). (CAP 740)

**Approach control service** Air traffic control service for arriving or departing controlled flights. (UK Reg (EU) No 923/2012 Article 2(40))

**Approach control unit** A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes. (UK Reg (EU) No 923/2012 Article 2(41))

**Note.** The purpose of the definition is to describe the specific services associated to approach control unit. This does not preclude the possibility for an approach control

unit to provide air traffic control service to flights other than those arriving or departing. (UK Reg (EU) No 923/2012 Article 2(41) GM1)

**Approach and Landing Operations With Vertical Guidance** An instrument approach and landing which utilises lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations. (ICAO Annex 6 Vol I)

**Approach sequence** The order in which two or more aircraft are cleared to approach to land at the aerodrome. (ICAO PANS-ATM (Doc 4444))

**Approval request** A request for clearance made by an ACC when an aircraft will be entering the controlled or advisory airspace of an adjacent ACC in less than 15 minutes, and the first designated reporting point is in the adjacent area. (CAA)

**Approved departure time** An allocated take-off time calculated from the elapsed flight time between the aerodrome of departure and the point at which the regulated flow is effective. (CAA)

**Apron** A defined area, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance. (UK Reg (EU) No 923/2012 Article 2(42))

**Apron Management Service** A service provided to regulate the activities and the movement of aircraft and vehicles on an apron. (ICAO PANS-ATM (Doc 4444))

**Area control centre (ACC)** An Air Traffic Control unit established to provide an air traffic control service to controlled flights in control areas under its jurisdiction. (UK Reg (EU) No 923/2012 Article 2(43))

**Area control service** An Air Traffic Control service for controlled flights in control areas. (UK Reg (EU) No 923/2012 Article 2(44))

**Area navigation (RNAV)** A method of navigation which permits aircraft operation on any desired flight path within the coverage of station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination of these. (UK Reg (EU) No 923/2012 Article 2(45))

**Note.** Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation. (UK Reg (EU) No 923/2012 Article 2(45) GM1)

**Arrival routes** Routes identified in an instrument approach procedure by which aircraft may proceed from the En-route phase of flight to an initial approach fix. (ICAO Annex 4)

**ATC unit terrain safe level** The applicable level as published in ATC unit procedures, that ensures IFR terrain clearance requirements.

**Note.** This may include: ATC Surveillance Minimum Altitude Areas, Radar Vector Charts, ADR levels, en-route ATC safety altitudes or sector safety altitudes. (CAP 774)

**ATS route** A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services. (UK Reg (EU) No 923/2012 Article 2(46))

**Note.**

- (a) Includes airways, advisory routes, controlled or uncontrolled route, arrival or departure route, etc.
- (b) An ATS route is defined by route specifications which include an ATS route designator, the track to or from significant points (waypoints), distance between significant points, reporting requirements, and as determined by the competent authority, the lowest safe altitude. (UK Reg (EU) No 923/2012 Article 2(46) GM1)

**ATS surveillance system** A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.

**Note.** A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR. (ICAO PANS-ATM (Doc 4444))

**Automatic dependent surveillance – broadcast (ADS-B)** A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link. (UK Reg (EU) No 923/2012 Article 2(47))

**Automatic dependent surveillance – contract (ADS-C)** A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports. (UK Reg (EU) No 923/2012 Article 2(48))

**Note.** The abbreviated term 'ADS-C' is commonly used to refer to ADS event contract, ADS demand contract, ADS periodic contract, or an emergency mode. (UK Reg (EU) No 923/2012 Article 2(48) GM1)

**Automatic dependent surveillance – contract (ADS-C) agreement** A reporting plan which establishes the conditions of ADS-C data reporting (i.e. data required by the air traffic services unit and frequency of ADS-C reports which have to be agreed to, prior to using ADS-C in the provision of air traffic services). (UK Reg (EU) No 923/2012 Article 2(48a))

**Automatic terminal information service (ATIS)** The automatic provision of current, routine information to arriving and departing aircraft throughout 24 hours or a specified portion thereof:

- (1) Data link-automatic terminal information service (D-ATIS) means the provision of ATIS via data link
- (2) Voice-automatic terminal information service (Voice-ATIS) means the provision of ATIS by means of continuous and repetitive voice broadcasts. (UK Reg (EU) No 923/2012 Article 2(49))

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**B**

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**Backtrack** To taxi on a runway-in-use, in the opposite direction to the aircraft's take-off or landing direction. (CAA)

**Base Turn** A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track. These tracks are not reciprocal. (ICAO Annex 11)

**Basic Service** A Basic Service is an ATS provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights. This may include weather information, changes of serviceability of facilities, conditions at aerodromes, general airspace activity information, and any other information likely to affect safety. The avoidance of other traffic is solely the pilot's responsibility. (CAP 774)

**Blind Transmission** A transmission from one station to another station in circumstances where two-way communication cannot be established but where it is believed that the called station is able to receive the transmission. (ICAO Annex 10 Vol II)

**Broadcast** A transmission of information relating to air navigation that is not addressed to a specific station or stations. (ICAO Annex 10 Vol II)

## C

**Ceiling** The height above the ground or water of the base of the lowest layer of cloud below 6 000 m (20 000 ft) covering more than half the sky. (UK Reg (EU) No 923/2012 Article 2(50))

**Change-over point** The point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft. (UK Reg (EU) No 923/2012 Article 2(51))

**Note.** Change-over points are established to provide the optimum balance in respect of signal strength and quality between ground facilities at all levels to be used and to ensure a common source of azimuth guidance for all aircraft operating along the same portion of a route segment. (UK Reg (EU) No 923/2012 Article 2(51) GM1)

**Circling approach** An extension of an instrument approach procedure which provides for visual circling of the aerodrome prior to landing. (ICAO PANS-OPS Vol I (Doc 8168))

**Clearance limit** The point to which an aircraft is granted an air traffic control clearance. (UK Reg (EU) No 923/2012 Article 2(52))

**Clearway** A defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aircraft may make a portion of its initial climb to a specified height. (ICAO Annex 4)

**Cloud of operational significance** A cloud with the height of cloud base below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater, or a cumulonimbus cloud or a towering cumulus cloud at any height. (UK Reg (EU) No 923/2012 Article 2(53))

**Code (SSR)** The number assigned to a particular multiple pulse reply signal transmitted by a transponder in Mode A or Mode C. (UK Reg (EU) No 923/2012 Article 2(54))

**Competent authority** The authority designated by the Member State as competent to ensure compliance with the requirements of this Regulation. (UK Reg (EU) No 923/2012 Article 2(55))

**Conditional route (CDR)** An ATS route that is only available for flight planning and use under specified conditions. (EUROCONTROL Airspace Management (ASM) Handbook)

**Note.** A CDR may have more than one category, and those categories may change at specified times.

**Contact point** The position, time or level at which an arriving aircraft is to establish communication with approach control. (CAA)

**Control area (CTA)** Controlled airspace extending upwards from a specified limit above the earth. (UK Reg (EU) No 923/2012 Article 2(56))

**Controlled aerodrome** An aerodrome at which air traffic control service is provided to aerodrome traffic regardless whether or not a control zone exists. (UK Reg (EU) No 923/2012 Article 2(57))

**Controlled airspace (CAS)** Airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification. (UK Reg (EU) No 923/2012 Article 2(58))

**Note.** Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D and E. (UK Reg (EU) No 923/2012 Article 2(58) GM1)

**Controlled flight** Any flight which is subject to an air traffic control clearance. (UK Reg (EU) No 923/2012 Article 2(59))

**Controller** A generic term encompassing: civil and MOD air traffic controllers, ASACS weapons controllers, and any other military personnel who are trained, authorised and certified to provide some or all of the suite of services that comprise UK FIS. (CAP 774)

**Controller overload** An ATC situation during which a controller considers they experienced excessive workload to the point where the safety of aircraft under their control was, or could have been, compromised. (CAA)

**Controller-pilot data link communications (CPDLC)** A means of communication between controller and pilot, using data link for ATC communications. (UK Reg (EU) No 923/2012 Article 2(60))

**Control zone (CTR)** Controlled airspace extending upwards from the surface of the earth to a specified upper limit. (UK Reg (EU) No 923/2012 Article 2(61))

**Co-ordination** The act of negotiation between two or more parties each vested with the authority to make executive decisions appropriate to the task being discharged. (CAP 493)

**CPDLC message** Information exchanged between an airborne system and its ground counterpart. A CPDLC message consists of a single message element or a combination of message elements conveyed in a single transmission by the initiator. (ICAO PANS-ATM (Doc 4444))

**CPDLC message set** A list of standard message elements and free text message elements. (ICAO PANS-ATM (Doc 4444))

**Cross border area (CBA)** An airspace restriction or reservation established over international borders for specific operational requirements. This may take the form of a Temporary Segregated Area (TSA) or a Temporary Reserved Area (TRA). (EUROCONTROL Airspace Management (ASM) Handbook)

**Cruise climb** An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases. (UK Reg (EU) No 923/2012 Article 2(62))

**Cruising level** A level maintained during a significant portion of a flight. (UK Reg (EU) No 923/2012 Article 2(63))

**Current flight plan (CPL)** The flight plan, including changes, if any, brought about by subsequent clearances. (UK Reg (EU) No 923/2012 Article 2(64))



## D

**Danger area** Airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. (UK Reg (EU) No 923/2012 Article 2(65))

**Data convention** An agreed set of rules governing the manner or sequence in which a set of data may be combined into a meaningful communication. (ICAO PANS-ATM (Doc 4444))

**Data link communications** A form of communication intended for the exchange of messages via a data link. (UK Reg (EU) No 923/2012 Article 2(66))

**Data link initiation capability (DLIC)** A data link application that provides the ability to exchange addresses, names and version numbers necessary to initiate data link applications. (ICAO PANS-ATM (Doc 4444))

**Data processing** A systematic sequence of operations performed on data. (ICAO PANS-ATM (Doc 4444))

Note.— Examples of operations are the merging, sorting, computing or any other transformation or rearrangement with the object of extracting or revising information, or of altering the representation of information.

**Datum** Any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities. (UK Reg (EU) No 923/2012 Article 2(67))

**Decision altitude/height** In relation to the operation of an aircraft at an aerodrome means the altitude/height in a precision approach at which a missed approach must be initiated if the required visual reference to continue that approach has not been established. (\* ANO 2016 Schedule 1)

**Declared capacity** A measure of the ability of the ATC system or any of its subsystems or operating positions to provide service to aircraft during normal activities. It is expressed as the number of aircraft entering a specified portion of airspace in a given period of time, taking due account of weather, ATC unit configuration, staff and equipment available, and any other factors which may affect the workload of the controller responsible for the airspace. (ICAO Annex 11)

**Deconfliction advice** Advice issued by a controller to pilots, aimed at achieving notified deconfliction minima from other traffic in Class F/G airspace. (CAP 774)

**Deconfliction instruction** Instruction issued by a controller to pilots in receipt of a Procedural Service, which if complied with, shall achieve deconfliction minima against other aircraft participating in the Procedural Service. (CAP 774)

**Deconfliction minima** The defined vertical, lateral or time minima relevant to the provision of UK Flight Information Services. (CAP 774)

**Deconfliction Service** A Deconfliction Service is a surveillance based ATS where, in addition to the provisions of a Basic Service, the controller provides specific surveillance derived traffic information and issues headings and/or levels aimed at achieving planned deconfliction minima against all observed aircraft in Class F/G airspace, or for positioning and/or sequencing. However, the avoidance of other traffic is ultimately the pilot's responsibility. (CAP 774)

**Dependent parallel approaches** Simultaneous approaches to parallel or near-parallel instrument runways where ATS surveillance system separation minima between aircraft on adjacent extended runway centre lines are prescribed. (ICAO PANS-ATM (Doc 4444))

**DETRESFA** The code word used to designate a distress phase. (ICAO PANS-ATM (Doc 4444))

**Discrete code** A four-digit SSR code with the last two digits not being "00". (ICAO PANS-ATM (Doc 4444))

**Distress phase** A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance. (ICAO PANS-ATM (Doc 4444))

**Downstream clearance** A clearance issued to an aircraft by an air traffic control unit that is not the current controlling authority of that aircraft. (UK Reg (EU) No 923/2012 Article 2(68))

**Duty Engineering Officer (DEO)** Generic term meaning the person(s) responsible for the specified task, namely engineering/telecommunications/ surveillance systems etc. As appropriate, locally established personnel shall be specified in unit local procedures. (CAA)

## E

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**Elevation** The vertical distance of a point or level on, or affixed to, the surface of the earth measured from mean sea level. (ICAO Annex 3)

**Entry point** The first airways/advisory airspace reporting point over which a flight passes on entering an FIR. (MATS Part 1)

**Emergency phase** A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase. (ICAO PANS-ATM (Doc 4444))

**Estimated elapsed time** The estimated time required to proceed from one significant point to another. (UK Reg (EU) No 923/2012 Article 2(69))

**Estimated off-block time** The estimated time at which the aircraft will commence movement associated with departure. (UK Reg (EU) No 923/2012 Article 2(70))

**Estimated time of arrival (ETA)** For IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For visual flight rules (VFR) flights, the time at which it is estimated that the aircraft will arrive over the aerodrome. (UK Reg (EU) No 923/2012 Article 2(71))

**Exit Point** The last airways/advisory airspace reporting point over which a flight passes before leaving an FIR. (MATS Part 1)

**Expected approach time (EAT)** The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding fix to complete its approach for a landing. The actual time of leaving the holding fix will depend upon the approach clearance. (UK Reg (EU) No 923/2012 Article 2(72))

## F

**Filed flight plan (FPL)** The flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes. (UK Reg (EU) No 923/2012 Article 2(73))

**Flexible use of airspace (FUA) Concept** Based on the fundamental principle that airspace should not be designated as either pure civil or military airspace, but rather be considered as one continuum in which all user requirements have to be accommodated to the extent possible. (EUROCONTROL ASM Handbook)

**Flight crew member** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period. (UK Reg (EU) No 923/2012 Article 2(74))

**Final approach** That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified:

- (1) at the end of the last procedure turn, base turn, or inbound turn of a racetrack procedure, if specified, or
- (2) at the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which:
  - (a) a landing can be made; or
  - (b) a missed approach procedure is initiated. (ICAO Annex 11)

**Flight information centre (FIC)** A unit established to provide flight information service and alerting service. (UK Reg (EU) No 923/2012 Article 2(75))

**Flight information region (FIR)** Airspace of defined dimensions within which flight information service and alerting service are provided. (UK Reg (EU) No 923/2012 Article 2(76))

**Flight information service (FIS)** A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights. (UK Reg (EU) No 923/2012 Article 2(77))

**Flight information service officer (FISO)** A Flight Information Service Officer at any aerodrome or area control centre. (CAA)

**Flight level (FL)** A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals. (UK Reg (EU) No 923/2012 Article 2(78))

**Note.** A pressure type altimeter calibrated in accordance with the Standard Atmosphere, when set to a pressure of 1 013.2 hPa, may be used to indicate flight levels. (UK Reg (EU) No 923/2012 Article 2(78) GM1)

**Flight path monitoring** The use of ATS surveillance systems for the purpose of providing aircraft with information and advice relative to significant deviations from nominal flight path, including deviations from the terms of their ATC clearance. (ICAO PANS ATM (Doc 4444))

**Flight plan** Specified information provided to ATSU relative to an intended flight or portion of a flight of an aircraft. (UK Reg (EU) No 923/2012 Article 2(79))

**Flight plan Buffer Zone (FBZ)** An airspace volume, which may be established in association to a reserved/restricted area. The FBZ defines the lateral, vertical and time limits for the purpose of validating submitted IFR FPLs when the associated area is activated or planned to be activated. (Eurocontrol European Route Network Improvement Plan Part 1)

**Flight visibility** The visibility forward from the cockpit of an aircraft in flight. (UK Reg (EU) No 923/2012 Article 2(80))

**Forecast** A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace. (UK Reg (EU) No 923/2012 Article 2(81))

**Free Route Airspace (FRA)** A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) significant points, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control. (Eurocontrol European Route Network Improvement Plan Part 1)

**FRA Arrival Connecting Point (A)** A published significant point to which FRA operations are allowed for arriving traffic to specific aerodromes. (Eurocontrol European Route Network Improvement Plan Part 1)

**FRA Departure Connecting Point (D)** A published significant point from which FRA operations are allowed for departing traffic from specific aerodromes. (Eurocontrol European Route Network Improvement Plan Part 1)

**FRA Horizontal Entry Point (E)** A published significant point on the horizontal boundary of the Free Route Airspace from which FRA operations are allowed. (Eurocontrol European Route Network Improvement Plan Part 1)

**FRA Intermediate Point (I)** A published significant point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed. (Eurocontrol European Route Network Improvement Plan Part 1)

**FRA Horizontal Exit Point (X)** A published significant point on the horizontal boundary of the Free Route Airspace to which FRA operations are allowed. (Eurocontrol European Route Network Improvement Plan Part 1)

**Free text message element** Part of a message that does not conform to any standard message element in the PANS-ATM (Doc 4444). (ICAO PANS-ATM (Doc 4444))

## G

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**General air traffic (GAT)** Encompasses all flights conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation. (EUROCONTROL ASM Handbook)

**Note.** GAT can include military flights for which ICAO rules and procedures satisfy entirely their operational requirements.

**Glide path** A descent profile determined for vertical guidance during a final approach. (ICAO PANS ATM (Doc 4444))

**Global Navigation Satellite System (GNSS)** A worldwide position and time determination system that includes one or more satellite constellations, aircraft receivers and system integrity monitoring, augmented as necessary to support the required navigation performance for the intended operation. (CAA)

**Ground effect** A condition of improved performance (lift) due to the interference of the surface with the airflow pattern of the rotor system when a helicopter or other VTOL aircraft is operating near the ground.

**Note.** Rotor efficiency is increased by ground effect to a height of about one rotor diameter for most helicopters. (ICAO PANS ATM (Doc 4444))

**Ground visibility** The visibility at an aerodrome, as reported by an accredited observer or by automatic systems. ([UK Reg \(EU\) No 923/2012 Article 2\(82\)](#))

## H

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**Heading** The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic or compass). (UK Reg (EU) No 923/2012 Article 2(83))

**Height** The vertical distance of a level, a point or an object considered as a point, measured from a specified datum. (UK Reg (EU) No 923/2012 Article 2(84))

**Note.**

- (a) A pressure type altimeter calibrated in accordance with the Standard Atmosphere, when set to a QFE altimeter setting, will indicate height (above the QFE reference datum).
- (b) The term 'height' indicates altimetric rather than geometric height. (UK Reg (EU) No 923/2012 Article 2(84) GM1)

**Helicopter** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more powerdriven rotors on substantially vertical axes. (UK Reg (EU) No 923/2012 Article 2(85))

**High seas airspace** Airspace beyond land territory and territorial seas, as specified in the United Nations Convention on the Law of the Sea (Montego Bay, 1982). (UK Reg (EU) No 923/2012 Article 2(86))

**Holding fix** A geographical location that serves as a reference for a holding procedure. (ICAO PANS ATM (Doc 4444))

**Holding procedure** A predetermined manoeuvre which keeps an aircraft within a specified airspace whilst awaiting further clearance. (ICAO Annex 4)

**Hot spot** A location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary. (ICAO Annex 4)



**I**

**(Radar) Identification** The situation which exists when the position indication of a particular aircraft is seen on a situation display and positively identified. (ICAO PANS-ATM (Doc 4444))

**IFR** The symbol used to designate the instrument flight rules. (UK Reg (EU) No 923/2012 Article 2(87))

**IFR flight** A flight conducted in accordance with the Instrument Flight Rules. (UK Reg (EU) No 923/2012 Article 2(88))

**IMC** The symbol used to designate instrument meteorological conditions. (UK Reg (EU) No 923/2012 Article 2(89))

**INCERFA** The code word used to designate an uncertainty phase. (ICAO PANS-ATM (Doc 4444))

**Independent parallel approaches** Simultaneous approaches to parallel or near-parallel instrument runways where ATS surveillance system separation minima between aircraft on adjacent extended runway centre lines are not prescribed. (ICAO PANS-ATM (Doc 4444))

**Independent parallel departures** Simultaneous departures from parallel or near-parallel instrument runways. (ICAO PANS-ATM (Doc 4444))

**Initial approach segment** 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. (ICAO PANS-ATM (Doc 4444))

**Instrument approach operation** 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. (UK Reg (EU) No 923/2012 Article 2(89a))

**Note.** Lateral and vertical guidance utilised in an instrument approach procedure refers to the guidance provided either by:

- (a) a ground-based navigation aid; or
- (b) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these. (UK Reg (EU) No 923/2012 Article 2(89a) GM1)

**Instrument approach procedure (IAP)** A series of predetermined manoeuvres 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. Instrument approach procedures are classified as follows:

- (a) Non-precision approach (NPA) procedure. An instrument approach procedure designed for 2D instrument approach operations Type A.
- (b) Approach procedure with vertical guidance (APV). A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A.
- (c) Precision approach (PA) procedure. An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS Cat I) designed for 3D instrument approach operations Type A or B. (UK Reg (EU) No 923/2012 Article 2(90))

**Note.** Instrument approach operations are classified based on the designed lowest operating minima below which an approach operation should only be continued with the required visual reference as follows:

- (a) Type A: a minimum descent height or decision height (DH) at or above 75 m (250 ft); and
- (b) Type B: a DH below 75 m (250 ft). Type B instrument approach operations are categorised as:
  - (1) Category I (CAT I): a DH not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range (RVR) not less than 550 m;
  - (2) Category II (CAT II): a DH lower than 60 m (200 ft) but not lower than 30 m (100 ft) and an RVR not less than 300 m;
  - (3) Category IIIA (CAT IIIA): a DH lower than 30 m (100 ft) or no DH and an RVR not less than 175 m;
  - (4) Category IIIB (CAT IIIB): a DH lower than 15 m (50 ft) or no DH and an RVR less than 175 m but not less than 50 m; and
  - (5) Category IIIC (CAT IIIC): no DH and no RVR limitations.

Where DH and RVR fall into different categories of operation, the instrument approach operation would be conducted in accordance with the requirements of the most demanding category (e.g. an operation with a DH in the range of CAT IIIA but with an RVR in the range of CAT IIIB would be considered a CAT IIIB operation, or

an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation).

The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach operation, the required visual reference is the runway environment. (UK Reg (EU) No 923/2012 Article 2(90) GM1)

**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 (VMC). (UK Reg (EU) No 923/2012 Article 2(91))

**Intermediate approach segment** That part of an instrument approach procedure between either the intermediate fix and the final approach fix or point, or between the end of a reversal, racetrack or dead reckoning track procedure and the final approach fix or point, as appropriate. (ICAO Annex 4)

**Note.** In radar approaches, no distinction is made between initial and intermediate approach.

**Intermediate holding position** A designated position intended for traffic control at which taxiing aircraft and vehicles shall stop and hold until further cleared to proceed, when so instructed by the aerodrome control tower. (ICAO Annex 14 Vol I)

**ITP aircraft** An aircraft approved by the State of the Operator to conduct in-trail procedure (ITP) . (ICAO PANS-ATM (Doc 4444))

**ITP distance** The distance between the ITP aircraft and a reference aircraft as defined by:

- a) aircraft on the same track, the difference in distance to an aircraft calculated common point along a projection of each other's track; or
- b) aircraft on parallel tracks, the distance measured along the track of one of the aircraft using its calculated position and the point abeam the calculated position of the other aircraft.

**Note.** Reference aircraft refers to one or two aircraft with ADS-B data that meet the ITP criteria described in ICAO Doc 4444 PANS-ATM Paragraph 5.4.2.7 and are indicated to ATC by the ITP aircraft as part of the ITP clearance request. (ICAO PANS-ATM (Doc 4444))

**K**

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**Known traffic** Traffic, the current flight details and intentions of which are known to the controller/FISO. (CAA)

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**L**

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**Landing area** That part of a movement area intended for the landing or take-off of aircraft. (UK Reg (EU) No 923/2012 Article 2(92))

**Level** A generic term relating to the vertical position of an aircraft in flight and meaning variously height, altitude or flight level. (UK Reg (EU) No 923/2012 Article 2(93))

**Level bust** Any unauthorised vertical deviation of more than 300 feet from an ATC flight clearance. Within RVSM airspace, this limit is reduced to 200 feet. (EUROCONTROL – HEIDI)

**Location indicator** A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the location of an aeronautical fixed station. (ICAO PANS-ATM (Doc 4444))

**Logon address** A specified code used for data link logon to an ATS unit. (ICAO PANS-ATM (Doc 4444))

## M

**Managed danger area (MDA)** A UK-specific term for a TSA, or part thereof, which are, predominantly, established over the high seas. MDAs are effectively military TSAs and the MABCC is the executive authority for managing the military's use of said airspace. (CAP 740)

**Manoeuvring area** The part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons. (UK Reg (EU) No 923/2012 Article 2(94))

**Meteorological information** Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions. (ICAO PANS-ATM (Doc 4444))

**Meteorological office** An office designated to provide meteorological service for international air navigation. (ICAO PANS-ATM (Doc 4444))

**Meteorological report** A statement of observed meteorological conditions related to a specified time and location. (ICAO PANS-ATM (Doc 4444))

**Microwave approach** An approach executed by an aircraft, utilising a Microwave Landing System (MLS) for guidance. (CAA)

**Minimum descent altitude/height (MDA/MDH)** In relation to the operation of an aircraft at an aerodrome means the altitude/height in a non-precision approach below which descent may not be made without the required visual reference. (\* ANO 2016 Schedule 1)

**Minimum fuel** A term used to describe a situation in which an aircraft's fuel supply has reached a state where the flight is committed to land at a specific aerodrome and no additional delay can be accepted. (UK Reg (EU) No 923/2012 Article 2(94a))

**Note.** This is not an emergency situation but merely indicates that an emergency situation is possible, should any undue delay occur.

**Minimum sector altitude (MSA)** The lowest safe altitude for instrument flight within sectors of an aid, facility or aerodrome which is published in the appropriate approach chart. (CAA)

**Missed approach point (MAPt)** The point in an instrument approach procedure at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed. (ICAO Annex 4)

**Missed approach procedure** The procedure to be followed if the approach cannot be continued. (ICAO Annex 4)

**Mode (SSR)** The conventional identifier related to specific functions of the interrogation signals transmitted by an SSR interrogator. There are four modes specified in ICAO Annex 10: A, C, S and intermode. (UK Reg (EU) No 923/2012 Article 2(95))

**Model aircraft** An unmanned aircraft, other than toy aircraft, having an operating mass not exceeding limits prescribed by the competent authority, that is capable of sustained flight in the atmosphere and that is used exclusively for display or recreational activities. (UK Reg (EU) No 923/2012 Article 2(95a))

**Mountainous area** An area of changing terrain profile where the changes of terrain elevation exceed 900 m (3 000 ft) within a distance of 18,5 km (10,0 NM). (UK Reg (EU) No 923/2012 Article 2(95b))

**Movement area** That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s). (UK Reg (EU) No 923/2012 Article 2(96))

**Multilateration (MLAT) system** A group of equipment configured to provide position derived from the secondary surveillance radar (SSR) transponder signals (replies or squitters) primarily using time difference of arrival (TDOA) techniques. Additional information, including identification, can be extracted from the received signals. (ICAO PANS-ATM (Doc 4444))

## N

**Near-parallel runways** Non-intersecting runways whose extended centre lines have an angle of convergence/divergence of 15 degrees or less. (ICAO PANS-ATM (Doc 4444))

**Night** The time between half an hour after sunset and half an hour before sunrise (both times inclusive), sunset and sunrise being determined at surface level. (\* ANO 2016 Schedule 1)

**No Planning Zone (NPZ)** An airspace of defined dimensions within which the planning of flight trajectory is either not permitted or allowed under certain specified conditions. (Eurocontrol European Route Network Improvement Plan Part 1)

**Non-AMC managed area (AMA)** A volume of airspace that is not routinely managed by the Airspace Management Cell (AMC). (CAP 740)

**Non-deviating status (NDS)** A flight category which entails priority handling for certain flights within specified classes of controlled airspace by prior arrangement with controlling authorities. (CAA)

**Non-precision approach** An instrument approach using non-visual aids for guidance in azimuth or elevation but which is not a precision approach. (\* ANO 2016 Schedule 1)

**Normal operating zone (NOZ)** Airspace of defined dimensions extending to either side of an published instrument approach procedure final approach course or track. Only that half of the normal operating zone adjacent to a no transgression zone (NTZ) is taken into account in independent parallel approaches. (ICAO PANS-ATM (Doc 4444))

**NOTAM** A notice distributed by means of telecommunication 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. (ICAO PANS-ATM (Doc 4444))

**No transgression zone (NTZ)** In the context of independent parallel approaches, a corridor of airspace of defined dimensions located centrally between the two extended runway centre lines, where a penetration by an aircraft requires a controller intervention to manoeuvre any threatened aircraft on the adjacent approach. (ICAO PANS-ATM (Doc 4444))



## O

**Obstacle** All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft; or extend above a defined surface intended to protect aircraft in flight; or stand outside those defined surfaces and that have been assessed as being a hazard to air navigation. (UK Reg (EU) No 923/2012 Article 2(98))

**Obstacle clearance altitude/height (OCA/OCH)** The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with the appropriate obstacle clearance criteria.

**Note 1.** Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approach procedures to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An obstacle clearance height for a circling approach procedure is referenced to the aerodrome elevation.

**Note 2.** For convenience when both expressions are used they may be written in the form 'obstacle clearance altitude/height' and abbreviated 'OCA/H'. (ICAO Annex 4)

**Omnidirectional departure** A departure procedure that is designed on the basis that an aircraft maintains the runway direction until it reaches such a height that it can make a turn in any direction and maintain the obstacle clearance prescribed by the procedure. (ANO 2016 Schedule 1)

**Operating site** A site selected by the operator or pilot-in-command for landing, take-off and/or hoist operations. (UK Reg (EU) No 923/2012 Article 2(99))

**On-Route Traffic** Encompasses all GAT flying along the published ATS Routes Network. (EUROCONTROL ASM Handbook)

**Note.** Within the UK, aircraft are considered to be 'on-route' when flying along the alignment and within 5 NM of the centre-line of published parameters of an Upper ATS Route (UAR) and other areas defined for the application of reduced co-ordination procedures.

**Off-Route Traffic** Encompasses all GAT flying outside the published ATS Routes Network. (EUROCONTROL ASM Handbook)

**Note.** Within the UK, aircraft are considered to be 'off-route' when not complying with the conditions of 'on-route' flight.

**Operational Air Traffic (OAT)** Encompasses all flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate national authorities. (EUROCONTROL ASM Handbook)

**Note.** OAT can include civil flights such as test-flights, which require some deviation from ICAO rules to satisfy their operational requirements.

## P

**Performance-based communication (PBC)** Communication based on performance specifications applied to the provision of air traffic services.

**Note.** An RCP specification includes communication performance requirements that are allocated to system components in terms of the communication to be provided and associated transaction time, continuity, availability, integrity, safety and functionality needed for the proposed operation in the context of a particular airspace concept. (ICAO PANS-ATM (Doc 4444))

**Performance-based navigation (PBN)** Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.

**Note.** Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept. (ICAO PANS-ATM (Doc 4444))

**Performance-based surveillance (PBS)** Surveillance based on performance specifications applied to the provision of air traffic services.

**Note.** An RSP specification includes surveillance performance requirements that are allocated to system components in terms of the surveillance to be provided and associated data delivery time, continuity, availability, integrity, accuracy of the surveillance data, safety and functionality needed for the proposed operation in the context of a particular airspace concept. (ICAO PANS-ATM (Doc 4444))

**Pilot-in-command (PIC)** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight. (UK Reg (EU) No 923/2012 Article 2(100))

**Position indication** The visual indication, in non-symbolic and/or symbolic form, on a situation display, of the position of an aircraft, aerodrome vehicle or other object. (ICAO PANS-ATM (Doc 4444))

**Position symbol** The visual indication in symbolic form, on a situation display, of the position of an aircraft, aerodrome vehicle or other object obtained after automatic processing of positional data derived from any source. (ICAO PANS-ATM (Doc 4444))

**Precision approach** An instrument approach using precision lateral and vertical guidance with minima as determined by the category of operation. (\* ANO 2016 Schedule 1)

**Precision approach radar (PAR)** Primary radar equipment used to determine the position of an aircraft during final approach, in terms of lateral and vertical deviations relative to a nominal approach path, and in range relative to touchdown.

**Note.** Precision approach radars are designated to enable pilots of aircraft to be given guidance by radiocommunication during the final stages of the approach to land. (ICAO PANS-ATM (Doc 4444))

**Pressure altitude** An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere, as defined in Annex 8, Part 1 to the Chicago Convention. (UK Reg (EU) No 923/2012 Article 2(101))

**Prevailing visibility** The greatest visibility value, observed in accordance with the definition of “visibility”, which is reached within at least half the horizon circle or within at least half of the surface of the aerodrome. These areas could comprise contiguous or non- contiguous sectors. (CAA CAP 746)

**Primary surveillance radar (PSR)** A surveillance radar system which uses reflected radio signals. (ICAO PANS-ATM (Doc 4444))

**Problematic use of substances** The use of one or more psychoactive substances by aviation personnel in a way that constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or causes or worsens an occupational, social, mental or physical problem or disorder. (UK Reg (EU) No 923/2012 Article 2(102))

**Procedural control** Term used to indicate that information derived from an ATS surveillance system is not required for the provision of air traffic control service. (ICAO PANS-ATM (Doc 4444))

**Procedural separation** The separation used when providing procedural control. (ICAO PANS-ATM (Doc 4444))

**Procedural service** A Procedural Service is an ATS where, in addition to the provisions of a Basic Service, the controller provides restrictions, instructions, and approach clearances, which if complied with, shall achieve deconfliction minima against other aircraft participating in the Procedural Service. Neither traffic information nor deconfliction advice can be passed with respect to unknown traffic. (CAP 774)

**Procedure turn** A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track.

**Note 1.** Procedure turns are designated “left” or “right” according to the direction of the initial turn.

**Note 2.** Procedure turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure. (ICAO PANS-ATM (Doc 4444))

**Prohibited area** Airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited. (UK Reg (EU) No 923/2012 Article 2(103))

**PSR blip** The visual indication, in non-symbolic form, on a situation display of the position of an aircraft obtained by primary radar. (ICAO PANS-ATM (Doc 4444))

**Psychoactive substances** Term used to mean alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas caffeine and tobacco are excluded. (UK Reg (EU) No 923/2012 Article 2(104))

## R

**Racetrack procedure** A procedure designed to enable the aircraft to reduce altitude during the initial approach segment and/or establish the aircraft inbound when the entry into a reversal procedure is not practical. (ICAO PANS-OPS Vol I (Doc 8168))

**Radar** A radio detection device which provides information on range, azimuth and/or elevation of objects. (UK Reg (EU) No 923/2012 Article 2(105))

**Radar approach** An approach, in which the final approach phase is executed, under the direction of a controller using radar. (ICAO PANS-ATM (Doc 4444))

**Radar clutter** The visual indication on a situation display of unwanted signals. (ICAO PANS-ATM (Doc 4444))

**Radar contact** The situation which exists when the radar position of a particular aircraft is seen and identified on a situation display. (ICAO PANS-ATM (Doc 4444))

**Radar handover** Transfer of responsibility for the control of an aircraft between two controllers using radar, following identification of the aircraft by both controllers.

**Radar separation** The separation used when aircraft position information is derived from radar sources. (ICAO PANS-ATM (Doc 4444))

**Radial** A magnetic bearing extending from a VOR/VORTAC/TACAN. (CAA)

**Radio mandatory zone (RMZ)** Airspace of defined dimensions wherein the carriage and operation of suitable/appropriate radio equipment is mandatory. (UK Reg (EU) No 923/2012 Article 2(106))

**Radio navigation service** A service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids. (UK Reg (EU) No 923/2012 Article 2(106))

**Radiotelephony (RTF)** A form of radiocommunication primarily intended for the exchange of information in the form of speech. (UK Reg (EU) No 923/2012 Article 2(107))

**Receiving unit/controller** Air traffic services unit/air traffic controller to which a message is sent.

**Note.** See definition of “sending unit/controller”. (ICAO PANS-ATM (Doc 4444))

**Recognised air traffic environment** The situation which results from the deployment of a transponder mandatory zone (TMZ) where all air traffic within a defined volume of airspace is conspicuous to air traffic services through the carriage and operation of a Mode S SSR transponder (unless operating in compliance with alternative provisions prescribed for that particular airspace by the TMZ Controlling authority that will achieve a cooperative electronic conspicuity environment), but where there is no requirement for air traffic to maintain continuous air-ground voice communication watch. (CAA)

**Reduced Coordination Airspace** A portion of airspace of defined dimensions within which GAT is permitted to fly 'off-route' without requiring controllers of GAT flights to initiate co-ordination with controllers of OAT flights. (EUROCONTROL Airspace Management (ASM) Handbook)

**Note.** The definition of this type of airspace formalizes existing UK procedures for off route GAT in periods of low traffic intensity or in specific areas agreed between civil and military units at ACCs.

**Reduced Vertical Separation Minimum (RVSM)** Any airspace between FL290 and FL410 inclusive which has been notified, prescribed or otherwise designated by the relevant competent authority as being airspace within which a vertical separation minimum of 1000 feet or 300 metres must be applied. (ANO 2016 Schedule 1)

**Release point** The position, time or level at which an arriving aircraft comes under the jurisdiction of an approach control unit. (CAA)

**Required communication performance (RCP) specification** A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based communication. (ICAO PANS-ATM (Doc 4444))

**Required surveillance performance (RSP) specification** A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance. (ICAO PANS-ATM (Doc 4444))

**Repetitive flight plan** A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units. (UK Reg (EU) No 923/2012 Article 2(109))

**Reporting point** A specified geographical location in relation to which the position of an aircraft can be reported. (UK Reg (EU) No 923/2012 Article 2(110))

**Restricted area** Airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions. (UK Reg (EU) No 923/2012 Article 2(111))

**Reversal procedure** A procedure designed to enable an aircraft to reverse direction during the initial approach segment of an instrument approach procedure. The sequence may include procedure turns or base turns. (ICAO Annex 4)

**Route segment** A route or portion of route usually flown without an intermediate stop. (UK Reg (EU) No 923/2012 Article 2(112))

**Runway** A defined rectangular area on a land aerodrome prepared for the landing and take-off run of aircraft along its length. (UK Reg (EU) No 923/2012 Article 2(113))

**Runway holding position** A designated position intended to protect a runway, an obstacle limitation surface, or an instrument landing system (ILS)/microwave landing system (MLS) critical/sensitive area at which taxiing aircraft and vehicles are to stop and hold, unless otherwise authorised by the aerodrome control tower. (UK Reg (EU) No 923/2012 Article 2(114))

**Note 1.** In radiotelephony phraseology, the term 'holding point' is used to designate the runway holding position. (UK Reg (EU) No 923/2012 Article 2(114) GM1)

**Note 2.** Runway-holding positions also exist at aerodromes with no ATC. In such circumstances authorisation from an aerodrome control tower is not possible. (UK Reg (EU) No 923/2012 Article 2(114) GM2)

**Runway incursion** Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft. (ICAO PANS-ATM (Doc 4444))

**Runway visual range (RVR)** The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line. (UK Reg (EU) No 923/2012 Article 2(115))



## S

**SAFETYCOM** A common frequency (135.475 MHz) made available for use at aerodromes where no other frequency is allocated, to enable pilots to broadcast their intentions to other aircraft that may be operating on, or in the vicinity of, the aerodrome.

**Note.** SAFETYCOM is not an air traffic service and procedures for its use by pilots are notified in the UK AIP. (CAA)

**Safety sensitive personnel** Persons who might endanger aviation safety if they perform their duties and functions improperly, including crew members, aircraft maintenance personnel, aerodrome operations personnel, rescue, fire-fighting and maintenance personnel, personnel allowed unescorted access to the movement area and air traffic controllers. (UK Reg (EU) No 923/2012 Article 2(116))

**Sailplane** A heavier-than-air aircraft which is supported in flight by the dynamic reaction of the air against its fixed lifting surfaces, the free flight of which does not depend on an engine, including also hang gliders, paragliders and other comparable craft. (UK Reg (EU) No 923/2012 Article 2(117))

**Secondary surveillance radar (SSR)** A surveillance radar system which uses transmitters/receivers (interrogators) and transponders. (UK Reg (EU) No 923/2012 Article 2(118))

**Segregated parallel operations** Simultaneous operations on parallel or near-parallel instrument runways in which one runway is used exclusively for approaches and the other runway is used exclusively for departures. (ICAO PANS-ATM (Doc 4444))

**Sending unit/controller** Air traffic services unit/air traffic controller transmitting a message.

**Note.** See definition of “receiving unit/controller”. (ICAO PANS-ATM (Doc 4444))

**Semi-circular cruising level** Specified cruising levels determined in relation to magnetic track within hemispheres of the compass. (CAA)

**SIGMET information** 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. (UK Reg (EU) No 923/2012 Article 2(119))

**Signal area** An area on an aerodrome used for the display of ground signals. (UK Reg (EU) No 923/2012 Article 2(120))

**Significant point** A specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes. (UK Reg (EU) No 923/2012 Article 2(121))

**Note.** There are three categories of significant points: ground based navigation aid, intersection and waypoint. In the context of this definition, intersection is a significant

point expressed as radials, bearings and/or distances from ground-based navigation aids. (UK Reg (EU) No 923/2012 Article 2(121) GM1)

**Silent handover** A transfer of control without a radar handover, made in accordance with local conditions. (CAA)

**Situation display** An electronic display depicting the position and movement of aircraft and other information as required. (ICAO PANS-ATM (Doc 4444))

**Special Use Airspace (SUA)** A defined volume of airspace designated for operations of a nature such that limitations may be imposed on aircraft not participating in those operations and segregation of that activity is required from other users. It is the general term overarching all type of the airspace that could be used for military purposes e.g. TSA, TRA, R, D, P Military Firing Range, Military Training Area etc. SUA could be subject of application of different ASM levels. (CAP 740)

**Special VFR (SVFR) flight** A VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC. (UK Reg (EU) No 923/2012 Article 2(122))

**SSR response** The visual indication in non-symbolic form, on a situation display, of a response from an SSR transponder in reply to an interrogation. (ICAO PANS-ATM (Doc 4444))

**Standard instrument arrival (STAR)** A designated instrument flight rule (IFR) arrival route linking a significant point, normally on an ATS route, with a point from which a published instrument approach procedure can be commenced. (ICAO PANS-ATM (Doc 4444))

**Standard instrument departure (SID)** A designated instrument flight rule (IFR) departure route linking the aerodrome or a specified runway of the aerodrome with a specified significant point, normally on a designated ATS route, at which the en route phase of a flight commences. (ICAO PANS-ATM (Doc 4444))

**Standard message element** Part of a message defined in the PANS-ATM (Doc 4444) in terms of display format, intended use and attributes. (ICAO PANS-ATM (Doc 4444))

**Stepdown fix** A defined point on the final approach track indicating that a critical obstacle has been safely overflown and descent to the next specified level may be commenced. (CAA)

**Stopway** A defined rectangular area on the ground at the end of the take-off run available, prepared as a suitable area in which an aircraft can be stopped in the case of a abandoned take-off. (ICAO Annex 14 Vol I)

**Strayed aircraft** An aircraft which has deviated significantly from its intended track or which reports that it is lost. (UK Reg (EU) No 923/2012 Article 2(123))

**Straight ahead** When used in departure clearances means: 'track extended runway centreline'. When given in Missed Approach Procedures means: 'continue on Final Approach Track'. (CAA)

**Surface visibility** The horizontal visibility as measured at a height of 2 metres above the ground. (CAA)

**Surveillance minimum altitude area (SMAA)** Defined area in the vicinity of an aerodrome, depicted on a Surveillance Minimum Altitude Chart (SMAC), in which the minimum safe levels allocated by a controller vectoring IFR flights with Primary and/or Secondary Radar equipment have been predetermined. (CAP 777)

**Surveillance radar** Radar equipment used to determine the position of an aircraft in range and azimuth. (UK Reg (EU) No 923/2012 Article 2(124))

## T

**Taxiing** Movement of an aircraft on the surface of an aerodrome or an operating site under its own power, excluding take-off and landing. (UK Reg (EU) No 923/2012 Article 2(125))

**Taxiway** A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including:

- (a) Aircraft stand taxilane means a portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.
- (b) Apron taxiway means a portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.
- (c) Rapid exit taxiway means a taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimizing runway occupancy times. (UK Reg (EU) No 923/2012 Article 2(126))

**Taxiway holding position** A designated position at which taxiing aircraft and vehicles may be required to hold in order to provide adequate clearance from a runway or taxiway.

**Note.** In radiotelephony phraseologies, the expression 'holding point' is used to designate the runway-holding position or taxiway holding position. (CAA)

**Temporary Reserved Area (TRA)** A defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which other traffic may be allowed to transit, under ATC clearance. (EUROCONTROL Airspace Management (ASM) Handbook)

**Note.** In the context of the FUA Concept, all TRAs are airspace reservations subject to management and allocation at ASM Level 2.

**Temporary Segregated Area (TSA)** A defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily segregated, by common agreement, for the specific use by another aviation authority and through which other traffic will not be allowed to transit. (EUROCONTROL Airspace Management (ASM) Handbook)

**Note.** In the context of the FUA Concept, all TSAs are airspace reservations subject to management and allocation at ASM Level 2.

**Terminal control area (TMA)** A control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes. (ICAO Annex 11)

**Territory** The land areas and territorial waters adjacent thereto under the sovereignty, suzerainty, protection or mandate of a State. (UK Reg (EU) No 923/2012 Article 2(127))

**Threshold** The beginning of that portion of the runway usable for landing. (UK Reg (EU) No 923/2012 Article 2(128))

**Time difference of arrival (TDOA)** The difference in relative time that a transponder signal from the same aircraft (or ground vehicle) is received at different receivers. (ICAO PANS-ATM (Doc 4444))

**Total elapsed time** For IFR flights, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from take-off to arrive over the destination aerodrome. (UK Reg (EU) No 923/2012 Article 2(129))

**Total estimated elapsed time.** For IFR flights, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from take-off to arrive over the destination aerodrome. (ICAO PANS-ATM (Doc 4444))

**Touchdown** The point where the nominal glide path intercepts the runway.

**Note.** “Touchdown” as defined above is only a datum and is not necessarily the actual point at which the aircraft will touch the runway. (ICAO PANS-ATM (Doc 4444))

**Toy aircraft** An unmanned aircraft designed or intended for use, whether or not exclusively, in play by children under 14 years of age. (UK Reg (EU) No 923/2012 Article 2(129a))

**Note.** Directive 2009/48/EC (the Toy Safety Directive) requires that toys, including the chemicals they contain, shall not jeopardise the safety or health of users or third parties when they are used as intended or in a foreseeable way, bearing in mind the behaviour of children. The Toy Safety Directive additionally requires that toys made available on the market shall bear the CE marking. The CE marking indicates the conformity of the product with the Union legislation applying to the product and providing for CE marking. (UK Reg (EU) No 923/2012 Article 2(129a) GM1)

**Track** The projection on the earth’s surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid). (UK Reg (EU) No 923/2012 Article 2(130))

**Traffic avoidance advice** Advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision. (UK Reg (EU) No 923/2012 Article 2(131))

**Traffic information** Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision. (UK Reg (EU) No 923/2012 Article 2(132))

**Note.** Traffic information may also be passed between ATS personnel.

**Traffic Service** A Traffic Service is a surveillance ATS, where in addition to the provisions of a Basic Service, the controller provides specific surveillance derived traffic information to assist the pilot in avoiding other traffic. Controllers may provide headings and/or levels for the purposes of positioning and/or sequencing; however, the controller is not required to achieve deconfliction minima, and the pilot remains responsible for collision avoidance. (CAP 774)

**Transfer of control point** A defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next. (UK Reg (EU) No 923/2012 Article 2(133))

**Transferring unit/controller** Air traffic control unit/air traffic controller in the process of transferring the responsibility for providing air traffic control service to an aircraft to the next air traffic control unit/air traffic controller along the route of flight.

**Note.** See definition of “accepting unit/controller”. (ICAO PANS-ATM (Doc 4444))

**Transition altitude (TA)** The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes. (UK Reg (EU) No 923/2012 Article 2(134))

**Note.** Where QFE is used, the vertical position will be with reference to height.

**Transition level (TL)** The lowest flight level available for use above the transition altitude. (UK Reg (EU) No 923/2012 Article 2(135))

**Transponder** A receiver/transmitter which will generate a reply signal upon interrogation. (CAA)

**Transponder mandatory zone** A Transponder Mandatory Zone (TMZ) is airspace of defined dimensions wherein the carriage and operation of pressure-altitude reporting transponders is mandatory. (UK Reg (EU) No 923/2012 Article 2(136))

## U

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**UK FIS** The suite of air traffic services detailed in CAP774.

**UK Reg (EU) No. 923/2012** UK Standardised European Rules of the Air.

**Uncertainty phase.** A situation wherein uncertainty exists as to the safety of an aircraft and its occupants. (ICAO PANS-ATM (Doc 4444))

**Unidentified aircraft** An aircraft which has been observed or reported to be operating in a given area but whose identity has not been established. (UK Reg (EU) No 923/2012 Article 2(137))

**Unknown traffic** Traffic, the flight details and intentions of which are not known to the controller/FISO. (CAA)

**Unmanned Aircraft System (UAS)** An Unmanned Aircraft System comprises individual 'System Elements' consisting of the Unmanned Aircraft (UA) and any other System Elements necessary to enable flight, such as a Remote Pilot Station (RPS), Communication Link and Launch and Recovery Element. There may be multiple UAs, RPS or Launch and Recovery Elements within a UAS. (CAP 722)

**Unmanned free balloon** A non-power-driven, unmanned, lighter-than-air aircraft in free flight. (UK Reg (EU) No 923/2012 Article 2(138))

**Note.** Unmanned free balloons are classified as heavy, medium or light in accordance with the specifications contained in Appendix 2 to this Regulation. (UK Reg (EU) No 923/2012 Article 2(138) GM1)

**UK Standardised European Rules of the Air ((UK) SERA)** Regulation (EU) No. 923/2012 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation.

## V

**Vectoring** Provision of navigational guidance to aircraft in the form of specific headings, based on the use of an ATS surveillance system. (ICAO PANS-ATM (Doc 4444))

**VFR** The symbol used to designate the visual flight rules. (UK Reg (EU) No 923/2012 Article 2(139))

**VFR flight** A flight conducted in accordance with the visual flight rules. (UK Reg (EU) No 923/2012 Article 2(140))

**Visibility** Visibility for aeronautical purposes is the greater of:

- (a) The greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognised when observed against a bright background;
- (b) The greatest distance at which lights in the vicinity of 1,000 candelas can be seen and identified against an unlit background. (UK Reg (EU) No 923/2012 Article 2(141))

**Note.**

- (a) The two distances which may be defined by a given visibility have different values in air of a given extinction coefficient. Visibility based on seeing and recognizing an object is represented by the meteorological optical range (MOR) (Article 2(141)(a)). Visibility based on seeing and identifying lights varies with the background illumination (Article 2(141)(b)).
- (b) The definition of visibility applies to the observations of visibility in local routine and special reports, to the observations of prevailing and minimum visibility reported in METAR and SPECI and to the observations of ground visibility. (UK Reg (EU) No 923/2012 Article 2(141) GM1)

**Visual approach** An approach by an IFR flight when part or all of an instrument approach procedure is not completed and the approach is executed with visual reference to terrain. (ICAO PANS-ATM (Doc 4444))

**Visual meteorological conditions (VMC)** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima. (UK Reg (EU) No 923/2012 Article 2(142))

**Visual surveillance system** An electro-optical system providing an electronic visual presentation of traffic and any other information necessary to maintain situational awareness at an aerodrome and its vicinity. (ICAO PANS-ATM (Doc 4444))

**VMC** The symbol used to designate visual meteorological conditions. (UK Reg (EU) No 923/2012 Article 2(143))



## W

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**Waypoint.** A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation. Waypoints are identified as either:

**Fly-by waypoint.** A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure, or

**Flyover waypoint.** A waypoint at which a turn is initiated in order to join the next segment of a route or procedure. (ICAO PANS-ATM (Doc 4444))

**With the surface in sight** Means with the flight crew being able to see sufficient surface features or surface illumination to enable the flight crew to maintain the aircraft in a desired attitude without reference to any flight instrument and 'when the surface is not in sight' is to be construed accordingly. (ANO 2016 Schedule 1)

**Windshear** A sudden change in wind speed and/or direction in space, including updrafts and downdrafts.

**Note 1.** Vertical wind shear is defined as change of horizontal wind direction and/or speed with height, as would be determined by means of two or more anemometers mounted at different heights on a single mast.

**Note 2.** Horizontal wind shear is defined as change of horizontal wind direction and/or speed with horizontal distance, as would be determined by two or more anemometers mounted at the same height along a runway. (ICAO Doc 9817)

# Abbreviations

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## A

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AAC	Army Air Corps
AAIB	Air Accidents Investigation Branch
aal	Above Aerodrome Level
AARA	Air to Air Refuelling Area
ACARS	Aircraft Communication Addressing and Reporting System
ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre
ACN	Airspace Co-ordination Notice
ACM	Airspace Capacity Management
ACP	Airspace Change Proposal
ADF	Automatic Direction-Finding Equipment
ADR	Advisory Route
ADS-B	Automatic Dependent Surveillance-Broadcast
ADS-C	Automatic Dependent Surveillance-Contract
ADT	Approved Departure Time
AEW	Airborne Early Warning
AFIS	Aerodrome Flight Information Service
AFISO	Aerodrome Flight Information Service Officer
AFS	Aeronautical fixed service
AFTN	Aeronautical Fixed Telecommunications Network
AGCS	Air/Ground Communications Service
agl	Above Ground Level
AGL	Aerodrome Ground Lighting
AGCS	Air-Ground Communication Service

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AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIRPROX	Aircraft Proximity
AIS	Aeronautical Information Service
AMA	AMC Managed Area
AMC	Airspace Management Cell
AME	Authorised Medical Examiner
AMF	Airspace Management Function
AMSG	Airspace Management Steering Group
AMSL	Above Mean Sea Level
ANO	Air Navigation Order
ANS	Air Navigation Services
ANSP	Air Navigation Service Provider
AO	Aircraft Operator
AOA	Airport Operators' Association
APAPI	Abbreviated Precision Approach Path Indicator
APV	Approach Procedures With Vertical Guidance
AR	Airspace Regulation (of CAA SARG)
ARCC	Aeronautical Rescue Co-ordination Centre
ASACS	Airborne Surveillance and Control System
ASI	Airspace and Safety Initiative
ASM	Airspace Management
ASR	Altimeter Setting Region
ATA	Actual Time of Arrival
ATAS	Air Traffic Advisory Service
ATC	Air Traffic Control
ATCC	Air Traffic Control Centre

ATCO	Air Traffic Control Officer
ATCU	Air Traffic Control Unit
ATD	Actual Time of Departure
ATFCM	Air Traffic Flow and Capacity Management
ATFM	Air Traffic Flow Management
ATIS	Automatic Terminal Information Service
ATM	Air Traffic Management (ATS & ASM & ATFCM)
ATM	Aerodrome Traffic Monitor
ATS	Air Traffic Services
ATSI	Air Traffic Services Investigations
ATSIN	ATS Information Notice
ATSP	Air Traffic Services Provider
ATSU	Air Traffic Services Unit
AT-VASIS	Abbreviated T Visual Approach Slope Indicator System
ATZ	Aerodrome Traffic Zone
AUP	Airspace Use Plan
AU	Airspace Utilisation

## C

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CAA	Civil Aviation Authority
CADF	Central Airspace Data Function
CAM	Civil Airspace Manager
CAP	Civil Aviation Publication
CAS	Controlled Airspace
CAS-T	Temporary class D Controlled Airspace
CAT	Commercial Air Transport
CAVOK	Visibility, cloud and present weather better than prescribed values or conditions
CBA	Cross-Border Areas
CCO	Continuous Climb Operations

CDO	Clearance Delivery Officer
CDO	Continuous Descent Operations
CDR	Conditional Route
CFME	Continuous Friction Measuring Equipment
CIAM	Collaborative Interface Airspace Management
CMATZ	Combined Military Aerodrome Traffic Zone
CPDLC	Controller Pilot Datalink Communications
CPL	Current Flight Plan
c/s	Callsign
CTA	Control Area
CTR	Control Zone
CVSM	Conventional Vertical Separation Minimum

## D

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DAA	Danger Area Authorities
DAAIS	Danger Area Activity Information Service
DAASG	Danger Area Airspace Steering Group
DAATM	Defence Airspace and Air Traffic Management
DACS	Danger Area Crossing Service
DEO	Duty Engineering Officer
DF	Direction Finding
DfT	Department for Transport
DFTI	Distance from Touchdown Indicator
<u>DLIC</u>	<u>Data link initiation capability</u>
DME	Distance Measuring Equipment
D&D	RAF Distress and Diversion Cell
DR	Dead Reckoning

## E

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EAT	Expected Approach Time
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EC	European Commission
ECAC	European Civil Aviation Conference
EGNOS	European Geostationary Navigation Overlay Service
<u>EGPWS</u>	<u>Enhanced Ground Proximity Warning System</u>
EHS	Enhanced Surveillance
ELS	Elementary Surveillance
EOBT	Estimated Off-Block Time
ESSIP	European Single Sky Implementation
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
EUCARF	European Centralised Airspace Reservation Facility
ExCo	Executive Committee (CAA)

## **F**

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FAB	Functional Airspace Block
FAS	Future Airspace Strategy
FAF	Final Approach Fix
<u>FBZ</u>	<u>Flight plan Buffer Zone</u>
FIR	Flight Information Region
FIS	Flight Information Service(s)
FISO	Flight Information Service Officer
FL	Flight Level
FMP	Flow Management Position
FOST	Flag Officer Sea Training
FPL	Flight Plan
FPPS	Flight Plan Processing System
<u>FRA</u>	<u>Free Route Airspace</u>
<u>FRA(A)</u>	<u>FRA Arrival Connection Point</u>
<u>FRA(D)</u>	<u>FRA Departure Connection Point</u>

FRA(E)      FRA Horizontal Entry Point

FRA(I)      FRA Intermediate Point

FRA(X)      FRA Horizontal Exit Point

ft              Foot (feet)

FUA            Flexible Use of Airspace

## **G**

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GA             General Aviation

GAT            General Air Traffic

GBAS          Ground-based augmentation system

GCAS        Ground Collision Avoidance System

GLONASS      Global Orbiting Navigation Satellite System

GMC            Ground Movement Control

GNSS          Global Navigation Satellite System

GPS            Global Positioning System

GPWS          Ground Proximity Warning System

GRAS          Ground-based regional augmentation system

## **H**

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H                Hour

H24`          Continuous day and night service

HEMS          Helicopter Emergency Medical Service

HF              High Frequency

HJ               Sunrise to Sunset

HLAPB        High-Level Airspace Policy Body

HN               Sunset to Sunrise

hPa             Hectopascal

## **I**

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IAA             Irish Aviation Authority

IAF             Initial Approach Fix

IAIP	Integrated Aeronautical Information Publication
IAP	Instrument Approach Procedure
IAS	Indicated Air Speed
ICAO	International Civil Aviation Organisation
IF	Intermediate Approach Fix
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IRVR	Instrumented Runway Visual

## J

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JANSC	Joint Air Navigation Services Council
JFADT	Joint Future Airspace Development Team
J&I	Joint and Integrated

## K

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kg	Kilogramme(s)
kHz	Kilohertz
km	Kilometre(s)
KPA	Key Performance Area
KPI	Key Performance Indicator
kt	Knot(s)

## L

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Lat	Latitude
LATCC (Mil)	London Air Traffic Control Centre (Military)
LOA	Letter of Agreement
Long	Longitude
LSSIP	Local Single Sky Implementation

## M

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m	metre(s)
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MAA	Military Aviation Authority
MABCC	Military Airspace Booking Co-ordination Cell
MAM	Military Airspace Manager
MAP	Missed Approach Point
MARSA	Military Accepts Responsibility for Separation of Aircraft
MATS	Manual of Air Traffic Services
MATZ	Military Aerodrome Traffic Zone
MDA	Managed Danger Area
MDA	Minimum Descent Altitude
MDH	Minimum Descent Height
MEDA	Military Emergency Diversion Aerodrome
MET	Meteorological or Meteorology
METAR	Routine aviation aerodrome weather report
MHz	Mega-hertz
Mil AIP	Military Aeronautical Information Publication
MLAT	Multilateration
MLS	Microwave Landing System
mm	millimetre(s)
MoD	Ministry of Defence
MOR	Mandatory Occurrence Report
MSA	Minimum Sector Altitude
MTA	Military Training Area
MTI	Moving Target Indicator
MCTOM	Maximum <u>Certified</u> Take-off Mass

## N

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NAM	Non-AMC Managed Area
NATMAC	National Air Traffic Management Advisory Committee
NDB	Non-Directional Beacon

NDS	Non-Deviating Status
NERL	NATS En-Route PLC
NM	Nautical Mile(s)
NMOC	Network Management Operations Centre (formerly CFMU)
NOTAM	Notice to <u>Aviation</u>
NOZ	Normal operating zone
NPA	Non-Precision Approach
NPP	National Performance Plan
<u>NPZ</u>	<u>No Planning Zone</u>
NSA	National Supervisory Authority
NSF	Non Standard Flight
NSL	NATS Services Limited
NTZ	No transgression zone

## O

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OACC	Oceanic Area Control Centre
OAT	Operational Air Traffic
OCA	Oceanic Control Area
OCA	Obstacle Clearance Altitude
OCH	Obstacle Clearance Height
OCU	Operational Conversion Unit
OPC	Operational Control Communications
OPMET	Operational Meteorological
ORS	Official Record Series
OSAACT	Open Skies ATC and Airspace Co-ordination Team

## P

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PA	Precision Approach
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar

<u>PBC</u>	<u>Performance-based communication</u>
<u>PBN</u>	<u>performance-based navigation</u>
<u>PBS</u>	<u>Performance-based surveillance</u>
PC	Prestwick Centre (Area Control Centre)
PIB	Pre-flight Information Bulletin
PIC	Pilot in command
POB	(Total) Persons on Board
<u>PLOC</u>	<u>Prolonged Loss of Communications</u>
PSR	Primary Surveillance Radar

## Q

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QDM	Magnetic heading (zero wind) (Sometimes employed to indicate magnetic heading of a runway)
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation
QNE	Landing altimeter reading when subscale set 1013 hPa
QNH	Regional atmospheric pressure at sea level
QTE	True Bearing

## R

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RA	Resolution Advisory
RAF	Royal Air Force
RCA	Reduced Co-ordination Airspace
RCC	Rescue Co-ordination Centre
<u>RCP</u>	<u>Required communication performance</u>
RCSA	Release of Controlled and Segregated Airspace (Policy)
RFFS	Rescue and Fire Fighting Service
RMZ	Radio Mandatory Zone
RN	Royal Navy
RNAV	Area Navigation

R of A	Rules of the Air Regulations
RP	Reporting Period
RPS	Regional Pressure Setting
<u>RSP</u>	<u>Required surveillance performance</u>
RTF	Radiotelephony
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minimum

## S

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SAR	Search and Rescue
SARG	Safety and Airspace Regulation Group (of the CAA)
SARPs	(ICAO) Standards and Recommended Practices
SBAS	Satellite-Based Augmentation System
SDD	Safety Data Department
SDF	Stepdown Fix
SES	Single European Sky
<u>SFN</u>	<u>Special Flight Notification</u>
SID	Standard Instrument Departure
SMAA	Surveillance Minimum Altitude Area
SMAC	Surveillance Minimum Altitude Chart
SMGCS	Surface Movement Guidance and Control System
SMR	Surface Movement Radar
SPI	Special Position Identification
SRA	Surveillance Radar Approach
SSR	Secondary Surveillance Radar
STAR	Standard Instrument Arrival
SUA	Special Use Airspace
SVFR	Special VFR

**T**

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TA	Traffic Advisory
TA	Transition Altitude
TACAN	Tactical Air Navigation
TAF	Terminal Aerodrome Forecast
TAS	True Airspeed
<u>TAWS</u>	<u>Terrain Avoidance and Warning System</u>
TCAS	Traffic Alert and Collision Avoidance System
<u>TDOA</u>	<u>Time difference of arrival</u>
TL	Transition Level
TMA	Terminal Control Area
TMZ	Transponder Mandatory Zone
TORA	Take Off Run Available
TQHF	The Queen's Helicopter Flight
TRA	Temporary Reserved Area
TRG	Training
TSA	Temporary Segregated Area
T-VASIS	T Visual Approach Slope Indicator System

**U**

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UAA	Unusual Aerial Activity
UAS	Upper Air Space
UAS	Unmanned Aircraft System
UHF	Ultra High Frequency
UIR	Upper Flight Information Region
UK	United Kingdom
UKAB	United Kingdom AIRPROX Board
<u>(UK) SERA</u>	<u>UK Standardised European Rules of the Air</u>
UTC	Co-ordinated Universal Time

UUP Updated Airspace Use Plan

## V

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VASIS Visual Approach Slope Indicator System

VDF VHF Direction Finding

VFR Visual Flight Rules

VGS Volunteer Gliding Squadron

VHF Very High Frequency

VIP Very Important Person

VMC Visual Meteorological Conditions

VOLMET Meteorological information for aircraft in flight

VOR VHF Omni-directional Range

VORTAC VHF Omni-directional Range Tactical Air Navigation

VVIP Very Very Important Person