



U.S. Department
of Transportation

**Federal Aviation
Administration**

AERONAUTICAL INFORMATION MANUAL

*Change 2
September 13, 2018*

**DO NOT DESTROY
BASIC DATED
OCTOBER 12, 2017**

Aeronautical Information Manual

Explanation of Changes

Effective: September 13, 2018

a. 4–1–9. Traffic Advisory Practices at Airports Without Operating Control Towers

This change adds a recommended practice instructing pilots to use the correct airport name as identified in appropriate aeronautical publications.

b. 4–1–15. Radar Traffic Information Service

This change modifies the AIM to mirror FAA Order JO 7110.65, Air Traffic Control. The AIM will now state that for an aircraft with Mode C that is unverified, the controller will issue the aircraft's indicated altitude.

c. 5–1–1. Preflight Preparation

This change clarifies that pilots operating under 14 CFR Part 135 without an FAA–assigned three–letter designator must prefix their aircraft designator with the letter “T.” This change also adds references to FAA Order JO 7110.65 and FAA JO Order 7110.10, Flight Services.

d. 5–2–3. Taxi Clearance

This change advises pilots at participating airports that they should contact ATC on the frequency or phone number published in the Chart Supplement U.S. in order to obtain or cancel their Instrument Flight Rules (IFR) clearance.

e. 5–2–8. Instrument Departure Procedures (DP) – Obstacle Departure Procedures (ODP) and Standard Instrument Departures (SID)

This change revises guidance regarding close–in obstacles to reflect charting changes and the location of that information. Information on Diverse Vector Areas (DVA) is also revised for clarity.

f. 5–3–1. ARTCC Communications

This change replaces outdated information about Build 1 with current information regarding Initial Services. It also removes inaccurate information

about Miami ARTCC. Tables listing Controller Pilot Data Link Communications (CPDLC) messages for the U.S. initial services are also included in this change.

Another change to this paragraph adds guidance regarding using only satellite (Inmarsat and Iridium) for CPDLC and Automatic Dependent Surveillance–Contract (ADS–C) purposes. Further, it delineates the proper ICAO Flight Plan Item 10 equipment code to file for the capability.

g. 5–4–1. Standard Terminal Arrival (STAR) Procedures

This change clarifies that once a Descend Via clearance is issued, pilots are allowed to begin a descent while still navigating inbound to a STAR. The previous language was vague, referring simply to pilots “on” STARS.

h. 7–1–2. FAA Weather Services

7–1–3. Use of Aviation Weather Products

7–1–5. Preflight Briefing

This change updates information regarding contract FAA weather services available via the Internet as a primary source for obtaining preflight briefings and filing flight plans. This change also reflects the cancellation of the Direct Users Access Terminal (DUATS II) contract held by Lockheed Martin and CSRA.

i. 9–1–4. General Description of Each Chart Series

This change updates FIG 9–1–14, Chart Supplement U.S. Geographic Areas.

j. Entire publication.

Editorial/format changes were made where necessary. Revision bars were not used when changes are insignificant in nature.

AIM Change 2
Page Control Chart
September 13, 2018

REMOVE PAGES	DATED	INSERT PAGES	DATED
Checklist of Pages CK-1 through CK-6	3/29/18	Checklist of Pages CK-1 through CK-6	9/13/18
Table of Contents i through xi	3/29/18	Table of Contents i through xi	9/13/18
3-4-1	3/29/18	3-4-1	3/29/18
3-4-2	3/29/18	3-4-2	9/13/18
4-1-1 and 4-1-2	10/12/17	4-1-1 and 4-1-2	9/13/18
4-1-9	10/12/17	4-1-9	10/12/17
4-1-10	10/12/17	4-1-10	9/13/18
4-3-3	3/29/18	4-3-3	9/13/18
4-3-4	3/29/18	4-3-4	3/29/18
5-1-1	10/12/17	5-1-1	10/12/17
5-1-2	10/12/17	5-1-2	9/13/18
5-2-1	3/29/18	5-2-1	3/29/18
5-2-2 through 5-2-12	10/12/17	5-2-2 through 5-2-13	9/13/18
5-3-1 through 5-3-18	10/12/17	5-3-1 through 5-3-28	9/13/18
5-4-1	10/12/17	5-4-1	9/13/18
5-4-2	10/12/17	5-4-2	10/12/17
5-4-55	3/29/18	5-4-55	3/29/18
5-4-56	3/29/18	5-4-56	9/13/18
7-1-1	10/12/17	7-1-1	10/12/17
7-1-2	10/12/17	7-1-2	9/13/18
7-1-3	10/12/17	7-1-3	10/12/17
7-1-4	10/12/17	7-1-4	9/13/18
7-1-7	10/12/17	7-1-7	9/13/18
7-1-8	10/12/17	7-1-8	10/12/17
9-1-11	10/12/17	9-1-11	9/13/18
9-1-12	10/12/17	9-1-12	10/12/17
PCG-1	3/29/18	PCG-1	9/13/18
PCG C-5 through C-9	3/29/18	PCG C-5 through C-9	9/13/18
PCG E-1	3/29/18	PCG E-1	3/29/18
PCG E-2	3/29/18	PCG E-2	9/13/18
PCG M-5	3/29/18	PCG M-5	3/29/18
PCG M-6	3/29/18	PCG M-6	9/13/18
PCG N-1	3/29/18	PCG N-1	3/29/18
PCG N-2 through N-4	3/29/18	PCG N-2 through N-4	9/13/18
PCG Q-1	3/29/18	PCG Q-1	9/13/18
Index I-1 through I-13	3/29/18	Index I-1 through I-13	9/13/18

Checklist of Pages

PAGE	DATE
Cover	10/12/17
Record of Changes	N/A
Exp of Chg-1	9/13/18
Checklist of Pages	
CK-1	9/13/18
CK-2	9/13/18
CK-3	9/13/18
CK-4	9/13/18
CK-5	9/13/18
CK-6	9/13/18
Subscription Info	10/12/17
Comments/Corr	10/12/17
Comments/Corr	10/12/17
Basic Flight Info	10/12/17
Publication Policy	10/12/17
Reg & Advis Cir	10/12/17
Table of Contents	
i	9/13/18
ii	9/13/18
iii	9/13/18
iv	9/13/18
v	9/13/18
vi	9/13/18
vii	9/13/18
viii	9/13/18
ix	9/13/18
x	9/13/18
xi	9/13/18
xii	9/13/18
Chapter 1. Air Navigation	
Section 1. Navigation Aids	
1-1-1	10/12/17
1-1-2	10/12/17
1-1-3	10/12/17
1-1-4	10/12/17
1-1-5	10/12/17
1-1-6	10/12/17
1-1-7	10/12/17
1-1-8	10/12/17
1-1-9	10/12/17
1-1-10	10/12/17
1-1-11	10/12/17

PAGE	DATE
1-1-12	10/12/17
1-1-13	10/12/17
1-1-14	10/12/17
1-1-15	3/29/18
1-1-16	3/29/18
1-1-17	10/12/17
1-1-18	10/12/17
1-1-19	10/12/17
1-1-20	10/12/17
1-1-21	10/12/17
1-1-22	10/12/17
1-1-23	10/12/17
1-1-24	10/12/17
1-1-25	10/12/17
1-1-26	10/12/17
1-1-27	10/12/17
1-1-28	10/12/17
1-1-29	10/12/17
1-1-30	10/12/17
1-1-31	10/12/17
1-1-32	10/12/17
1-1-33	10/12/17
1-1-34	10/12/17
1-1-35	10/12/17
Section 2. Performance-Based Navigation (PBN) and Area Navigation (RNAV)	
1-2-1	10/12/17
1-2-2	10/12/17
1-2-3	10/12/17
1-2-4	10/12/17
1-2-5	3/29/18
1-2-6	10/12/17
1-2-7	10/12/17
1-2-8	3/29/18

PAGE	DATE
Chapter 2. Aeronautical Lighting and Other Airport Visual Aids	
Section 1. Airport Lighting Aids	
2-1-1	10/12/17
2-1-2	10/12/17
2-1-3	10/12/17
2-1-4	10/12/17
2-1-5	10/12/17
2-1-6	10/12/17
2-1-7	10/12/17
2-1-8	10/12/17
2-1-9	10/12/17
2-1-10	10/12/17
2-1-11	10/12/17
2-1-12	10/12/17
2-1-13	10/12/17
2-1-14	10/12/17
2-1-15	10/12/17
Section 2. Air Navigation and Obstruction Lighting	
2-2-1	10/12/17
2-2-2	10/12/17
Section 3. Airport Marking Aids and Signs	
2-3-1	10/12/17
2-3-2	10/12/17
2-3-3	10/12/17
2-3-4	10/12/17
2-3-5	10/12/17
2-3-6	10/12/17
2-3-7	10/12/17
2-3-8	10/12/17
2-3-9	10/12/17
2-3-10	10/12/17
2-3-11	10/12/17
2-3-12	3/29/18
2-3-13	10/12/17
2-3-14	10/12/17
2-3-15	10/12/17
2-3-16	10/12/17
2-3-17	10/12/17
2-3-18	10/12/17
2-3-19	10/12/17
2-3-20	10/12/17
2-3-21	10/12/17

Checklist of Pages

PAGE	DATE
2-3-22	10/12/17
2-3-23	10/12/17
2-3-24	10/12/17
2-3-25	10/12/17
2-3-26	10/12/17
2-3-27	10/12/17
2-3-28	10/12/17
2-3-29	10/12/17
2-3-30	10/12/17
2-3-31	10/12/17
Chapter 3. Airspace	
Section 1. General	
3-1-1	3/29/18
3-1-2	10/12/17
Section 2. Controlled Airspace	
3-2-1	10/12/17
3-2-2	10/12/17
3-2-3	10/12/17
3-2-4	10/12/17
3-2-5	10/12/17
3-2-6	10/12/17
3-2-7	10/12/17
3-2-8	10/12/17
3-2-9	10/12/17
3-2-10	10/12/17
Section 3. Class G Airspace	
3-3-1	10/12/17
Section 4. Special Use Airspace	
3-4-1	3/29/18
3-4-2	9/13/18
3-4-3	3/29/18
Section 5. Other Airspace Areas	
3-5-1	10/12/17
3-5-2	3/29/18
3-5-3	10/12/17
3-5-4	10/12/17
3-5-5	10/12/17
3-5-6	10/12/17
3-5-7	10/12/17
3-5-8	10/12/17
3-5-9	10/12/17

PAGE	DATE
3-5-10	10/12/17
Chapter 4. Air Traffic Control	
Section 1. Services Available to Pilots	
4-1-1	9/13/18
4-1-2	9/13/18
4-1-3	10/12/17
4-1-4	10/12/17
4-1-5	10/12/17
4-1-6	10/12/17
4-1-7	10/12/17
4-1-8	10/12/17
4-1-9	10/12/17
4-1-10	9/13/18
4-1-11	10/12/17
4-1-12	10/12/17
4-1-13	10/12/17
4-1-14	10/12/17
4-1-15	10/12/17
4-1-16	10/12/17
4-1-17	10/12/17
4-1-18	10/12/17
4-1-19	10/12/17
4-1-20	10/12/17
Section 2. Radio Communications Phraseology and Techniques	
4-2-1	10/12/17
4-2-2	10/12/17
4-2-3	10/12/17
4-2-4	10/12/17
4-2-5	10/12/17
4-2-6	10/12/17
4-2-7	10/12/17
4-2-8	10/12/17
Section 3. Airport Operations	
4-3-1	3/29/18
4-3-2	3/29/18
4-3-3	9/13/18
4-3-4	3/29/18
4-3-5	3/29/18
4-3-6	3/29/18
4-3-7	3/29/18
4-3-8	3/29/18
4-3-9	3/29/18

PAGE	DATE
4-3-10	3/29/18
4-3-11	3/29/18
4-3-12	3/29/18
4-3-13	3/29/18
4-3-14	3/29/18
4-3-15	3/29/18
4-3-16	3/29/18
4-3-17	3/29/18
4-3-18	3/29/18
4-3-19	3/29/18
4-3-20	3/29/18
4-3-21	3/29/18
4-3-22	3/29/18
4-3-23	3/29/18
4-3-24	3/29/18
4-3-25	3/29/18
4-3-26	3/29/18
4-3-27	3/29/18
4-3-28	3/29/18
4-3-29	3/29/18
4-3-30	3/29/18
4-3-31	3/29/18
4-3-32	3/29/18
Section 4. ATC Clearances and Aircraft Separation	
4-4-1	10/12/17
4-4-2	10/12/17
4-4-3	10/12/17
4-4-4	10/12/17
4-4-5	10/12/17
4-4-6	10/12/17
4-4-7	10/12/17
4-4-8	10/12/17
4-4-9	10/12/17
4-4-10	10/12/17
4-4-11	10/12/17
4-4-12	10/12/17
Section 5. Surveillance Systems	
4-5-1	10/12/17
4-5-2	10/12/17
4-5-3	10/12/17
4-5-4	10/12/17
4-5-5	10/12/17
4-5-6	10/12/17
4-5-7	10/12/17
4-5-8	10/12/17

Checklist of Pages

PAGE	DATE
4-5-9	10/12/17
4-5-10	10/12/17
4-5-11	10/12/17
4-5-12	10/12/17
4-5-13	10/12/17
4-5-14	10/12/17
4-5-15	10/12/17
4-5-16	10/12/17
4-5-17	10/12/17
4-5-18	10/12/17
4-5-19	10/12/17
4-5-20	10/12/17
4-5-21	10/12/17
Section 6. Operational Policy/ Procedures for Reduced Vertical Separation Minimum (RVSM) in the Domestic U.S., Alaska, Offshore Airspace and the San Juan FIR	
4-6-1	10/12/17
4-6-2	10/12/17
4-6-3	10/12/17
4-6-4	10/12/17
4-6-5	10/12/17
4-6-6	10/12/17
4-6-7	10/12/17
4-6-8	10/12/17
4-6-9	10/12/17
4-6-10	10/12/17
Section 7. Operational Policy/ Procedures for the Gulf of Mexico 50 NM Lateral Separation Initiative	
4-7-1	3/29/18
4-7-2	3/29/18
Chapter 5. Air Traffic Procedures	
Section 1. Preflight	
5-1-1	10/12/17
5-1-2	9/13/18
5-1-3	10/12/17
5-1-4	10/12/17
5-1-5	10/12/17
5-1-6	10/12/17
5-1-7	3/29/18

PAGE	DATE
5-1-8	10/12/17
5-1-9	10/12/17
5-1-10	3/29/18
5-1-11	10/12/17
5-1-12	10/12/17
5-1-13	10/12/17
5-1-14	10/12/17
5-1-15	3/29/18
5-1-16	10/12/17
5-1-17	10/12/17
5-1-18	10/12/17
5-1-19	10/12/17
5-1-20	10/12/17
5-1-21	3/29/18
5-1-22	3/29/18
5-1-23	10/12/17
5-1-24	10/12/17
5-1-25	3/29/18
5-1-26	3/29/18
5-1-27	3/29/18
5-1-28	3/29/18
5-1-29	3/29/18
5-1-30	3/29/18
5-1-31	3/29/18
5-1-32	3/29/18
Section 2. Departure Procedures	
5-2-1	3/29/18
5-2-2	9/13/18
5-2-3	9/13/18
5-2-4	9/13/18
5-2-5	9/13/18
5-2-6	9/13/18
5-2-7	9/13/18
5-2-8	9/13/18
5-2-9	9/13/18
5-2-10	9/13/18
5-2-11	9/13/18
5-2-12	9/13/18
5-2-13	9/13/18
Section 3. En Route Procedures	
5-3-1	9/13/18
5-3-2	9/13/18
5-3-3	9/13/18
5-3-4	9/13/18
5-3-5	9/13/18

PAGE	DATE
5-3-6	9/13/18
5-3-7	9/13/18
5-3-8	9/13/18
5-3-9	9/13/18
5-3-10	9/13/18
5-3-11	9/13/18
5-3-12	9/13/18
5-3-13	9/13/18
5-3-14	9/13/18
5-3-15	9/13/18
5-3-16	9/13/18
5-3-17	9/13/18
5-3-18	9/13/18
5-3-19	9/13/18
5-3-20	9/13/18
5-3-21	9/13/18
5-3-22	9/13/18
5-3-23	9/13/18
5-3-24	9/13/18
5-3-25	9/13/18
5-3-26	9/13/18
5-3-27	9/13/18
5-3-28	9/13/18
Section 4. Arrival Procedures	
5-4-1	9/13/18
5-4-2	10/12/17
5-4-3	10/12/17
5-4-4	10/12/17
5-4-5	10/12/17
5-4-6	10/12/17
5-4-7	10/12/17
5-4-8	10/12/17
5-4-9	10/12/17
5-4-10	10/12/17
5-4-11	10/12/17
5-4-12	10/12/17
5-4-13	10/12/17
5-4-14	10/12/17
5-4-15	10/12/17
5-4-16	10/12/17
5-4-17	10/12/17
5-4-18	10/12/17
5-4-19	10/12/17
5-4-20	10/12/17
5-4-21	10/12/17
5-4-22	10/12/17
5-4-23	10/12/17
5-4-24	10/12/17

Checklist of Pages

PAGE	DATE
5-4-25	10/12/17
5-4-26	10/12/17
5-4-27	10/12/17
5-4-28	10/12/17
5-4-29	10/12/17
5-4-30	10/12/17
5-4-31	10/12/17
5-4-32	3/29/18
5-4-33	10/12/17
5-4-34	10/12/17
5-4-35	3/29/18
5-4-36	3/29/18
5-4-37	3/29/18
5-4-38	3/29/18
5-4-39	3/29/18
5-4-40	3/29/18
5-4-41	3/29/18
5-4-42	3/29/18
5-4-43	3/29/18
5-4-44	3/29/18
5-4-45	3/29/18
5-4-46	3/29/18
5-4-47	3/29/18
5-4-48	3/29/18
5-4-49	3/29/18
5-4-50	3/29/18
5-4-51	3/29/18
5-4-52	3/29/18
5-4-53	3/29/18
5-4-54	3/29/18
5-4-55	3/29/18
5-4-56	9/13/18
5-4-57	3/29/18
5-4-58	3/29/18
5-4-59	3/29/18
5-4-60	3/29/18
5-4-61	3/29/18
5-4-62	3/29/18
5-4-63	3/29/18
5-4-64	3/29/18
Section 5. Pilot/Controller Roles and Responsibilities	
5-5-1	10/12/17
5-5-2	10/12/17
5-5-3	10/12/17
5-5-4	10/12/17
5-5-5	10/12/17
5-5-6	10/12/17
5-5-7	10/12/17

PAGE	DATE
5-5-8	10/12/17
Section 6. National Security and Interception Procedures	
5-6-1	10/12/17
5-6-2	10/12/17
5-6-3	10/12/17
5-6-4	10/12/17
5-6-5	10/12/17
5-6-6	10/12/17
5-6-7	10/12/17
5-6-8	10/12/17
5-6-9	10/12/17
5-6-10	10/12/17
5-6-11	10/12/17
5-6-12	10/12/17
5-6-13	10/12/17
5-6-14	10/12/17
Chapter 6. Emergency Procedures	
Section 1. General	
6-1-1	10/12/17
Section 2. Emergency Services Available to Pilots	
6-2-1	10/12/17
6-2-2	10/12/17
6-2-3	10/12/17
6-2-4	10/12/17
6-2-5	10/12/17
6-2-6	10/12/17
6-2-7	10/12/17
6-2-8	10/12/17
6-2-9	10/12/17
6-2-10	10/12/17
6-2-11	10/12/17
Section 3. Distress and Urgency Procedures	
6-3-1	10/12/17
6-3-2	10/12/17
6-3-3	10/12/17
6-3-4	10/12/17
6-3-5	10/12/17
6-3-6	10/12/17
6-3-7	10/12/17

PAGE	DATE
Section 4. Two-way Radio Communications Failure	
6-4-1	10/12/17
6-4-2	10/12/17
Section 5. Aircraft Rescue and Fire Fighting Communications	
6-5-1	10/12/17
6-5-2	10/12/17
Chapter 7. Safety of Flight	
Section 1. Meteorology	
7-1-1	10/12/17
7-1-2	9/13/18
7-1-3	10/12/17
7-1-4	9/13/18
7-1-5	10/12/17
7-1-6	10/12/17
7-1-7	9/13/18
7-1-8	10/12/17
7-1-9	10/12/17
7-1-10	10/12/17
7-1-11	10/12/17
7-1-12	10/12/17
7-1-13	10/12/17
7-1-14	10/12/17
7-1-15	10/12/17
7-1-16	10/12/17
7-1-17	10/12/17
7-1-18	10/12/17
7-1-19	10/12/17
7-1-20	10/12/17
7-1-21	10/12/17
7-1-22	10/12/17
7-1-23	10/12/17
7-1-24	10/12/17
7-1-25	10/12/17
7-1-26	10/12/17
7-1-27	10/12/17
7-1-28	10/12/17
7-1-29	10/12/17
7-1-30	10/12/17
7-1-31	10/12/17
7-1-32	10/12/17
7-1-33	10/12/17
7-1-34	10/12/17

Checklist of Pages

PAGE	DATE
7-1-35	10/12/17
7-1-36	3/29/18
7-1-37	10/12/17
7-1-38	10/12/17
7-1-39	10/12/17
7-1-40	10/12/17
7-1-41	10/12/17
7-1-42	10/12/17
7-1-43	10/12/17
7-1-44	10/12/17
7-1-45	10/12/17
7-1-46	10/12/17
7-1-47	10/12/17
7-1-48	10/12/17
7-1-49	10/12/17
7-1-50	10/12/17
7-1-51	10/12/17
7-1-52	10/12/17
7-1-53	10/12/17
7-1-54	10/12/17
7-1-55	10/12/17
7-1-56	10/12/17
7-1-57	10/12/17
7-1-58	10/12/17
7-1-59	10/12/17
7-1-60	10/12/17
7-1-61	10/12/17
7-1-62	10/12/17
7-1-63	10/12/17
7-1-64	10/12/17
7-1-65	10/12/17
7-1-66	10/12/17
7-1-67	10/12/17
7-1-68	10/12/17
7-1-69	10/12/17
7-1-70	10/12/17
7-1-71	10/12/17
Section 2. Altimeter Setting Procedures	
7-2-1	10/12/17
7-2-2	10/12/17
7-2-3	10/12/17
7-2-4	10/12/17
Section 3. Wake Turbulence	
7-3-1	10/12/17
7-3-2	10/12/17

PAGE	DATE
7-3-3	10/12/17
7-3-4	10/12/17
7-3-5	10/12/17
7-3-6	10/12/17
7-3-7	10/12/17
7-3-8	10/12/17
Section 4. Bird Hazards and Flight Over National Refuges, Parks, and Forests	
7-4-1	10/12/17
7-4-2	10/12/17
Section 5. Potential Flight Hazards	
7-5-1	10/12/17
7-5-2	10/12/17
7-5-3	10/12/17
7-5-4	10/12/17
7-5-5	10/12/17
7-5-6	10/12/17
7-5-7	3/29/18
7-5-8	10/12/17
7-5-9	10/12/17
7-5-10	10/12/17
7-5-11	3/29/18
7-5-12	3/29/18
7-5-13	3/29/18
7-5-14	3/29/18
Section 6. Safety, Accident, and Hazard Reports	
7-6-1	10/12/17
7-6-2	10/12/17
7-6-3	10/12/17
Chapter 8. Medical Facts for Pilots	
Section 1. Fitness for Flight	
8-1-1	10/12/17
8-1-2	10/12/17
8-1-3	10/12/17
8-1-4	10/12/17
8-1-5	10/12/17
8-1-6	10/12/17
8-1-7	10/12/17
8-1-8	10/12/17
8-1-9	10/12/17

PAGE	DATE
Chapter 9. Aeronautical Charts and Related Publications	
Section 1. Types of Charts Available	
9-1-1	10/12/17
9-1-2	10/12/17
9-1-3	10/12/17
9-1-4	10/12/17
9-1-5	10/12/17
9-1-6	10/12/17
9-1-7	10/12/17
9-1-8	10/12/17
9-1-9	10/12/17
9-1-10	10/12/17
9-1-11	9/13/18
9-1-12	10/12/17
9-1-13	10/12/17
Chapter 10. Helicopter Operations	
Section 1. Helicopter IFR Operations	
10-1-1	10/12/17
10-1-2	10/12/17
10-1-3	10/12/17
10-1-4	10/12/17
10-1-5	10/12/17
10-1-6	10/12/17
10-1-7	10/12/17
Section 2. Special Operations	
10-2-1	10/12/17
10-2-2	10/12/17
10-2-3	10/12/17
10-2-4	10/12/17
10-2-5	10/12/17
10-2-6	10/12/17
10-2-7	10/12/17
10-2-8	10/12/17
10-2-9	10/12/17
10-2-10	10/12/17
10-2-11	10/12/17
10-2-12	10/12/17
10-2-13	10/12/17
10-2-14	10/12/17
10-2-15	10/12/17
10-2-16	10/12/17
10-2-17	10/12/17

Checklist of Pages

PAGE	DATE
Appendices	
Appendix 1-1	10/12/17
Env	N/A
Appendix 2-1	10/12/17
Appendix 3-1	10/12/17
Appendix 3-2	10/12/17
Appendix 3-3	10/12/17
Appendix 3-4	10/12/17
Appendix 3-5	10/12/17
Pilot/Controller Glossary	
PCG-1	9/13/18
PCG-2	3/29/18
PCG A-1	3/29/18
PCG A-2	3/29/18
PCG A-3	3/29/18
PCG A-4	3/29/18
PCG A-5	3/29/18
PCG A-6	3/29/18
PCG A-7	3/29/18
PCG A-8	3/29/18
PCG A-9	3/29/18
PCG A-10	3/29/18
PCG A-11	3/29/18
PCG A-12	3/29/18
PCG A-13	3/29/18
PCG A-14	3/29/18
PCG A-15	3/29/18
PCG A-16	3/29/18
PCG B-1	3/29/18
PCG B-2	3/29/18
PCG C-1	3/29/18
PCG C-2	3/29/18
PCG C-3	3/29/18
PCG C-4	3/29/18
PCG C-5	9/13/18
PCG C-6	9/13/18
PCG C-7	9/13/18
PCG C-8	9/13/18
PCG C-9	9/13/18
PCG D-1	3/29/18
PCG D-2	3/29/18
PCG D-3	3/29/18
PCG D-4	3/29/18
PCG E-1	3/29/18
PCG E-2	9/13/18
PCG F-1	3/29/18
PCG F-2	3/29/18

PAGE	DATE
PCG F-3	3/29/18
PCG F-4	3/29/18
PCG F-5	3/29/18
PCG G-1	3/29/18
PCG G-2	3/29/18
PCG G-3	3/29/18
PCG H-1	3/29/18
PCG H-2	3/29/18
PCG H-3	3/29/18
PCG I-1	3/29/18
PCG I-2	3/29/18
PCG I-3	3/29/18
PCG I-4	3/29/18
PCG I-5	3/29/18
PCG I-6	3/29/18
PCG J-1	3/29/18
PCG K-1	3/29/18
PCG L-1	3/29/18
PCG L-2	3/29/18
PCG L-3	3/29/18
PCG M-1	3/29/18
PCG M-2	3/29/18
PCG M-3	3/29/18
PCG M-4	3/29/18
PCG M-5	3/29/18
PCG M-6	9/13/18
PCG N-1	3/29/18
PCG N-2	9/13/18
PCG N-3	9/13/18
PCG N-4	9/13/18
PCG O-1	3/29/18
PCG O-2	3/29/18
PCG O-3	3/29/18
PCG O-4	3/29/18
PCG P-1	3/29/18
PCG P-2	3/29/18
PCG P-3	3/29/18
PCG P-4	3/29/18
PCG P-5	3/29/18
PCG Q-1	9/13/18
PCG R-1	3/29/18
PCG R-2	3/29/18
PCG R-3	3/29/18
PCG R-4	3/29/18
PCG R-5	3/29/18
PCG R-6	3/29/18
PCG R-7	3/29/18
PCG R-8	3/29/18
PCG S-1	3/29/18

PAGE	DATE
PCG S-2	3/29/18
PCG S-3	3/29/18
PCG S-4	3/29/18
PCG S-5	3/29/18
PCG S-6	3/29/18
PCG S-7	3/29/18
PCG S-8	3/29/18
PCG S-9	3/29/18
PCG T-1	3/29/18
PCG T-2	3/29/18
PCG T-3	3/29/18
PCG T-4	3/29/18
PCG T-5	3/29/18
PCG T-6	3/29/18
PCG T-7	3/29/18
PCG T-8	3/29/18
PCG T-9	3/29/18
PCG U-1	3/29/18
PCG V-1	3/29/18
PCG V-2	3/29/18
PCG V-3	3/29/18
PCG V-4	3/29/18
PCG W-1	3/29/18
PCG W-2	3/29/18
Index	
I-1	9/13/18
I-2	9/13/18
I-3	9/13/18
I-4	9/13/18
I-5	9/13/18
I-6	9/13/18
I-7	9/13/18
I-8	9/13/18
I-9	9/13/18
I-10	9/13/18
I-11	9/13/18
I-12	9/13/18
I-13	9/13/18
Back Cover	N/A

Table of Contents

Chapter 1. Air Navigation

Section 1. Navigation Aids

Paragraph	Page
1-1-1. General	1-1-1
1-1-2. Nondirectional Radio Beacon (NDB)	1-1-1
1-1-3. VHF Omni-directional Range (VOR)	1-1-1
1-1-4. VOR Receiver Check	1-1-3
1-1-5. Tactical Air Navigation (TACAN)	1-1-4
1-1-6. VHF Omni-directional Range/Tactical Air Navigation (VORTAC)	1-1-4
1-1-7. Distance Measuring Equipment (DME)	1-1-5
1-1-8. Navigational Aid (NAVAID) Service Volumes	1-1-5
1-1-9. Instrument Landing System (ILS)	1-1-8
1-1-10. Simplified Directional Facility (SDF)	1-1-13
1-1-11. NAVAID Identifier Removal During Maintenance	1-1-15
1-1-12. NAVAIDs with Voice	1-1-15
1-1-13. User Reports Requested on NAVAID or Global Navigation Satellite System (GNSS) Performance or Interference	1-1-15
1-1-14. LORAN	1-1-16
1-1-15. Inertial Reference Unit (IRU), Inertial Navigation System (INS), and Attitude Heading Reference System (AHRS)	1-1-16
1-1-16. Doppler Radar	1-1-16
1-1-17. Global Positioning System (GPS)	1-1-16
1-1-18. Wide Area Augmentation System (WAAS)	1-1-29
1-1-19. Ground Based Augmentation System (GBAS) Landing System (GLS)	1-1-34
1-1-20. Precision Approach Systems other than ILS and GLS	1-1-34

Section 2. Performance-Based Navigation (PBN) and Area Navigation (RNAV)

1-2-1. General	1-2-1
1-2-2. Required Navigation Performance (RNP)	1-2-4
1-2-3. Use of Suitable Area Navigation (RNAV) Systems on Conventional Procedures and Routes	1-2-6
1-2-4. Pilots and Air Traffic Controllers Recognizing Interference or Spoofing	1-2-8

Chapter 2. Aeronautical Lighting and Other Airport Visual Aids

Section 1. Airport Lighting Aids

2-1-1. Approach Light Systems (ALS)	2-1-1
2-1-2. Visual Glideslope Indicators	2-1-1
2-1-3. Runway End Identifier Lights (REIL)	2-1-6
2-1-4. Runway Edge Light Systems	2-1-6
2-1-5. In-runway Lighting	2-1-6
2-1-6. Runway Status Light (RWSL) System	2-1-7
2-1-7. Stand-Alone Final Approach Runway Occupancy Signal (FAROS)	2-1-10
2-1-8. Control of Lighting Systems	2-1-11

Paragraph	Page
2-1-9. Pilot Control of Airport Lighting	2-1-11
2-1-10. Airport/Heliport Beacons	2-1-14
2-1-11. Taxiway Lights	2-1-15

Section 2. Air Navigation and Obstruction Lighting

2-2-1. Aeronautical Light Beacons	2-2-1
2-2-2. Code Beacons and Course Lights	2-2-1
2-2-3. Obstruction Lights	2-2-1

Section 3. Airport Marking Aids and Signs

2-3-1. General	2-3-1
2-3-2. Airport Pavement Markings	2-3-1
2-3-3. Runway Markings	2-3-1
2-3-4. Taxiway Markings	2-3-7
2-3-5. Holding Position Markings	2-3-12
2-3-6. Other Markings	2-3-16
2-3-7. Airport Signs	2-3-19
2-3-8. Mandatory Instruction Signs	2-3-20
2-3-9. Location Signs	2-3-23
2-3-10. Direction Signs	2-3-25
2-3-11. Destination Signs	2-3-28
2-3-12. Information Signs	2-3-29
2-3-13. Runway Distance Remaining Signs	2-3-29
2-3-14. Aircraft Arresting Systems	2-3-30
2-3-15. Security Identifications Display Area (Airport Ramp Area)	2-3-31

Chapter 3. Airspace

Section 1. General

3-1-1. General	3-1-1
3-1-2. General Dimensions of Airspace Segments	3-1-1
3-1-3. Hierarchy of Overlapping Airspace Designations	3-1-1
3-1-4. Basic VFR Weather Minimums	3-1-1
3-1-5. VFR Cruising Altitudes and Flight Levels	3-1-2

Section 2. Controlled Airspace

3-2-1. General	3-2-1
3-2-2. Class A Airspace	3-2-2
3-2-3. Class B Airspace	3-2-2
3-2-4. Class C Airspace	3-2-4
3-2-5. Class D Airspace	3-2-8
3-2-6. Class E Airspace	3-2-9

Section 3. Class G Airspace

3-3-1. General	3-3-1
3-3-2. VFR Requirements	3-3-1
3-3-3. IFR Requirements	3-3-1

Section 4. Special Use Airspace

Paragraph	Page
3-4-1. General	3-4-1
3-4-2. Prohibited Areas	3-4-1
3-4-3. Restricted Areas	3-4-1
3-4-4. Warning Areas	3-4-1
3-4-5. Military Operations Areas	3-4-2
3-4-6. Alert Areas	3-4-2
3-4-7. Controlled Firing Areas	3-4-2
3-4-8. National Security Areas	3-4-2
3-4-9. Obtaining Special Use Airspace Status	3-4-2

Section 5. Other Airspace Areas

3-5-1. Airport Advisory/Information Services	3-5-1
3-5-2. Military Training Routes	3-5-1
3-5-3. Temporary Flight Restrictions	3-5-2
3-5-4. Parachute Jump Aircraft Operations	3-5-5
3-5-5. Published VFR Routes	3-5-5
3-5-6. Terminal Radar Service Area (TRSA)	3-5-9
3-5-7. Special Air Traffic Rules (SATR) and Special Flight Rules Area (SFRA)	3-5-9
3-5-8. Weather Reconnaissance Area (WRA)	3-5-9

Chapter 4. Air Traffic Control

Section 1. Services Available to Pilots

4-1-1. Air Route Traffic Control Centers	4-1-1
4-1-2. Control Towers	4-1-1
4-1-3. Flight Service Stations	4-1-1
4-1-4. Recording and Monitoring	4-1-1
4-1-5. Communications Release of IFR Aircraft Landing at an Airport Without an Operating Control Tower	4-1-1
4-1-6. Pilot Visits to Air Traffic Facilities	4-1-1
4-1-7. Operation Rain Check	4-1-1
4-1-8. Approach Control Service for VFR Arriving Aircraft	4-1-2
4-1-9. Traffic Advisory Practices at Airports Without Operating Control Towers	4-1-2
4-1-10. IFR Approaches/Ground Vehicle Operations	4-1-6
4-1-11. Designated UNICOM/MULTICOM Frequencies	4-1-6
4-1-12. Use of UNICOM for ATC Purposes	4-1-7
4-1-13. Automatic Terminal Information Service (ATIS)	4-1-7
4-1-14. Automatic Flight Information Service (AFIS) – Alaska FSSs Only	4-1-8
4-1-15. Radar Traffic Information Service	4-1-9
4-1-16. Safety Alert	4-1-10
4-1-17. Radar Assistance to VFR Aircraft	4-1-11
4-1-18. Terminal Radar Services for VFR Aircraft	4-1-12
4-1-19. Tower En Route Control (TEC)	4-1-14
4-1-20. Transponder Operation	4-1-15
4-1-21. Airport Reservation Operations and Special Traffic Management Programs	4-1-18
4-1-22. Requests for Waivers and Authorizations from Title 14, Code of Federal Regulations (14 CFR)	4-1-20
4-1-23. Weather System Processor	4-1-20

Section 2. Radio Communications Phraseology and Techniques

Paragraph	Page
4-2-1. General	4-2-1
4-2-2. Radio Technique	4-2-1
4-2-3. Contact Procedures	4-2-1
4-2-4. Aircraft Call Signs	4-2-3
4-2-5. Description of Interchange or Leased Aircraft	4-2-4
4-2-6. Ground Station Call Signs	4-2-4
4-2-7. Phonetic Alphabet	4-2-5
4-2-8. Figures	4-2-6
4-2-9. Altitudes and Flight Levels	4-2-6
4-2-10. Directions	4-2-6
4-2-11. Speeds	4-2-6
4-2-12. Time	4-2-6
4-2-13. Communications with Tower when Aircraft Transmitter or Receiver or Both are Inoperative	4-2-7
4-2-14. Communications for VFR Flights	4-2-8

Section 3. Airport Operations

4-3-1. General	4-3-1
4-3-2. Airports with an Operating Control Tower	4-3-1
4-3-3. Traffic Patterns	4-3-2
4-3-4. Visual Indicators at Airports Without an Operating Control Tower	4-3-7
4-3-5. Unexpected Maneuvers in the Airport Traffic Pattern	4-3-7
4-3-6. Use of Runways/Declared Distances	4-3-8
4-3-7. Low Level Wind Shear/Microburst Detection Systems	4-3-13
4-3-8. Braking Action Reports and Advisories	4-3-13
4-3-9. Runway Condition Reports	4-3-14
4-3-10. Intersection Takeoffs	4-3-16
4-3-11. Pilot Responsibilities When Conducting Land and Hold Short Operations (LAHSO)	4-3-16
4-3-12. Low Approach	4-3-19
4-3-13. Traffic Control Light Signals	4-3-19
4-3-14. Communications	4-3-20
4-3-15. Gate Holding Due to Departure Delays	4-3-21
4-3-16. VFR Flights in Terminal Areas	4-3-21
4-3-17. VFR Helicopter Operations at Controlled Airports	4-3-21
4-3-18. Taxiing	4-3-23
4-3-19. Taxi During Low Visibility	4-3-24
4-3-20. Exiting the Runway After Landing	4-3-25
4-3-21. Practice Instrument Approaches	4-3-25
4-3-22. Option Approach	4-3-26
4-3-23. Use of Aircraft Lights	4-3-27
4-3-24. Flight Inspection/'Flight Check' Aircraft in Terminal Areas	4-3-27
4-3-25. Hand Signals	4-3-28
4-3-26. Operations at Uncontrolled Airports With Automated Surface Observing System (ASOS)/Automated Weather Sensor System(AWSS)/Automated Weather Observing System (AWOS)	4-3-32

Section 4. ATC Clearances and Aircraft Separation

Paragraph	Page
4-4-1. Clearance	4-4-1
4-4-2. Clearance Prefix	4-4-1
4-4-3. Clearance Items	4-4-1
4-4-4. Amended Clearances	4-4-2
4-4-5. Coded Departure Route (CDR)	4-4-3
4-4-6. Special VFR Clearances	4-4-3
4-4-7. Pilot Responsibility upon Clearance Issuance	4-4-4
4-4-8. IFR Clearance VFR-on-top	4-4-4
4-4-9. VFR/IFR Flights	4-4-5
4-4-10. Adherence to Clearance	4-4-5
4-4-11. IFR Separation Standards	4-4-7
4-4-12. Speed Adjustments	4-4-7
4-4-13. Runway Separation	4-4-10
4-4-14. Visual Separation	4-4-10
4-4-15. Use of Visual Clearing Procedures	4-4-11
4-4-16. Traffic Alert and Collision Avoidance System (TCAS I & II)	4-4-11
4-4-17. Traffic Information Service (TIS)	4-4-12

Section 5. Surveillance Systems

4-5-1. Radar	4-5-1
4-5-2. Air Traffic Control Radar Beacon System (ATCRBS)	4-5-2
4-5-3. Surveillance Radar	4-5-7
4-5-4. Precision Approach Radar (PAR)	4-5-7
4-5-5. Airport Surface Detection Equipment (ASDE-X)/Airport Surface Surveillance Capability (ASSC)	4-5-7
4-5-6. Traffic Information Service (TIS)	4-5-8
4-5-7. Automatic Dependent Surveillance-Broadcast (ADS-B) Services	4-5-14
4-5-8. Traffic Information Service- Broadcast (TIS-B)	4-5-18
4-5-9. Flight Information Service- Broadcast (FIS-B)	4-5-19
4-5-10. Automatic Dependent Surveillance-Rebroadcast (ADS-R)	4-5-21

Section 6. Operational Policy/Procedures for Reduced Vertical Separation Minimum (RVSM) in the Domestic U.S., Alaska, Offshore Airspace and the San Juan FIR

4-6-1. Applicability and RVSM Mandate (Date/Time and Area)	4-6-1
4-6-2. Flight Level Orientation Scheme	4-6-1
4-6-3. Aircraft and Operator Approval Policy/Procedures, RVSM Monitoring and Databases for Aircraft and Operator Approval	4-6-2
4-6-4. Flight Planning into RVSM Airspace	4-6-2
4-6-5. Pilot RVSM Operating Practices and Procedures	4-6-3
4-6-6. Guidance on Severe Turbulence and Mountain Wave Activity (MWA)	4-6-3
4-6-7. Guidance on Wake Turbulence	4-6-5
4-6-8. Pilot/Controller Phraseology	4-6-5
4-6-9. Contingency Actions: Weather Encounters and Aircraft System Failures that Occur After Entry into RVSM Airspace	4-6-7
4-6-10. Procedures for Accommodation of Non-RVSM Aircraft	4-6-9
4-6-11. Non-RVSM Aircraft Requesting Climb to and Descent from Flight Levels Above RVSM Airspace Without Intermediate Level Off	4-6-10

Section 7. Operational Policy/Procedures for the Gulf of Mexico 50 NM Lateral Separation Initiative

Paragraph	Page
4-7-1. Introduction and General Policies	4-7-1
4-7-2. Accommodating Non-RNP 10 Aircraft	4-7-1
4-7-3. Obtaining RNP 10 or RNP 4 Operational Authorization	4-7-1
4-7-4. Authority for Operations with a Single Long-Range Navigation System	4-7-2
4-7-5. Flight Plan Requirements	4-7-2
4-7-6. Contingency Procedures	4-7-2

Chapter 5. Air Traffic Procedures

Section 1. Preflight

5-1-1. Preflight Preparation	5-1-1
5-1-2. Follow IFR Procedures Even When Operating VFR	5-1-2
5-1-3. Notice to Airmen (NOTAM) System	5-1-2
5-1-4. Flight Plan – VFR Flights	5-1-7
5-1-5. Operational Information System (OIS)	5-1-10
5-1-6. Flight Plan– Defense VFR (DVFR) Flights	5-1-10
5-1-7. Composite Flight Plan (VFR/IFR Flights)	5-1-11
5-1-8. Flight Plan (FAA Form 7233-1)– Domestic IFR Flights	5-1-11
5-1-9. International Flight Plan (FAA Form 7233-4)– IFR Flights (For Domestic or International Flights)	5-1-17
5-1-10. IFR Operations to High Altitude Destinations	5-1-27
5-1-11. Flights Outside the U.S. and U.S. Territories	5-1-28
5-1-12. Change in Flight Plan	5-1-30
5-1-13. Change in Proposed Departure Time	5-1-30
5-1-14. Closing VFR/DVFR Flight Plans	5-1-30
5-1-15. Canceling IFR Flight Plan	5-1-30
5-1-16. RNAV and RNP Operations	5-1-31
5-1-17. Cold Temperature Operations	5-1-32

Section 2. Departure Procedures

5-2-1. Pre-taxi Clearance Procedures	5-2-1
5-2-2. Automated Pre-Departure Clearance Procedures	5-2-1
5-2-3. IFR Clearances Off Uncontrolled Airports	5-2-2
5-2-4. Taxi Clearance	5-2-2
5-2-5. Line Up and Wait (LUAW)	5-2-2
5-2-6. Abbreviated IFR Departure Clearance (Cleared. .as Filed) Procedures	5-2-3
5-2-7. Departure Restrictions, Clearance Void Times, Hold for Release, and Release Times	5-2-4
5-2-8. Departure Control	5-2-5
5-2-9. Instrument Departure Procedures (DP) – Obstacle Departure Procedures (ODP), Standard Instrument Departures (SID), and Diverse Vector Areas (DVA)	5-2-6

Section 3. En Route Procedures

5-3-1. ARTCC Communications	5-3-1
5-3-2. Position Reporting	5-3-13
5-3-3. Additional Reports	5-3-14
5-3-4. Airways and Route Systems	5-3-15

Paragraph	Page
5-3-5. Airway or Route Course Changes	5-3-17
5-3-6. Changeover Points (COPs)	5-3-18
5-3-7. Minimum Turning Altitude (MTA)	5-3-18
5-3-8. Holding	5-3-19

Section 4. Arrival Procedures

5-4-1. Standard Terminal Arrival (STAR) Procedures	5-4-1
5-4-2. Local Flow Traffic Management Program	5-4-3
5-4-3. Approach Control	5-4-3
5-4-4. Advance Information on Instrument Approach	5-4-4
5-4-5. Instrument Approach Procedure (IAP) Charts	5-4-5
5-4-6. Approach Clearance	5-4-25
5-4-7. Instrument Approach Procedures	5-4-27
5-4-8. Special Instrument Approach Procedures	5-4-28
5-4-9. Procedure Turn and Hold-in-lieu of Procedure Turn	5-4-29
5-4-10. Timed Approaches from a Holding Fix	5-4-32
5-4-11. Radar Approaches	5-4-35
5-4-12. Radar Monitoring of Instrument Approaches	5-4-36
5-4-13. Simultaneous Approaches to Parallel Runways	5-4-37
5-4-14. Simultaneous Dependent Approaches	5-4-39
5-4-15. Simultaneous Independent ILS/RNAV/GLS Approaches	5-4-41
5-4-16. Simultaneous Close Parallel PRM Approaches and Simultaneous Offset Instrument Approaches (SOIA)	5-4-43
5-4-17. Simultaneous Converging Instrument Approaches	5-4-50
5-4-18. RNP AR Instrument Approach Procedures	5-4-50
5-4-19. Side-step Maneuver	5-4-52
5-4-20. Approach and Landing Minimums	5-4-52
5-4-21. Missed Approach	5-4-56
5-4-22. Use of Enhanced Flight Vision Systems (EFVS) on Instrument Approaches ..	5-4-58
5-4-23. Visual Approach	5-4-61
5-4-24. Charted Visual Flight Procedure (CVFP)	5-4-62
5-4-25. Contact Approach	5-4-62
5-4-26. Landing Priority	5-4-63
5-4-27. Overhead Approach Maneuver	5-4-63

Section 5. Pilot/Controller Roles and Responsibilities

5-5-1. General	5-5-1
5-5-2. Air Traffic Clearance	5-5-1
5-5-3. Contact Approach	5-5-2
5-5-4. Instrument Approach	5-5-2
5-5-5. Missed Approach	5-5-3
5-5-6. Radar Vectors	5-5-3
5-5-7. Safety Alert	5-5-3
5-5-8. See and Avoid	5-5-4
5-5-9. Speed Adjustments	5-5-4
5-5-10. Traffic Advisories (Traffic Information)	5-5-5
5-5-11. Visual Approach	5-5-5
5-5-12. Visual Separation	5-5-6
5-5-13. VFR-on-top	5-5-6
5-5-14. Instrument Departures	5-5-7

Paragraph	Page
5-5-15. Minimum Fuel Advisory	5-5-7
5-5-16. RNAV and RNP Operations	5-5-7

Section 6. National Security and Interception Procedures

5-6-1. National Security	5-6-1
5-6-2. National Security Requirements	5-6-1
5-6-3. Definitions	5-6-1
5-6-4. ADIZ Requirements	5-6-2
5-6-5. Civil Aircraft Operations To or From U.S. Territorial Airspace	5-6-3
5-6-6. Civil Aircraft Operations Within U.S. Territorial Airspace	5-6-4
5-6-7. Civil Aircraft Operations Transiting U.S. Territorial Airspace	5-6-5
5-6-8. Foreign State Aircraft Operations	5-6-6
5-6-9. FAA/TSA Airspace Waivers	5-6-7
5-6-10. TSA Aviation Security Programs	5-6-7
5-6-11. FAA Flight Routing Authorizations	5-6-7
5-6-12. Emergency Security Control of Air Traffic (ESCAT)	5-6-7
5-6-13. Interception Procedures	5-6-8
5-6-14. Law Enforcement Operations by Civil and Military Organizations	5-6-10
5-6-15. Interception Signals	5-6-11
5-6-16. ADIZ Boundaries and Designated Mountainous Areas	5-6-13
5-6-17. Visual Warning System (VWS)	5-6-14

Chapter 6. Emergency Procedures

Section 1. General

6-1-1. Pilot Responsibility and Authority	6-1-1
6-1-2. Emergency Condition- Request Assistance Immediately	6-1-1

Section 2. Emergency Services Available to Pilots

6-2-1. Radar Service for VFR Aircraft in Difficulty	6-2-1
6-2-2. Transponder Emergency Operation	6-2-1
6-2-3. Intercept and Escort	6-2-1
6-2-4. Emergency Locator Transmitter (ELT)	6-2-2
6-2-5. FAA K-9 Explosives Detection Team Program	6-2-3
6-2-6. Search and Rescue	6-2-4

Section 3. Distress and Urgency Procedures

6-3-1. Distress and Urgency Communications	6-3-1
6-3-2. Obtaining Emergency Assistance	6-3-1
6-3-3. Ditching Procedures	6-3-3
6-3-4. Special Emergency (Air Piracy)	6-3-6
6-3-5. Fuel Dumping	6-3-7

Section 4. Two-way Radio Communications Failure

6-4-1. Two-way Radio Communications Failure	6-4-1
6-4-2. Transponder Operation During Two-way Communications Failure	6-4-2
6-4-3. Reestablishing Radio Contact	6-4-2

Section 5. Aircraft Rescue and Fire Fighting Communications

Paragraph	Page
6-5-1. Discrete Emergency Frequency	6-5-1
6-5-2. Radio Call Signs	6-5-1
6-5-3. ARFF Emergency Hand Signals	6-5-1

Chapter 7. Safety of Flight

Section 1. Meteorology

7-1-1. National Weather Service Aviation Weather Service Program	7-1-1
7-1-2. FAA Weather Services	7-1-2
7-1-3. Use of Aviation Weather Products	7-1-2
7-1-4. Graphical Forecasts for Aviation (GFA)	7-1-5
7-1-5. Preflight Briefing	7-1-7
7-1-6. Inflight Aviation Weather Advisories	7-1-9
7-1-7. Categorical Outlooks	7-1-16
7-1-8. Telephone Information Briefing Service (TIBS)	7-1-17
7-1-9. Transcribed Weather Broadcast (TWEB) (Alaska Only)	7-1-17
7-1-10. Inflight Weather Broadcasts	7-1-17
7-1-11. Flight Information Services (FIS)	7-1-20
7-1-12. Weather Observing Programs	7-1-24
7-1-13. Weather Radar Services	7-1-32
7-1-14. ATC Inflight Weather Avoidance Assistance	7-1-36
7-1-15. Runway Visual Range (RVR)	7-1-38
7-1-16. Reporting of Cloud Heights	7-1-40
7-1-17. Reporting Prevailing Visibility	7-1-40
7-1-18. Estimating Intensity of Rain and Ice Pellets	7-1-40
7-1-19. Estimating Intensity of Snow or Drizzle (Based on Visibility)	7-1-41
7-1-20. Pilot Weather Reports (PIREPs)	7-1-41
7-1-21. PIREPs Relating to Airframe Icing	7-1-42
7-1-22. Definitions of Inflight Icing Terms	7-1-43
7-1-23. PIREPs Relating to Turbulence	7-1-45
7-1-24. Wind Shear PIREPs	7-1-46
7-1-25. Clear Air Turbulence (CAT) PIREPs	7-1-46
7-1-26. Microbursts	7-1-46
7-1-27. PIREPs Relating to Volcanic Ash Activity	7-1-57
7-1-28. Thunderstorms	7-1-57
7-1-29. Thunderstorm Flying	7-1-58
7-1-30. Key to Aerodrome Forecast (TAF) and Aviation Routine Weather Report (METAR)	7-1-60
7-1-31. International Civil Aviation Organization (ICAO) Weather Formats	7-1-62

Section 2. Altimeter Setting Procedures

7-2-1. General	7-2-1
7-2-2. Procedures	7-2-1
7-2-3. Altimeter Errors	7-2-3
7-2-4. High Barometric Pressure	7-2-4
7-2-5. Low Barometric Pressure	7-2-4

Section 3. Wake Turbulence

Paragraph	Page
7-3-1. General	7-3-1
7-3-2. Vortex Generation	7-3-1
7-3-3. Vortex Strength	7-3-1
7-3-4. Vortex Behavior	7-3-2
7-3-5. Operations Problem Areas	7-3-5
7-3-6. Vortex Avoidance Procedures	7-3-5
7-3-7. Helicopters	7-3-6
7-3-8. Pilot Responsibility	7-3-6
7-3-9. Air Traffic Wake Turbulence Separations	7-3-7

Section 4. Bird Hazards and Flight Over National Refuges, Parks, and Forests

7-4-1. Migratory Bird Activity	7-4-1
7-4-2. Reducing Bird Strike Risks	7-4-1
7-4-3. Reporting Bird Strikes	7-4-1
7-4-4. Reporting Bird and Other Wildlife Activities	7-4-1
7-4-5. Pilot Advisories on Bird and Other Wildlife Hazards	7-4-2
7-4-6. Flights Over Charted U.S. Wildlife Refuges, Parks, and Forest Service Areas ..	7-4-2

Section 5. Potential Flight Hazards

7-5-1. Accident Cause Factors	7-5-1
7-5-2. VFR in Congested Areas	7-5-1
7-5-3. Obstructions To Flight	7-5-1
7-5-4. Avoid Flight Beneath Unmanned Balloons	7-5-2
7-5-5. Unmanned Aircraft Systems	7-5-2
7-5-6. Mountain Flying	7-5-3
7-5-7. Use of Runway Half-way Signs at Unimproved Airports	7-5-5
7-5-8. Seaplane Safety	7-5-6
7-5-9. Flight Operations in Volcanic Ash	7-5-7
7-5-10. Emergency Airborne Inspection of Other Aircraft	7-5-8
7-5-11. Precipitation Static	7-5-9
7-5-12. Light Amplification by Stimulated Emission of Radiation (Laser) Operations and Reporting Illumination of Aircraft	7-5-10
7-5-13. Flying in Flat Light, Brown Out Conditions, and White Out Conditions	7-5-11
7-5-14. Operations in Ground Icing Conditions	7-5-13
7-5-15. Avoid Flight in the Vicinity of Exhaust Plumes (Smoke Stacks and Cooling Towers)	7-5-14

Section 6. Safety, Accident, and Hazard Reports

7-6-1. Aviation Safety Reporting Program	7-6-1
7-6-2. Aircraft Accident and Incident Reporting	7-6-1
7-6-3. Near Midair Collision Reporting	7-6-2
7-6-4. Unidentified Flying Object (UFO) Reports	7-6-3
7-6-5. Safety Alerts For Operators (SAFO) and Information For Operators (InFO) .	7-6-3

Chapter 8. Medical Facts for Pilots

Section 1. Fitness for Flight

Paragraph	Page
8-1-1. Fitness For Flight	8-1-1
8-1-2. Effects of Altitude	8-1-3
8-1-3. Hyperventilation in Flight	8-1-5
8-1-4. Carbon Monoxide Poisoning in Flight	8-1-5
8-1-5. Illusions in Flight	8-1-5
8-1-6. Vision in Flight	8-1-6
8-1-7. Aerobatic Flight	8-1-8
8-1-8. Judgment Aspects of Collision Avoidance	8-1-8

Chapter 9. Aeronautical Charts and Related Publications

Section 1. Types of Charts Available

9-1-1. General	9-1-1
9-1-2. Obtaining Aeronautical Charts	9-1-1
9-1-3. Selected Charts and Products Available	9-1-1
9-1-4. General Description of Each Chart Series	9-1-1
9-1-5. Where and How to Get Charts of Foreign Areas	9-1-13

Chapter 10. Helicopter Operations

Section 1. Helicopter IFR Operations

10-1-1. Helicopter Flight Control Systems	10-1-1
10-1-2. Helicopter Instrument Approaches	10-1-3
10-1-3. Helicopter Approach Procedures to VFR Heliports	10-1-5
10-1-4. The Gulf of Mexico Grid System	10-1-6

Section 2. Special Operations

10-2-1. Offshore Helicopter Operations	10-2-1
10-2-2. Helicopter Night VFR Operations	10-2-7
10-2-3. Landing Zone Safety	10-2-10
10-2-4. Emergency Medical Service (EMS) Multiple Helicopter Operations	10-2-16

Appendices

Appendix 1. Bird/Other Wildlife Strike Report	Appendix 1-1
Appendix 2. Volcanic Activity Reporting Form (VAR)	Appendix 2-1
Appendix 3. Abbreviations/Acronyms	Appendix 3-1
PILOT/CONTROLLER GLOSSARY	PCG-1
INDEX	I-1

Section 4. Special Use Airspace

3-4-1. General

a. Special use airspace (SUA) consists of that airspace wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both. SUA areas are depicted on aeronautical charts, except for controlled firing areas (CFA), temporary military operations areas (MOA), and temporary restricted areas.

b. Prohibited and restricted areas are regulatory special use airspace and are established in 14 CFR Part 73 through the rulemaking process.

c. Warning areas, MOAs, alert areas, CFAs, and national security areas (NSA) are nonregulatory special use airspace.

d. Special use airspace descriptions (except CFAs) are contained in FAA Order JO 7400.8, Special Use Airspace.

e. Permanent SUA (except CFAs) is charted on Sectional Aeronautical, VFR Terminal Area, and applicable En Route charts, and include the hours of operation, altitudes, and the controlling agency.

NOTE-

For temporary restricted areas and temporary MOAs, pilots should review the Notices to Airman Publication (NTAP), the FAA SUA website, and/or contact the appropriate overlying ATC facility to determine the effect of non-depicted SUA areas along their routes of flight.

3-4-2. Prohibited Areas

Prohibited areas contain airspace of defined dimensions identified by an area on the surface of the earth within which the flight of aircraft is prohibited. Such areas are established for security or other reasons associated with the national welfare. These areas are published in the Federal Register and are depicted on aeronautical charts.

3-4-3. Restricted Areas

a. Restricted areas contain airspace identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Activities within these areas must be confined because of their nature or

limitations imposed upon aircraft operations that are not a part of those activities or both. Restricted areas denote the existence of unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery, or guided missiles. Penetration of restricted areas without authorization from the using or controlling agency may be extremely hazardous to the aircraft and its occupants. Restricted areas are published in the Federal Register and constitute 14 CFR Part 73.

b. ATC facilities apply the following procedures when aircraft are operating on an IFR clearance (including those cleared by ATC to maintain VFR-on-top) via a route which lies within joint-use restricted airspace.

1. If the restricted area is not active and has been released to the controlling agency (FAA), the ATC facility will allow the aircraft to operate in the restricted airspace without issuing specific clearance for it to do so.

2. If the restricted area is active and has not been released to the controlling agency (FAA), the ATC facility will issue a clearance which will ensure the aircraft avoids the restricted airspace unless it is on an approved altitude reservation mission or has obtained its own permission to operate in the airspace and so informs the controlling facility.

NOTE-

The above apply only to joint-use restricted airspace and not to prohibited and nonjoint-use airspace. For the latter categories, the ATC facility will issue a clearance so the aircraft will avoid the restricted airspace unless it is on an approved altitude reservation mission or has obtained its own permission to operate in the airspace and so informs the controlling facility.

c. Permanent restricted areas are charted on Sectional Aeronautical, VFR Terminal Area, and the appropriate En Route charts.

NOTE-

Temporary restricted areas are not charted.

3-4-4. Warning Areas

A warning area is airspace of defined dimensions, extending from three nautical miles outward from the coast of the U.S., that contains activity that may be hazardous to nonparticipating aircraft. The purpose

of such warning areas is to warn nonparticipating pilots of the potential danger. A warning area may be located over domestic or international waters or both.

3-4-5. Military Operations Areas

a. MOAs consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic. Whenever a MOA is being used, nonparticipating IFR traffic may be cleared through a MOA if IFR separation can be provided by ATC. Otherwise, ATC will reroute or restrict nonparticipating IFR traffic.

b. Examples of activities conducted in MOAs include, but are not limited to: air combat tactics, air intercepts, aerobatics, formation training, and low-altitude tactics. Military pilots flying in an active MOA are exempted from the provisions of 14 CFR Section 91.303(c) and (d) which prohibits aerobatic flight within Class D and Class E surface areas, and within Federal airways. Additionally, the Department of Defense has been issued an authorization to operate aircraft at indicated airspeeds in excess of 250 knots below 10,000 feet MSL within active MOAs.

c. Pilots operating under VFR should exercise extreme caution while flying within a MOA when military activity is being conducted. The activity status (active/inactive) of MOAs may change frequently. Therefore, pilots should contact any FSS within 100 miles of the area to obtain accurate real-time information concerning the MOA hours of operation. Prior to entering an active MOA, pilots should contact the controlling agency for traffic advisories.

d. Permanent MOAs are charted on Sectional Aeronautical, VFR Terminal Area, and the appropriate En Route Low Altitude charts.

NOTE-

Temporary MOAs are not charted.

3-4-6. Alert Areas

Alert areas are depicted on aeronautical charts to inform nonparticipating pilots of areas that may

contain a high volume of pilot training or an unusual type of aerial activity. Pilots should be particularly alert when flying in these areas. All activity within an alert area must be conducted in accordance with CFRs, without waiver, and pilots of participating aircraft as well as pilots transiting the area must be equally responsible for collision avoidance.

3-4-7. Controlled Firing Areas

CFAs contain activities which, if not conducted in a controlled environment, could be hazardous to nonparticipating aircraft. The distinguishing feature of the CFA, as compared to other special use airspace, is that its activities are suspended immediately when spotter aircraft, radar, or ground lookout positions indicate an aircraft might be approaching the area. There is no need to chart CFAs since they do not cause a nonparticipating aircraft to change its flight path.

3-4-8. National Security Areas

NSAs consist of airspace of defined vertical and lateral dimensions established at locations where there is a requirement for increased security and safety of ground facilities. Pilots are requested to voluntarily avoid flying through the depicted NSA. When it is necessary to provide a greater level of security and safety, flight in NSAs may be temporarily prohibited by regulation under the provisions of 14 CFR Section 99.7. Regulatory prohibitions will be issued by System Operations Security and disseminated via NOTAM. Inquiries about NSAs should be directed to System Operations Security.

REFERENCE-

AIM, Para 5-6-1, National Security

3-4-9. Obtaining Special Use Airspace Status

a. Pilots can request the status of SUA by contacting the using or controlling agency. The frequency for the controlling agency is tabulated in the margins of the applicable IFR and VFR charts.

Chapter 4. Air Traffic Control

Section 1. Services Available to Pilots

4-1-1. Air Route Traffic Control Centers

Centers are established primarily to provide air traffic service to aircraft operating on IFR flight plans within controlled airspace, and principally during the en route phase of flight.

4-1-2. Control Towers

Towers have been established to provide for a safe, orderly and expeditious flow of traffic on and in the vicinity of an airport. When the responsibility has been so delegated, towers also provide for the separation of IFR aircraft in the terminal areas.

REFERENCE-

AIM, Paragraph 5-4-3, Approach Control

4-1-3. Flight Service Stations

Flight Service Stations (FSSs) are air traffic facilities which provide pilot briefings, flight plan processing, en route flight advisories, search and rescue services, and assistance to lost aircraft and aircraft in emergency situations. FSSs also relay ATC clearances, process Notices to Airmen, broadcast aviation weather and aeronautical information, and advise Customs and Border Protection of transborder flights. In Alaska, designated FSSs also provide TWEB recordings, take weather observations, and provide Airport Advisory Services (AAS).

4-1-4. Recording and Monitoring

a. Calls to air traffic control (ATC) facilities (ARTCCs, Towers, FSSs, Central Flow, and Operations Centers) over radio and ATC operational telephone lines (lines used for operational purposes such as controller instructions, briefings, opening and closing flight plans, issuance of IFR clearances and amendments, counter hijacking activities, etc.) may be monitored and recorded for operational uses such as accident investigations, accident prevention, search and rescue purposes, specialist training and evaluation, and technical evaluation and repair of control and communications systems.

b. Where the public access telephone is recorded, a beeper tone is not required. In place of the “beep” tone the FCC has substituted a mandatory requirement that persons to be recorded be given notice they are to be recorded and give consent. Notice is given by this entry, consent to record is assumed by the individual placing a call to the operational facility.

4-1-5. Communications Release of IFR Aircraft Landing at an Airport Without an Operating Control Tower

Aircraft operating on an IFR flight plan, landing at an airport without an operating control tower will be advised to change to the airport advisory frequency when direct communications with ATC are no longer required. Towers and centers do not have nontower airport traffic and runway in use information. The instrument approach may not be aligned with the runway in use; therefore, if the information has not already been obtained, pilots should make an expeditious change to the airport advisory frequency when authorized.

REFERENCE-

AIM, Paragraph 5-4-4, Advance Information on Instrument Approach

4-1-6. Pilot Visits to Air Traffic Facilities

Pilots are encouraged to participate in local pilot/air traffic control outreach activities. However, due to security and workload concerns, requests for air traffic facility visits may not always be approved. Therefore, visit requests should be submitted through the air traffic facility as early as possible. Pilots should contact the facility and advise them of the number of persons in the group, the time and date of the proposed visit, and the primary interest of the group. The air traffic facility will provide further instructions if a request can be approved.

REFERENCE-

FAA Order 1600.69, FAA Facility Security Management Program

4-1-7. Operation Rain Check

Operation Rain Check is a program designed and managed by local air traffic control facility

management. Its purpose is to familiarize pilots and aspiring pilots with the ATC system, its functions, responsibilities and benefits.

REFERENCE-

FAA Order JO 7210.3, Paragraph 4-2-2, Pilot Education
FAA Order 1600.69, FAA Facility Security Management Program

4-1-8. Approach Control Service for VFR Arriving Aircraft

a. Numerous approach control facilities have established programs for arriving VFR aircraft to contact approach control for landing information. This information includes: wind, runway, and altimeter setting at the airport of intended landing. This information may be omitted if contained in the Automatic Terminal Information Service (ATIS) broadcast and the pilot states the appropriate ATIS code.

NOTE-

Pilot use of “have numbers” does not indicate receipt of the ATIS broadcast. In addition, the controller will provide traffic advisories on a workload permitting basis.

b. Such information will be furnished upon initial contact with concerned approach control facility. The pilot will be requested to change to the tower frequency at a predetermined time or point, to receive further landing information.

c. Where available, use of this procedure will not hinder the operation of VFR flights by requiring excessive spacing between aircraft or devious routing.

d. Compliance with this procedure is not mandatory but pilot participation is encouraged.

REFERENCE-

AIM, Paragraph 4-1-18, Terminal Radar Services for VFR Aircraft

NOTE-

Approach control services for VFR aircraft are normally dependent on ATC radar. These services are not available during periods of a radar outage. Approach control services for VFR aircraft are limited when CENRAP is in use.

4-1-9. Traffic Advisory Practices at Airports Without Operating Control Towers

(See TBL 4-1-1.)

a. Airport Operations Without Operating Control Tower

1. There is no substitute for alertness while in the vicinity of an airport. It is essential that pilots be

alert and look for other traffic and exchange traffic information when approaching or departing an airport without an operating control tower. This is of particular importance since other aircraft may not have communication capability or, in some cases, pilots may not communicate their presence or intentions when operating into or out of such airports. To achieve the greatest degree of safety, it is essential that:

(a) All radio-equipped aircraft transmit/receive on a common frequency identified for the purpose of airport advisories; and

(b) Pilots use the correct airport name, as identified in appropriate aeronautical publications, to reduce the risk of confusion when communicating their position, intentions, and/or exchanging traffic information.

2. An airport may have a full or part-time tower or FSS located on the airport, a full or part-time UNICOM station or no aeronautical station at all. There are three ways for pilots to communicate their intention and obtain airport/traffic information when operating at an airport that does not have an operating tower: by communicating with an FSS, a UNICOM operator, or by making a self-announce broadcast.

NOTE-

FSS airport advisories are available only in Alaska.

3. Many airports are now providing completely automated weather, radio check capability and airport advisory information on an automated UNICOM system. These systems offer a variety of features, typically selectable by microphone clicks, on the UNICOM frequency. Availability of the automated UNICOM will be published in the Chart Supplement U.S. and approach charts.

b. Communicating on a Common Frequency

1. The key to communicating at an airport without an operating control tower is selection of the correct common frequency. The acronym CTAF which stands for Common Traffic Advisory Frequency, is synonymous with this program. A CTAF is a frequency designated for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower. The CTAF may be a UNICOM, MULTICOM, FSS, or tower frequency and is identified in appropriate aeronautical publications.

NOTE-

FSS frequencies are available only in Alaska.

numbers” in communications with the FSS. Use of this phrase means that the pilot has received wind, runway, and altimeter information ONLY and the Alaska FSS does not have to repeat this information. It does not indicate receipt of the AFIS broadcast and should never be used for this purpose.

4-1-15. Radar Traffic Information Service

This is a service provided by radar ATC facilities. Pilots receiving this service are advised of any radar target observed on the radar display which may be in such proximity to the position of their aircraft or its intended route of flight that it warrants their attention. This service is not intended to relieve the pilot of the responsibility for continual vigilance to see and avoid other aircraft.

a. Purpose of the Service

1. The issuance of traffic information as observed on a radar display is based on the principle of assisting and advising a pilot that a particular radar target’s position and track indicates it may intersect or pass in such proximity to that pilot’s intended flight path that it warrants attention. This is to alert the pilot to the traffic, to be on the lookout for it, and thereby be in a better position to take appropriate action should the need arise.

2. Pilots are reminded that the surveillance radar used by ATC does not provide altitude information unless the aircraft is equipped with Mode C and the radar facility is capable of displaying altitude information.

b. Provisions of the Service

1. Many factors, such as limitations of the radar, volume of traffic, controller workload and communications frequency congestion, could prevent the controller from providing this service. Controllers possess complete discretion for determining whether they are able to provide or continue to provide this service in a specific case. The controller’s reason against providing or continuing to provide the service in a particular case is not subject to question nor need it be communicated to the pilot. In other words, the provision of this service is entirely dependent upon whether controllers believe they are in a position to provide it. Traffic information is routinely provided to all aircraft operating on IFR flight plans except when the pilot declines the service, or the pilot is operating within Class A airspace. Traffic informa-

tion may be provided to flights not operating on IFR flight plans when requested by pilots of such flights.

NOTE-

Radar ATC facilities normally display and monitor both primary and secondary radar when it is available, except that secondary radar may be used as the sole display source in Class A airspace, and under some circumstances outside of Class A airspace (beyond primary coverage and in en route areas where only secondary is available). Secondary radar may also be used outside Class A airspace as the sole display source when the primary radar is temporarily unusable or out of service. Pilots in contact with the affected ATC facility are normally advised when a temporary outage occurs; i.e., “primary radar out of service; traffic advisories available on transponder aircraft only.” This means simply that only the aircraft which have transponders installed and in use will be depicted on ATC radar indicators when the primary radar is temporarily out of service.

2. When receiving VFR radar advisory service, pilots should monitor the assigned frequency at all times. This is to preclude controllers’ concern for radio failure or emergency assistance to aircraft under the controller’s jurisdiction. VFR radar advisory service does not include vectors away from conflicting traffic unless requested by the pilot. When advisory service is no longer desired, advise the controller before changing frequencies and then change your transponder code to 1200, if applicable. Pilots should also inform the controller when changing VFR cruising altitude. Except in programs where radar service is automatically terminated, the controller will advise the aircraft when radar is terminated.

NOTE-

Participation by VFR pilots in formal programs implemented at certain terminal locations constitutes pilot request. This also applies to participating pilots at those locations where arriving VFR flights are encouraged to make their first contact with the tower on the approach control frequency.

c. Issuance of Traffic Information. Traffic information will include the following concerning a target which may constitute traffic for an aircraft that is:

1. Radar identified

(a) Azimuth from the aircraft in terms of the 12 hour clock, or

(b) When rapidly maneuvering civil test or military aircraft prevent accurate issuance of traffic as in (a) above, specify the direction from an aircraft’s

position in terms of the eight cardinal compass points (N, NE, E, SE, S, SW, W, NW). This method must be terminated at the pilot's request.

- (c) Distance from the aircraft in nautical miles;
- (d) Direction in which the target is proceeding; and
- (e) Type of aircraft and altitude if known.

EXAMPLE-

Traffic 10 o'clock, 3 miles, west-bound (type aircraft and altitude, if known, of the observed traffic). The altitude may be known, by means of Mode C, but not verified with the pilot for accuracy. (To be valid for separation purposes by ATC, the accuracy of Mode C readouts must be verified. This is usually accomplished upon initial entry into the radar system by a comparison of the readout to pilot stated altitude, or the field elevation in the case of continuous readout being received from an aircraft on the airport.) When necessary to issue traffic advisories containing unverified altitude information, the controller will issue the indicated altitude of the aircraft. The pilot may upon receipt of traffic information, request a vector (heading) to avoid such traffic. The vector will be provided to the extent possible as determined by the controller provided the aircraft to be vectored is within the airspace under the jurisdiction of the controller.

2. Not radar identified

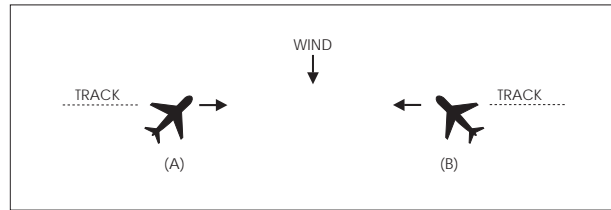
- (a) Distance and direction with respect to a fix;
- (b) Direction in which the target is proceeding; and
- (c) Type of aircraft and altitude if known.

EXAMPLE-

Traffic 8 miles south of the airport northeastbound, (type aircraft and altitude if known).

d. The examples depicted in the following figures point out the possible error in the position of this traffic when it is necessary for a pilot to apply drift correction to maintain this track. This error could also occur in the event a change in course is made at the time radar traffic information is issued.

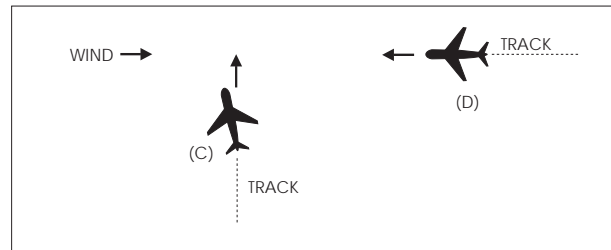
FIG 4-1-1
Induced Error in Position of Traffic



EXAMPLE-

In FIG 4-1-1 traffic information would be issued to the pilot of aircraft "A" as 12 o'clock. The actual position of the traffic as seen by the pilot of aircraft "A" would be 2 o'clock. Traffic information issued to aircraft "B" would also be given as 12 o'clock, but in this case, the pilot of "B" would see the traffic at 10 o'clock.

FIG 4-1-2
Induced Error in Position of Traffic



EXAMPLE-

In FIG 4-1-2 traffic information would be issued to the pilot of aircraft "C" as 2 o'clock. The actual position of the traffic as seen by the pilot of aircraft "C" would be 3 o'clock. Traffic information issued to aircraft "D" would be at an 11 o'clock position. Since it is not necessary for the pilot of aircraft "D" to apply wind correction (crab) to remain on track, the actual position of the traffic issued would be correct. Since the radar controller can only observe aircraft track (course) on the radar display, traffic advisories are issued accordingly, and pilots should give due consideration to this fact when looking for reported traffic.

4-1-16. Safety Alert

A safety alert will be issued to pilots of aircraft being controlled by ATC if the controller is aware the aircraft is at an altitude which, in the controller's judgment, places the aircraft in unsafe proximity to terrain, obstructions or other aircraft. The provision of this service is contingent upon the capability of the controller to have an awareness of a situation involving unsafe proximity to terrain, obstructions and uncontrolled aircraft. The issuance of a safety alert cannot be mandated, but it can be expected on a

airspeed requires or for practice power-off landings (autorotation) and if local policy permits. Landings not to the runway must avoid the flow of fixed wing traffic.

b. A pilot may vary the size of the traffic pattern depending on the aircraft's performance characteristics. Pilots of en route aircraft should be constantly alert for aircraft in traffic patterns and avoid these areas whenever possible.

c. Unless otherwise indicated, all turns in the traffic pattern must be made to the left, except for helicopters, as applicable.

d. On Sectional, Aeronautical, and VFR Terminal Area Charts, right traffic patterns are indicated at public-use and joint-use airports with the abbreviation "RP" (for Right Pattern), followed by the appropriate runway number(s) at the bottom of the airport data block.

EXAMPLE-

RP 9, 18, 22R

NOTE-

1. *Pilots are encouraged to use the standard traffic pattern. However, those pilots who choose to execute a straight-in approach, maneuvering for and execution of the approach should not disrupt the flow of arriving and departing traffic. Likewise, pilots operating in the traffic pattern should be alert at all times for aircraft executing straight-in approaches.*

REFERENCE-

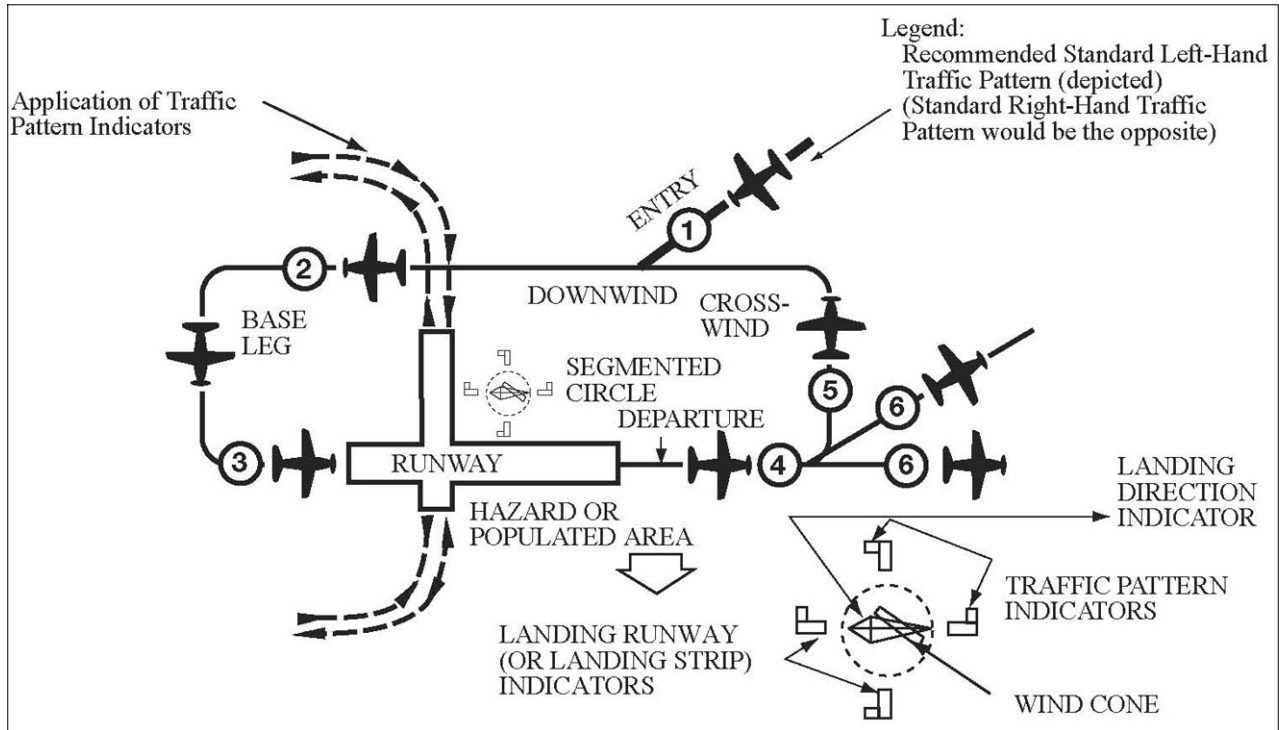
AC 90-66B, Non-Towered Airport Flight Operations ■

2. *RP* indicates special conditions exist and refers pilots to the Chart Supplement U.S.*

3. *Right traffic patterns are not shown at airports with full-time control towers.*

e. Wind conditions affect all airplanes in varying degrees. Figure 4-3-4 is an example of a chart used to determine the headwind, crosswind, and tailwind components based on wind direction and velocity relative to the runway. Pilots should refer to similar information provided by the aircraft manufacturer when determining these wind components.

FIG 4-3-2
Traffic Pattern Operations
Single Runway



EXAMPLE—
Key to traffic pattern operations

1. Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude.
2. Maintain pattern altitude until abeam approach end of the landing runway on downwind leg.
3. Complete turn to final at least 1/4 mile from the runway.
4. Continue straight ahead until beyond departure end of

runway.

5. If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude.
6. If departing the traffic pattern, continue straight out, or exit with a 45 degree turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway, after reaching pattern altitude.

Chapter 5. Air Traffic Procedures

Section 1. Preflight

5-1-1. Preflight Preparation

a. Every pilot is urged to receive a preflight briefing and to file a flight plan. This briefing should consist of the latest or most current weather, airport, and en route NAVAID information. Briefing service may be obtained from an FSS either by telephone, by radio when airborne, or by a personal visit to the station. Pilots with a current medical certificate in the 48 contiguous States may access Lockheed Martin Flight Services or the Direct User Access Terminal System (DUATS) via the internet. Lockheed Martin Flight Services and DUATS will provide preflight weather data and allow pilots to file domestic VFR or IFR flight plans.

REFERENCE-

AIM, Paragraph 7-1-2, FAA Weather Services, lists DUATS vendors.

NOTE-

Pilots filing flight plans via “fast file” who desire to have their briefing recorded, should include a statement at the end of the recording as to the source of their weather briefing.

b. The information required by the FAA to process flight plans is contained on FAA Form 7233-1, Flight Plan, or FAA Form 7233-4, International Flight Plan. The forms are available at all flight service stations. Additional copies will be provided on request.

REFERENCE-

AIM, Paragraph 5-1-4, Flight Plan- VFR Flights

AIM, Paragraph 5-1-8, Flight Plan- IFR Flights

AIM, Paragraph 5-1-9, International Flight Plan- IFR Flights

c. Consult an FSS, Lockheed Martin Flight Services, or DUATS for preflight weather briefing.

d. FSSs are required to advise of pertinent NOTAMs if a *standard* briefing is requested, but if they are overlooked, don’t hesitate to remind the specialist that you have not received NOTAM information.

NOTE-

NOTAMs which are known in sufficient time for publication and are of 7 days duration or longer are normally incorporated into the Notices to Airmen Publication and carried there until cancellation time. FDC NOTAMs, which apply to instrument flight procedures, are also included in the Notices to Airmen Publication up to

and including the number indicated in the FDC NOTAM legend. Printed NOTAMs are not provided during a briefing unless specifically requested by the pilot since the FSS specialist has no way of knowing whether the pilot has already checked the Notices to Airmen Publication prior to calling. Remember to ask for NOTAMs in the Notices to Airmen Publication. This information is not normally furnished during your briefing.

REFERENCE-

AIM, Paragraph 5-1-3, Notice to Airmen (NOTAM) System

e. Pilots are urged to use only the latest issue of aeronautical charts in planning and conducting flight operations. Aeronautical charts are revised and reissued on a regular scheduled basis to ensure that depicted data are current and reliable. In the conterminous U.S., Sectional Charts are updated every 6 months, IFR En Route Charts every 56 days, and amendments to civil IFR Approach Charts are accomplished on a 56-day cycle with a change notice volume issued on the 28-day midcycle. Charts that have been superseded by those of a more recent date may contain obsolete or incomplete flight information.

REFERENCE-

AIM, Paragraph 9-1-4, General Description of Each Chart Series

f. When requesting a preflight briefing, identify yourself as a pilot and provide the following:

1. **Type of flight planned; e.g., VFR or IFR.**
2. **Aircraft’s number or pilot’s name.**
3. **Aircraft type.**
4. **Departure Airport.**
5. **Route of flight.**
6. **Destination.**
7. **Flight altitude(s).**
8. **ETD and ETE.**

g. Prior to conducting a briefing, briefers are required to have the background information listed above so that they may tailor the briefing to the needs of the proposed flight. The objective is to communicate a “picture” of meteorological and aeronautical information necessary for the conduct of a safe and efficient flight. Briefers use all available

weather and aeronautical information to summarize data applicable to the proposed flight. They do not read weather reports and forecasts verbatim unless specifically requested by the pilot. FSS briefers do not provide FDC NOTAM information for special instrument approach procedures unless specifically asked. Pilots authorized by the FAA to use special instrument approach procedures must specifically request FDC NOTAM information for these procedures. Pilots who receive the information electronically will receive NOTAMs for special IAPs automatically.

REFERENCE–

AIM, Paragraph 7–1–5, Preflight Briefings, contains those items of a weather briefing that should be expected or requested.

h. FAA by 14 CFR Part 93, Subpart K, has designated High Density Traffic Airports (HDTAs) and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopter operations) to and from these airports.

REFERENCE–

*Chart Supplement U.S., Special Notices Section
AIM, Paragraph 4–1–21, Airport Reservation Operations and Special Traffic Management Programs*

i. In addition to the filing of a flight plan, if the flight will traverse or land in one or more foreign countries, it is particularly important that pilots leave a complete itinerary with someone directly concerned and keep that person advised of the flight's progress. If serious doubt arises as to the safety of the flight, that person should first contact the FSS.

REFERENCE–

AIM, Paragraph 5–1–11, Flights Outside the U.S. and U.S. Territories

j. Pilots operating under provisions of 14 CFR Part 135 on a domestic flight without having an FAA assigned 3-letter designator, must prefix the normal registration (N) number with the letter "T" on flight plan filing; for example, TN1234B.

REFERENCE–

*AIM, Paragraph 4–2–4, Aircraft Call Signs
FAA Order JO 7110.65, Paragraph 2–3–5a, Aircraft Identity
FAA Order JO 7110.10, Paragraph 6–2–1b1, Flight Plan Recording*

5–1–2. Follow IFR Procedures Even When Operating VFR

a. To maintain IFR proficiency, pilots are urged to practice IFR procedures whenever possible, even when operating VFR. Some suggested practices include:

1. Obtain a complete preflight and weather briefing. Check the NOTAMs.

2. File a flight plan. This is an excellent low cost insurance policy. The cost is the time it takes to fill it out. The insurance includes the knowledge that someone will be looking for you if you become overdue at your destination.

3. Use current charts.

4. Use the navigation aids. Practice maintaining a good course—keep the needle centered.

5. Maintain a constant altitude which is appropriate for the direction of flight.

6. Estimate en route position times.

7. Make accurate and frequent position reports to the FSSs along your route of flight.

b. Simulated IFR flight is recommended (under the hood); however, pilots are cautioned to review and adhere to the requirements specified in 14 CFR Section 91.109 before and during such flight.

c. When flying VFR at night, in addition to the altitude appropriate for the direction of flight, pilots should maintain an altitude which is at or above the minimum en route altitude as shown on charts. This is especially true in mountainous terrain, where there is usually very little ground reference. Do not depend on your eyes alone to avoid rising unlighted terrain, or even lighted obstructions such as TV towers.

5–1–3. Notice to Airmen (NOTAM) System

a. Time-critical aeronautical information which is of either a temporary nature or not sufficiently known in advance to permit publication on aeronautical charts or in other operational publications receives immediate dissemination via the National NOTAM System.

NOTE–

1. NOTAM information is that aeronautical information that could affect a pilot's decision to make a flight. It includes such information as airport or aerodrome primary runway closures, taxiways, ramps, obstructions, communications, airspace, changes in the status of navigational aids, ILSs, radar service availability, and other information essential to planned en route, terminal, or landing operations.

2. NOTAM information is transmitted using standard contractions to reduce transmission time. See TBL 5–1–2 for a listing of the most commonly used contractions. For

Section 2. Departure Procedures

5-2-1. Pre-taxi Clearance Procedures

a. Certain airports have established pre-taxi clearance programs whereby pilots of departing instrument flight rules (IFR) aircraft may elect to receive their IFR clearances before they start taxiing for takeoff. The following provisions are included in such procedures:

- 1.** Pilot participation is not mandatory.
- 2.** Participating pilots call clearance delivery or ground control not more than 10 minutes before proposed taxi time.
- 3.** IFR clearance (or delay information, if clearance cannot be obtained) is issued at the time of this initial call-up.
- 4.** When the IFR clearance is received on clearance delivery frequency, pilots call ground control when ready to taxi.
- 5.** Normally, pilots need not inform ground control that they have received IFR clearance on clearance delivery frequency. Certain locations may, however, require that the pilot inform ground control of a portion of the routing or that the IFR clearance has been received.
- 6.** If a pilot cannot establish contact on clearance delivery frequency or has not received an IFR clearance before ready to taxi, the pilot should contact ground control and inform the controller accordingly.

b. Locations where these procedures are in effect are indicated in the Chart Supplement U.S.

5-2-2. Automated Pre-Departure Clearance Procedures

a. Many airports in the National Airspace System are equipped with the Terminal Data Link System (TDLS) that includes the Pre-Departure Clearance (PDC) and Controller Pilot Data Link Communication-Departure Clearance (CPDLC-DCL) functions. Both the PDC and CPDLC-DCL functions automate the Clearance Delivery operations in the ATCT for participating users. Both functions display IFR clearances from the ARTCC to the ATCT. The Clearance Delivery controller in the ATCT can append local departure information and transmit the

clearance via data link to participating airline/service provider computers for PDC. The airline/service provider will then deliver the clearance via the Aircraft Communications Addressing and Reporting System (ACARS) or a similar data link system, or for non-data link equipped aircraft, via a printer located at the departure gate. For CPDLC-DCL, the departure clearance is uplinked from the ATCT via the Future Air Navigation System (FANS) to the aircraft avionics and requires a response from the flight crew. Both PDC and CPDLC-DCL reduce frequency congestion, controller workload, and are intended to mitigate delivery/read back errors.

b. Both services are available only to participating aircraft that have subscribed to the service through an approved service provider.

c. In all situations, the pilot is encouraged to contact clearance delivery if a question or concern exists regarding an automated clearance. Due to technical reasons, the following limitations/differences exist between the two services:

1. PDC

(a) Aircraft filing multiple flight plans are limited to one PDC clearance per departure airport within an 18-hour period. Additional clearances will be delivered verbally.

(b) If the clearance is revised or modified prior to delivery, it will be rejected from PDC and the clearance will need to be delivered verbally.

(c) No acknowledgment of receipt or read back is required for a PDC.

2. CPDLC-DCL

(a) No limitation to the number of clearances received.

(b) Allows delivery of revised flight data, including revised departure clearances.

(c) A response from the flight crew is required.

(d) Requires a logon to the FAA National Single Data Authority – KUSA – utilizing the ATC FANS application.

(e) To be eligible, operators must have received CPDLC/FANS authorization from the

responsible civil aviation authority, and file appropriate equipment information in ICAO field 10a and in the ICAO field 18 DAT (Other Data Applications) of the flight plan.

5-2-3. IFR Clearances Off Uncontrolled Airports

a. Pilots departing on an IFR flight plan should consult the Chart Supplement U.S. to determine the frequency or telephone number to use to contact clearance delivery. On initial contact, pilots should advise that the flight is IFR and state the departure and destination airports.

b. Air traffic facilities providing clearance delivery services via telephone will have their telephone number published in the Chart Supplement U.S. of that airport's entry. This same section may also contain a telephone number to use for cancellation of an IFR flight plan after landing.

c. Except Alaska, pilots may also contact Flight Service's dedicated clearance delivery hotline at 1-888-766-8267.

5-2-4. Taxi Clearance

Pilots on IFR flight plans should communicate with the control tower on the appropriate ground control or clearance delivery frequency prior to starting engines, to receive engine start time, taxi, and/or clearance information.

5-2-5. Line Up and Wait (LUAW)

a. Line up and wait is an air traffic control (ATC) procedure designed to position an aircraft onto the runway for an imminent departure. The ATC instruction "LINE UP AND WAIT" is used to instruct a pilot to taxi onto the departure runway and line up and wait.

EXAMPLE-

Tower: "N234AR Runway 24L, line up and wait."

b. This ATC instruction is not an authorization to takeoff. In instances where the pilot has been instructed to line up and wait and has been advised of a reason/condition (wake turbulence, traffic on an intersecting runway, etc.) or the reason/condition is clearly visible (another aircraft that has landed on or is taking off on the same runway), and the reason/condition is satisfied, the pilot should expect

an imminent takeoff clearance, unless advised of a delay. If you are uncertain about any ATC instruction or clearance, contact ATC immediately.

c. If a takeoff clearance is not received within a reasonable amount of time after clearance to line up and wait, ATC should be contacted.

EXAMPLE-

Aircraft: Cessna 234AR holding in position Runway 24L.

Aircraft: Cessna 234AR holding in position Runway 24L at Bravo.

NOTE-

FAA analysis of accidents and incidents involving aircraft holding in position indicate that two minutes or more elapsed between the time the instruction was issued to line up and wait and the resulting event (for example, land-over or go-around). Pilots should consider the length of time that they have been holding in position whenever they HAVE NOT been advised of any expected delay to determine when it is appropriate to query the controller.

REFERENCE-

Advisory Circulars 91-73A, Part 91 and Part 135 Single-Pilot Procedures during Taxi Operations, and 120-74A, Parts 91, 121, 125, and 135 Flightcrew Procedures during Taxi Operations

d. Situational awareness during line up and wait operations is enhanced by monitoring ATC instructions/clearances issued to other aircraft. Pilots should listen carefully if another aircraft is on frequency that has a similar call sign and pay close attention to communications between ATC and other aircraft. If you are uncertain of an ATC instruction or clearance, query ATC immediately. Care should be taken to not inadvertently execute a clearance/instruction for another aircraft.

e. Pilots should be especially vigilant when conducting line up and wait operations at night or during reduced visibility conditions. They should scan the full length of the runway and look for aircraft on final approach or landing roll out when taxiing onto a runway. ATC should be contacted anytime there is a concern about a potential conflict.

f. When two or more runways are active, aircraft may be instructed to "LINE UP AND WAIT" on two or more runways. When multiple runway operations are being conducted, it is important to listen closely for your call sign and runway. Be alert for similar sounding call signs and acknowledge all instructions with your call sign. When you are holding in position and are not sure if the takeoff clearance was for you, ask ATC before you begin takeoff roll. ATC prefers

that you confirm a takeoff clearance rather than mistake another aircraft's clearance for your own.

g. When ATC issues intersection "line up and wait" and takeoff clearances, the intersection designator will be used. If ATC omits the intersection designator, call ATC for clarification.

EXAMPLE-

Aircraft: "Cherokee 234AR, Runway 24L at November 4, line up and wait."

h. If landing traffic is a factor during line up and wait operations, ATC will inform the aircraft in position of the closest traffic within 6 flying miles requesting a full-stop, touch-and-go, stop-and-go, or an unrestricted low approach to the same runway. Pilots should take care to note the position of landing traffic. ATC will also advise the landing traffic when an aircraft is authorized to "line up and wait" on the same runway.

EXAMPLE-

Tower: "Cessna 234AR, Runway 24L, line up and wait. Traffic a Boeing 737, six mile final."

Tower: "Delta 1011, continue, traffic a Cessna 210 holding in position Runway 24L."

NOTE-

ATC will normally withhold landing clearance to arrival aircraft when another aircraft is in position and holding on the runway.

i. Never land on a runway that is occupied by another aircraft, even if a landing clearance was issued. Do not hesitate to ask the controller about the traffic on the runway and be prepared to execute a go-around.

NOTE-

Always clarify any misunderstanding or confusion concerning ATC instructions or clearances. ATC should be advised immediately if there is any uncertainty about the ability to comply with any of their instructions.

5-2-6. Abbreviated IFR Departure Clearance (Cleared. . .as Filed) Procedures

a. ATC facilities will issue an abbreviated IFR departure clearance based on the ROUTE of flight filed in the IFR flight plan, provided the filed route can be approved with little or no revision. These abbreviated clearance procedures are based on the following conditions:

1. The aircraft is on the ground or it has departed visual flight rules (VFR) and the pilot is requesting IFR clearance while airborne.

2. That a pilot will not accept an abbreviated clearance if the route or destination of a flight plan filed with ATC has been changed by the pilot or the company or the operations officer before departure.

3. That it is the responsibility of the company or operations office to inform the pilot when they make a change to the filed flight plan.

4. That it is the responsibility of the pilot to inform ATC in the initial call-up (for clearance) when the filed flight plan has been either:

(a) Amended, or

(b) Canceled and replaced with a new filed flight plan.

NOTE-

The facility issuing a clearance may not have received the revised route or the revised flight plan by the time a pilot requests clearance.

b. Controllers will issue a detailed clearance when they know that the original filed flight plan has been changed or when the pilot requests a full route clearance.

c. The clearance as issued will include the destination airport filed in the flight plan.

d. ATC procedures now require the controller to state the DP name, the current number and the DP transition name after the phrase "Cleared to (destination) airport" and prior to the phrase, "then as filed," for ALL departure clearances when the DP or DP transition is to be flown. The procedures apply whether or not the DP is filed in the flight plan.

e. STARs, when filed in a flight plan, are considered a part of the filed route of flight and will not normally be stated in an initial departure clearance. If the ARTCC's jurisdictional airspace includes both the departure airport and the fix where a STAR or STAR transition begins, the STAR name, the current number and the STAR transition name MAY be stated in the initial clearance.

f. "Cleared to (destination) airport as filed" does NOT include the en route altitude filed in a flight plan. An en route altitude will be stated in the clearance or the pilot will be advised to expect an assigned or filed altitude within a given time frame or at a certain point after departure. This may be done verbally in the departure instructions or stated in the DP.

g. In both radar and nonradar environments, the controller will state “Cleared to (destination) airport as filed” or:

1. If a DP or DP transition is to be flown, specify the DP name, the current DP number, the DP transition name, the assigned altitude/flight level, and any additional instructions (departure control frequency, beacon code assignment, etc.) necessary to clear a departing aircraft via the DP or DP transition and the route filed.

EXAMPLE–

National Seven Twenty cleared to Miami Airport Intercontinental one departure, Lake Charles transition then as filed, maintain Flight Level two seven zero.

2. When there is no DP or when the pilot cannot accept a DP, the controller will specify the assigned altitude or flight level, and any additional instructions necessary to clear a departing aircraft via an appropriate departure routing and the route filed.

NOTE–

A detailed departure route description or a radar vector may be used to achieve the desired departure routing.

3. If it is necessary to make a minor revision to the filed route, the controller will specify the assigned DP or DP transition (or departure routing), the revision to the filed route, the assigned altitude or flight level and any additional instructions necessary to clear a departing aircraft.

EXAMPLE–

Jet Star One Four Two Four cleared to Atlanta Airport, South Boston two departure then as filed except change route to read South Boston Victor 20 Greensboro, maintain one seven thousand.

4. Additionally, in a nonradar environment, the controller will specify one or more fixes, as necessary, to identify the initial route of flight.

EXAMPLE–

Cessna Three One Six Zero Foxtrot cleared to Charlotte Airport as filed via Brooke, maintain seven thousand.

h. To ensure success of the program, pilots should:

1. Avoid making changes to a filed flight plan just prior to departure.

2. State the following information in the initial call-up to the facility when no change has been made to the filed flight plan: Aircraft call sign, location, type operation (IFR) and the name of the airport (or fix) to which you expect clearance.

EXAMPLE–

“Washington clearance delivery (or ground control if appropriate) American Seventy Six at gate one, IFR Los Angeles.”

3. If the flight plan has been changed, state the change and request a full route clearance.

EXAMPLE–

“Washington clearance delivery, American Seventy Six at gate one. IFR San Francisco. My flight plan route has been amended (or destination changed). Request full route clearance.”

4. Request verification or clarification from ATC if ANY portion of the clearance is not clearly understood.

5. When requesting clearance for the IFR portion of a VFR/IFR flight, request such clearance prior to the fix where IFR operation is proposed to commence in sufficient time to avoid delay. Use the following phraseology:

EXAMPLE–

“Los Angeles center, Apache Six One Papa, VFR estimating Paso Robles VOR at three two, one thousand five hundred, request IFR to Bakersfield.”

5–2–7. Departure Restrictions, Clearance Void Times, Hold for Release, and Release Times

a. ATC may assign departure restrictions, clearance void times, hold for release, and release times, when necessary, to separate departures from other traffic or to restrict or regulate the departure flow.

1. Clearance Void Times. A pilot may receive a clearance, when operating from an airport without a control tower, which contains a provision for the clearance to be void if not airborne by a specific time. A pilot who does not depart prior to the clearance void time must advise ATC as soon as possible of their intentions. ATC will normally advise the pilot of the time allotted to notify ATC that the aircraft did not depart prior to the clearance void time. This time cannot exceed 30 minutes. Failure of an aircraft to contact ATC within 30 minutes after the clearance void time will result in the aircraft being considered overdue and search and rescue procedures initiated.

NOTE–

1. *Other IFR traffic for the airport where the clearance is issued is suspended until the aircraft has contacted ATC or until 30 minutes after the clearance void time or 30 minutes after the clearance release time if no clearance void time is issued.*

2. Pilots who depart at or after their clearance void time are not afforded IFR separation and may be in violation of 14 CFR Section 91.173 which requires that pilots receive an appropriate ATC clearance before operating IFR in controlled airspace.

EXAMPLE–

Clearance void if not off by (clearance void time) and, if required, if not off by (clearance void time) advise (facility) not later than (time) of intentions.

2. Hold for Release. ATC may issue “hold for release” instructions in a clearance to delay an aircraft’s departure for traffic management reasons (i.e., weather, traffic volume, etc.). When ATC states in the clearance, “hold for release,” the pilot may not depart utilizing that IFR clearance until a release time or additional instructions are issued by ATC. In addition, ATC will include departure delay information in conjunction with “hold for release” instructions. The ATC instruction, “hold for release,” applies to the IFR clearance and does not prevent the pilot from departing under VFR. However, prior to takeoff the pilot should cancel the IFR flight plan and operate the transponder on the appropriate VFR code. An IFR clearance may not be available after departure.

EXAMPLE–

(Aircraft identification) cleared to (destination) airport as filed, maintain (altitude), and, if required (additional instructions or information), hold for release, expect (time in hours and/or minutes) departure delay.

3. Release Times. A “release time” is a departure restriction issued to a pilot by ATC, specifying the earliest time an aircraft may depart. ATC will use “release times” in conjunction with traffic management procedures and/or to separate a departing aircraft from other traffic.

EXAMPLE–

(Aircraft identification) released for departure at (time in hours and/or minutes).

4. Expect Departure Clearance Time (EDCT). The EDCT is the runway release time assigned to an aircraft included in traffic management programs. Aircraft are expected to depart no earlier than 5 minutes before, and no later than 5 minutes after the EDCT.

b. If practical, pilots departing uncontrolled airports should obtain IFR clearances prior to becoming airborne when two-way communications with the controlling ATC facility is available.

5–2–8. Departure Control

a. Departure Control is an approach control function responsible for ensuring separation between departures. So as to expedite the handling of departures, Departure Control may suggest a takeoff direction other than that which may normally have been used under VFR handling. Many times it is preferred to offer the pilot a runway that will require the fewest turns after takeoff to place the pilot on course or selected departure route as quickly as possible. At many locations particular attention is paid to the use of preferential runways for local noise abatement programs, and route departures away from congested areas.

b. Departure Control utilizing radar will normally clear aircraft out of the terminal area using DPs via radio navigation aids.

1. When a departure is to be vectored immediately following takeoff, the pilot will be advised prior to takeoff of the initial heading to be flown but may not be advised of the purpose of the heading. When the initial heading will take the aircraft off an assigned procedure (for example, an RNAV SID with a published lateral path to a waypoint and crossing restrictions from the departure end of runway), the controller will assign an altitude to maintain with the initial heading.

2. At some airports when a departure will fly an RNAV SID that begins at the runway, ATC may advise aircraft of the initial fix/waypoint on the RNAV route. The purpose of the advisory is to remind pilots to verify the correct procedure is programmed in the FMS before takeoff. Pilots must immediately advise ATC if a different RNAV SID is entered in the aircraft’s FMC. When this advisory is absent, pilots are still required to fly the assigned SID as published.

EXAMPLE–

Delta 345 RNAV to MPASS, Runway26L, cleared for takeoff.

NOTE–

1. The SID transition is not restated as it is contained in the ATC clearance.

2. Aircraft cleared via RNAV SIDs designed to begin with a vector to the initial waypoint are assigned a heading before departure.

3. Pilots operating in a radar environment are expected to associate departure headings or an RNAV departure advisory with vectors or the flight path to their planned route or flight. When given a vector

taking the aircraft off a previously assigned nonradar route, the pilot will be advised briefly what the vector is to achieve. Thereafter, radar service will be provided until the aircraft has been reestablished “on-course” using an appropriate navigation aid and the pilot has been advised of the aircraft’s position or a handoff is made to another radar controller with further surveillance capabilities.

c. Controllers will inform pilots of the departure control frequencies and, if appropriate, the transponder code before takeoff. Pilots must ensure their transponder is adjusted to the “on” or normal operating position as soon as practical and remain on during all operations unless otherwise requested to change to “standby” by ATC. Pilots should not change to the departure control frequency until requested. Controllers may omit the departure control frequency if a DP has or will be assigned and the departure control frequency is published on the DP.

5-2-9. Instrument Departure Procedures (DP) – Obstacle Departure Procedures (ODP), Standard Instrument Departures (SID), and Diverse Vector Areas (DVA)

a. Instrument departure procedures are pre-planned instrument flight rule (IFR) procedures which provide obstruction clearance from the terminal area to the appropriate en route structure. There are two types of DPs, Obstacle Departure Procedures (ODP), printed either textually or graphically, and Standard Instrument Departures (SID), always printed graphically. All DPs, either textual or graphic may be designed using either conventional or RNAV criteria. RNAV procedures will have RNAV printed in the title; for example, SHEAD TWO DEPARTURE (RNAV). ODPs provide obstruction clearance via the least onerous route from the terminal area to the appropriate en route structure. ODPs are recommended for obstruction clearance and may be flown without ATC clearance unless an alternate departure procedure (SID or radar vector) has been specifically assigned by ATC. Graphic ODPs will have (OBSTACLE) printed in the procedure title; for example, GEYSR THREE DEPARTURE (OBSTACLE), or, CROWN ONE DEPARTURE (RNAV) (OBSTACLE). Standard Instrument Departures are air traffic control (ATC) procedures printed for pilot/controller use in graphic form to provide obstruction clearance and a

transition from the terminal area to the appropriate en route structure. SIDs are primarily designed for system enhancement and to reduce pilot/controller workload. ATC clearance must be received prior to flying a SID. All DPs provide the pilot with a way to depart the airport and transition to the en route structure safely.

b. A Diverse Vector Area (DVA) is an area in which ATC may provide random radar vectors during an uninterrupted climb from the departure runway until above the MVA/MIA, established in accordance with the TERPS criteria for diverse departures. The DVA provides obstacle and terrain avoidance in lieu of taking off from the runway under IFR using an ODP or SID.

c. Pilots operating under 14 CFR Part 91 are strongly encouraged to file and fly a DP at night, during marginal Visual Meteorological Conditions (VMC) and Instrument Meteorological Conditions (IMC), when one is available. The following paragraphs will provide an overview of the DP program, why DPs are developed, what criteria are used, where to find them, how they are to be flown, and finally pilot and ATC responsibilities.

d. Why are DPs necessary? The primary reason is to provide obstacle clearance protection information to pilots. A secondary reason, at busier airports, is to increase efficiency and reduce communications and departure delays through the use of SIDs. When an instrument approach is initially developed for an airport, the need for DPs is assessed. The procedure designer conducts an obstacle analysis to support departure operations. If an aircraft may turn in any direction from a runway within the limits of the assessment area (see paragraph 5-2-9e3) and remain clear of obstacles, that runway passes what is called a diverse departure assessment and no ODP will be published. A SID may be published if needed for air traffic control purposes. However, if an obstacle penetrates what is called the 40:1 obstacle identification surface, then the procedure designer chooses whether to:

1. Establish a steeper than normal climb gradient; or
2. Establish a steeper than normal climb gradient with an alternative that increases takeoff minima to allow the pilot to visually remain clear of the obstacle(s); or

- 3. Design and publish a specific departure route;
or
- 4. A combination or all of the above.

e. What criteria is used to provide obstruction clearance during departure?

1. Unless specified otherwise, required obstacle clearance for all departures, including diverse, is based on the pilot crossing the departure end of the runway at least 35 feet above the departure end of runway elevation, climbing to 400 feet above the departure end of runway elevation before making the initial turn, and maintaining a minimum climb gradient of 200 feet per nautical mile (FPNM), unless required to level off by a crossing restriction, until the minimum IFR altitude. A greater climb gradient may be specified in the DP to clear obstacles or to achieve an ATC crossing restriction. If an initial turn higher than 400 feet above the departure end of runway elevation is specified in the DP, the turn should be commenced at the higher altitude. If a turn is specified at a fix, the turn must be made at that fix. Fixes may have minimum and/or maximum crossing altitudes that must be adhered to prior to passing the fix. In rare instances, obstacles that exist on the extended runway centerline may make an “early turn” more desirable than proceeding straight ahead. In these cases, the published departure instructions will include the language “turn left(right) as soon as practicable.” These departures will also include a ceiling and visibility minimum of at least 300 and 1. Pilots encountering one of these DPs should preplan the climb out to gain altitude and begin the turn as quickly as possible within the bounds of safe operating practices and operating limitations. This type of departure procedure is being phased out.

NOTE-
“Practical” or “feasible” may exist in some existing departure text instead of “practicable.”

2. ODPs, SIDs, and DVAs assume normal aircraft performance, and that all engines are operating. Development of contingency procedures, required to cover the case of an engine failure or other emergency in flight that may occur after liftoff, is the responsibility of the operator. (More detailed information on this subject is available in Advisory Circular AC 120-91, Airport Obstacle Analysis, and in the “Departure Procedures” section of chapter 2 in the Instrument Procedures Handbook, FAA-H-8083-16.)

3. The 40:1 obstacle identification surface (OIS) begins at the departure end of runway (DER) and slopes upward at 152 FPNM until reaching the minimum IFR altitude or entering the en route structure. This assessment area is limited to 25 NM from the airport in nonmountainous areas and 46 NM in designated mountainous areas. Beyond this distance, the pilot is responsible for obstacle clearance if not operating on a published route, if below (having not reached) the MEA or MOCA of a published route, or an ATC assigned altitude. See FIG 5-2-1. (Ref 14 CFR 91.177 for further information on en route altitudes.)

NOTE-

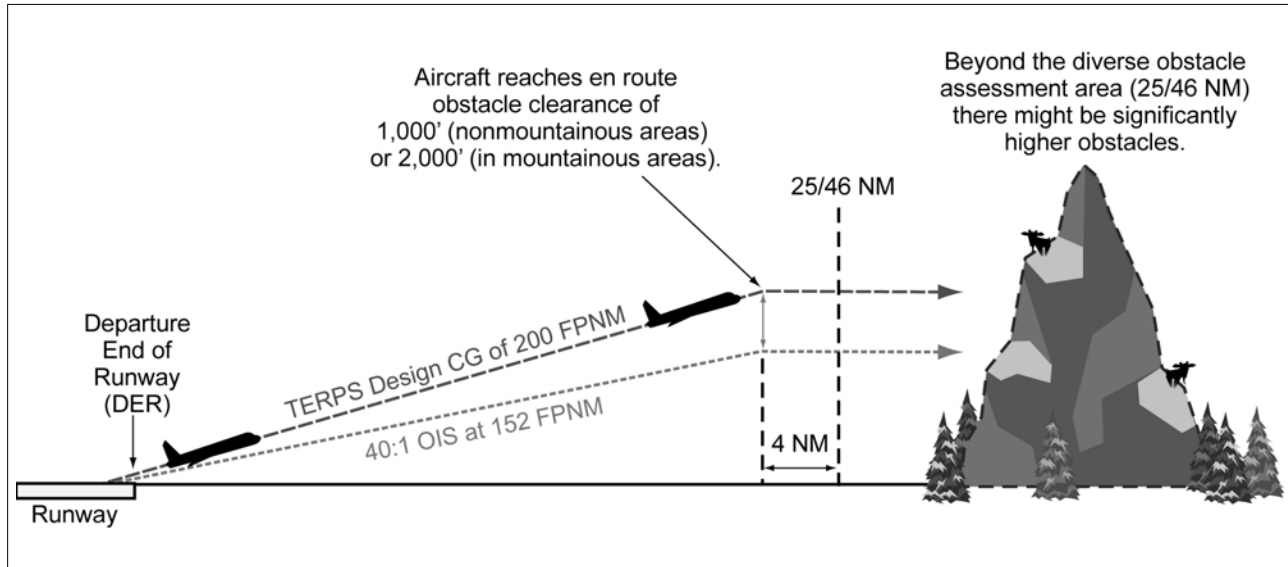
ODPs are normally designed to terminate within these distance limitations, however, some ODPs will contain routes that may exceed 25/46 NM; these routes will ensure obstacle protection until reaching the end of the ODP.

4. Obstacles that are located within 1 NM of the DER and penetrate the 40:1 OCS are referred to as “low, close-in obstacles.” The standard required obstacle clearance (ROC) of 48 feet per NM to clear these obstacles would require a climb gradient greater than 200 feet per NM for a very short distance, only until the aircraft was 200 feet above the DER. To eliminate publishing an excessive climb gradient, the obstacle AGL/MSL height and location relative to the DER is noted in the “Take-off Minimums and (OBSTACLE) Departure Procedures” section of a given Terminal Procedures Publication (TPP) booklet.

(a) Pilots must refer to the TPP booklet or the Graphic ODP for information on these obstacles. These obstacle notes will no longer be published on SID. Pilots assigned a SID for departure must refer to the airport entry in the TPP to obtain information on these obstacles.

(b) The purpose of noting obstacles in the “Take-off Minimums and (OBSTACLE) Departure Procedures” section of the TPP is to identify the obstacle(s) and alert the pilot to the height and location of the obstacle(s) so they can be avoided. This can be accomplished in a variety of ways; for example, the pilot may be able to see the obstruction and maneuver around the obstacle(s) if necessary; early liftoff/climb performance may allow the aircraft to cross well above the obstacle(s); or if the obstacle(s) cannot be visually acquired during departure, preflight planning should take into account what turns or other maneuver may be necessary immediately after takeoff to avoid the obstruction(s).

FIG 5-2-1
Diverse Departure Obstacle Assessment to 25/46 NM

**EXAMPLE-**

TAKEOFF OBSTACLE NOTES: Rwy 14, trees 2011' from DER, 29' left of centerline, 100' AGL/3829' MSL. Rwy 32, trees 1009' from DER, 697' left of centerline, 100' AGL/3839' MSL. Tower 4448' from DER, 1036' left of centerline, 165' AGL/3886' MSL.

5. Climb gradients greater than 200 FPNM are specified when required to support procedure design constraints, obstacle clearance, and/or airspace restrictions. Compliance with a climb gradient for these purposes is mandatory when the procedure is part of the ATC clearance, unless increased takeoff minimums are provided and weather conditions allow compliance with these minimums.

NOTE-

Climb gradients for ATC purposes are being phased out on SIDs.

EXAMPLE-

"Cross ALPHA intersection at or below 4000; maintain 6000." The pilot climbs at least 200 FPNM to 6000. If 4000 is reached before ALPHA, the pilot levels off at 4000 until passing ALPHA; then immediately resumes at least 200 FPNM climb.

EXAMPLE-

TAKEOFF MINIMUMS: RWY 27, Standard with a minimum climb of 280' per NM to 2500." A climb of at least 280 FPNM is required to 2500 and is mandatory when the departure procedure is included in the ATC clearance.

NOTE-

Some SIDs still retain labeled "ATC" climb gradients published or have climb gradients that are established to

meet a published altitude restriction that is not required for obstacle clearance or procedure design criteria. These procedures will be revised in the course of the normal procedure amendment process.

6. Climb gradients may be specified only to an altitude/fix, above which the normal gradient applies.

An ATC-required altitude restriction published at a fix, will not have an associated climb gradient published with that restriction. Pilots are expected to determine if crossing altitudes can be met, based on the performance capability of the aircraft they are operating.

EXAMPLE-

"Minimum climb 340 FPNM to ALPHA." The pilot climbs at least 340 FPNM to ALPHA, then at least 200 FPNM to MIA.

7. A Visual Climb Over Airport (VCOA) procedure is a departure option for an IFR aircraft, operating in visual meteorological conditions equal to or greater than the specified visibility and ceiling, to visually conduct climbing turns over the airport to the published "climb-to" altitude from which to proceed with the instrument portion of the departure. VCOA procedures are developed to avoid obstacles greater than 3 statute miles from the departure end of the runway as an alternative to complying with climb gradients greater than 200 feet per nautical mile. Pilots are responsible to advise ATC as early as possible of the intent to fly the VCOA option prior to departure. These textual procedures are published in the Take-Off Minimums and (Obstacle) Departure

Procedures section of the Terminal Procedures Publications and/or appear as an option on a Graphic ODP.

EXAMPLE-

“Climb in visual conditions so as to cross the McElory Airport southbound, at or above 6000, then climb via Keemmling radial zero three three to Keemmling VORTAC.”

f. Who is responsible for obstacle clearance? DPs are designed so that adherence to the procedure by the pilot will ensure obstacle protection. Additionally:

1. Obstacle clearance responsibility also rests with the pilot when he/she chooses to climb in visual conditions in lieu of flying a DP and/or depart under increased takeoff minima rather than fly the climb gradient. Standard takeoff minima are one statute mile for aircraft having two engines or less and one-half statute mile for aircraft having more than two engines. Specified ceiling and visibility minima (VCOA or increased takeoff minima) will allow visual avoidance of obstacles until the pilot enters the standard obstacle protection area. Obstacle avoidance is not guaranteed if the pilot maneuvers farther from the airport than the specified visibility minimum prior to reaching the specified altitude. DPs may also contain what are called Low Close in Obstacles. These obstacles are less than 200 feet above the departure end of runway elevation and within one NM of the runway end, and do not require increased takeoff minima. These obstacles are identified on the SID chart or in the Take-off Minimums and (Obstacle) Departure Procedures section of the U. S. Terminal Procedure booklet. These obstacles are especially critical to aircraft that do not lift off until close to the departure end of the runway or which climb at the minimum rate. Pilots should also consider drift following lift-off to ensure sufficient clearance from these obstacles. That segment of the procedure that requires the pilot to see and avoid obstacles ends when the aircraft crosses the specified point at the required altitude. In all cases continued obstacle clearance is based on having climbed a minimum of 200 feet per nautical mile to the specified point and then continuing to climb at least 200 foot per nautical mile during the departure until reaching the minimum en route altitude, unless specified otherwise.

2. ATC may vector the aircraft beginning with an ATC-assigned heading issued with the initial or

takeoff clearance followed by subsequent vectors, if required, until reaching the minimum vectoring altitude by using a published Diverse Vector Area (DVA).

3. The DVA may be established below the Minimum Vectoring Altitude (MVA) or Minimum IFR Altitude (MIA) in a radar environment at the request of Air Traffic. This type of DP meets the TERPS criteria for diverse departures, obstacles, and terrain avoidance in which random radar vectors below the MVA/MIA may be issued to departing aircraft. The DVA has been assessed for departures which do not follow a specific ground track, but will remain within the specified area. Use of a DVA is valid only when aircraft are permitted to climb uninterrupted from the departure runway to the MVA/MIA (or higher). ATC will not assign an altitude below the MVA/MIA within a DVA.

(a) The existence of a DVA will be noted in the Takeoff Minimums and Obstacle Departure Procedure section of the U.S. Terminal Procedures Publication (TPP). The Takeoff Departure procedure will be listed first, followed by any applicable DVA.

EXAMPLE-

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 14289 (FAA)

Rwy 6R, headings as assigned by ATC; requires minimum climb of 290' per NM to 400.

Rwys 6L, 7L, 7R, 24R, 25R, headings as assigned by ATC.

(b) Pilots should be aware that a published climb gradient greater than the standard 200 FPNM can exist within a DVA. Pilots should note that the DVA has been assessed for departures which do not follow a specific ground track.

(c) ATC may also vector an aircraft off a previously assigned DP. If the aircraft is airborne and established on a SID or ODP and subsequently vectored off, ATC is responsible for terrain and obstruction clearance. In all cases, the minimum 200 FPNM climb gradient is assumed.

NOTE-

As is always the case, when used by the controller during departure, the term “radar contact” should not be interpreted as relieving pilots of their responsibility to maintain appropriate terrain and obstruction clearance, which may include flying the obstacle DP.

4. Pilots must preplan to determine if the aircraft can meet the climb gradient (expressed in feet per

nautical mile) required by the departure procedure or DVA, and be aware that flying at a higher than anticipated ground speed increases the climb rate requirement in feet per minute. Higher than standard climb gradients are specified by a note on the departure procedure chart for graphic DPs, or in the Take-Off Minimums and (Obstacle) Departure Procedures section of the U.S. Terminal Procedures booklet for textual ODPs. The required climb gradient, or higher, must be maintained to the specified altitude or fix, then the standard climb gradient of 200 ft/NM can be resumed. A table for the conversion of climb gradient (feet per nautical mile) to climb rate (feet per minute), at a given ground speed, is included on the inside of the back cover of the U.S. Terminal Procedures booklets.

g. Where are DPs located? DPs and DVAs will be listed by airport in the IFR Takeoff Minimums and (Obstacle) Departure Procedures Section, Section L, of the Terminal Procedures Publications (TPP). If the DP is textual, it will be described in TPP Section L. SIDs and complex ODPs will be published graphically and named. The name will be listed by airport name and runway in Section L. Graphic ODPs will also have the term “(OBSTACLE)” printed in the charted procedure title, differentiating them from SIDs.

1. An ODP that has been developed solely for obstacle avoidance will be indicated with the symbol “T” on appropriate Instrument Approach Procedure (IAP) charts and DP charts for that airport. The “T” symbol will continue to refer users to TPP Section C. In the case of a graphic ODP, the TPP Section C will only contain the name of the ODP. Since there may be both a textual and a graphic DP, Section C should still be checked for additional information. The nonstandard takeoff minimums and minimum climb gradients found in TPP Section C also apply to charted DPs and radar vector departures unless different minimums are specified on the charted DP. Takeoff minimums and departure procedures apply to all runways unless otherwise specified. New graphic DPs will have all the information printed on the graphic depiction. As a general rule, ATC will only assign an ODP from a nontowered airport when compliance with the ODP is necessary for aircraft to aircraft separation. Pilots may use the ODP to help ensure separation from terrain and obstacles.

h. Responsibilities

1. Each pilot, prior to departing an airport on an IFR flight should:

(a) Consider the type of terrain and other obstacles on or in the vicinity of the departure airport;

(b) Determine whether an ODP is available;

(c) Determine if obstacle avoidance can be maintained visually or if the ODP should be flown; and

(d) Consider the effect of degraded climb performance and the actions to take in the event of an engine loss during the departure. Pilots should notify ATC as soon as possible of reduced climb capability in that circumstance.

NOTE-

Guidance concerning contingency procedures that address an engine failure on takeoff after V_1 speed on a large or turbine-powered transport category airplane may be found in AC 120-91, Airport Obstacle Analysis.

(e) Determine if a DVA is published and whether the aircraft is capable of meeting the published climb gradient. Advise ATC when requesting the IFR clearance, or as soon as possible, if unable to meet the DVA climb gradient.

(f) Check for Takeoff Obstacle Notes published in the TPP for the takeoff runway.

2. Pilots should not exceed a published speed restriction associated with a SID waypoint until passing that waypoint.

3. After an aircraft is established on a SID and subsequently vectored or cleared to deviate off of the SID or SID transition, pilots must consider the SID canceled, unless the controller adds “expect to resume SID;” pilots should then be prepared to rejoin the SID at a subsequent fix or procedure leg. If the SID contains published altitude restrictions, pilots should expect the controller to issue an altitude to maintain. ATC may also interrupt the vertical navigation of a SID and provide alternate altitude instructions while the aircraft remains established on the published lateral path. Aircraft may be vectored off of an ODP, or issued an altitude lower than a published altitude on an ODP, at which time the ODP is canceled and ATC is responsible for terrain and obstacle clearance. In all cases, the minimum 200 FPNM climb gradient is assumed.

4. Aircraft instructed to resume a SID procedure such as a DP or SID which contains speed and/or altitude restrictions, must be:

(a) Issued/reissued all applicable restrictions, or

(b) Advised to “Climb via SID” or resume published speed.

EXAMPLE–

“Resume the Solar One departure, Climb via SID.”

“Proceed direct CIROS, resume the Solar One departure, Climb via SID.”

5. A clearance for a SID which does not contain published crossing restrictions, and/or is a SID with a Radar Vector segment or a Radar Vector SID, will be issued using the phraseology “Maintain (*altitude*).”

6. A clearance for a SID which contains published altitude restrictions may be issued using the phraseology “climb via.” Climb via is an abbreviated clearance that requires compliance with the procedure lateral path, associated speed and altitude restrictions along the cleared route or procedure. Clearance to “climb via” authorizes the pilot to:

(a) When used in the IFR departure clearance, in a PDC, DCL or when cleared to a waypoint depicted on a SID, to join the procedure after departure or to resume the procedure.

(b) When vertical navigation is interrupted and an altitude is assigned to maintain which is not contained on the published procedure, to climb from that previously-assigned altitude at pilot’s discretion to the altitude depicted for the next waypoint.

(c) Once established on the depicted departure, to navigate laterally and climb to meet all published or assigned altitude and speed restrictions.

NOTE–

1. When otherwise cleared along a route or procedure that contains published speed restrictions, the pilot must comply with those speed restrictions independent of a climb via clearance.

2. ATC anticipates pilots will begin adjusting speed the minimum distance necessary prior to a published speed restriction so as to cross the waypoint/fix at the published speed. Once at the published speed ATC expects pilots will maintain the published speed until additional adjustment is required to comply with further published or ATC as-

signed speed restrictions or as required to ensure compliance with 14 CFR Section 91.117.

3. If ATC interrupts lateral/vertical navigation while an aircraft is flying a SID, ATC must ensure obstacle clearance. When issuing a “climb via” clearance to join or resume a procedure ATC must ensure obstacle clearance until the aircraft is established on the lateral and vertical path of the SID.

4. ATC will assign an altitude to cross if no altitude is depicted at a waypoint/fix or when otherwise necessary/required, for an aircraft on a direct route to a waypoint/fix where the SID will be joined or resumed.

5. SIDs will have a “top altitude;” the “top altitude” is the charted “maintain” altitude contained in the procedure description or assigned by ATC.

REFERENCE–

FAA Order JO 7110.65, Paragraph 5-6-2, Methods PCG, Climb Via, Top Altitude

EXAMPLE–

1. Lateral route clearance:

“Cleared Loop Six departure.”

NOTE–

The aircraft must comply with the SID lateral path, and any published speed restrictions.

2. Routing with assigned altitude:

“Cleared Loop Six departure, climb and maintain four thousand.”

NOTE–

The aircraft must comply with the SID lateral path, and any published speed restriction while climbing unrestricted to four thousand.

3. (A pilot filed a flight plan to the Johnston Airport using the Scott One departure, Jonez transition, then Q-145. The pilot filed for FL350. The Scott One includes altitude restrictions, a top altitude and instructions to expect the filed altitude ten minutes after departure). Before departure ATC uses PDC, DCL or clearance delivery to issue the clearance:

“Cleared to Johnston Airport, Scott One departure, Jonez transition, Q-OneForty-five. Climb via SID.”

NOTE–

In Example 3, the aircraft must comply with the Scott One departure lateral path and any published speed and altitude restrictions while climbing to the SID top altitude.

4. (Using the Example 3 flight plan, ATC determines the top altitude must be changed to FL180). The clearance will read:

“Cleared to Johnston Airport, Scott One departure, Jonez transition, Q-One Forty-five, Climb via SID except maintain flight level one eight zero.”

NOTE–

In Example 4, the aircraft must comply with the Scott One

departure lateral path and any published speed and altitude restrictions while climbing to FL180. The aircraft must stop climb at FL180 until issued further clearance by ATC.

5. (An aircraft was issued the Suzan Two departure, “climb via SID” in the IFR departure clearance. After departure ATC must change a waypoint crossing restriction). The clearance will be:

“Climb via SID except cross Mkala at or above seven thousand.”

NOTE–

In Example 5, the aircraft will comply with the Suzan Two departure lateral path and any published speed and altitude restrictions and climb so as to cross Mkala at or above 7,000; remainder of the departure must be flown as published.

6. (An aircraft was issued the Teddd One departure, “climb via SID” in the IFR departure clearance. An interim altitude of 10,000 was issued instead of the published top altitude of FL 230). After departure ATC is able to issue the published top altitude. The clearance will be:

“Climb via SID.”

NOTE–

In Example 6, the aircraft will track laterally and vertically on the Teddd One departure and initially climb to 10,000; Once re-issued the “climb via” clearance the interim altitude is canceled aircraft will continue climb to FL230 while complying with published restrictions.

7. (An aircraft was issued the Bbear Two departure, “climb via SID” in the IFR departure clearance. An interim altitude of 16,000 was issued instead of the published top altitude of FL 190). After departure, ATC is able to issue a top altitude of FL300 and still requires compliance with the published SID restrictions. The clearance will be:

“Climb via SID except maintain flight level three zero zero.”

NOTE–

In Example 7, the aircraft will track laterally and vertically on the Bbear Two departure and initially climb to 16,000; Once re-issued the “climb via” clearance the interim altitude is canceled and the aircraft will continue climb to FL300 while complying with published restrictions.

8. (An aircraft was issued the Bizze Two departure, “climb via SID.” After departure, ATC vectors the aircraft off of the SID, and then issues a direct routing to rejoin the SID at Rockr waypoint which does not have a published altitude restriction. ATC wants the aircraft to cross at or above 10,000). The clearance will read:

“Proceed direct Rockr, cross Rockr at or above one-zero thousand, climb via the Bizze Two departure.”

NOTE–

In Example 8, the aircraft will join the Bizze Two SID at Rockr at or above 10,000 and then comply with the published lateral path and any published speed or altitude restrictions while climbing to the SID top altitude.

9. (An aircraft was issued the Suzan Two departure, “climb via SID” in the IFR departure clearance. After departure ATC vectors the aircraft off of the SID, and then clears the aircraft to rejoin the SID at Dvine waypoint, which has a published crossing restriction). The clearance will read:

“Proceed direct Dvine, Climb via the Suzan Two departure.”

NOTE–

In Example 9, the aircraft will join the Suzan Two departure at Dvine, at the published altitude, and then comply with the published lateral path and any published speed or altitude restrictions.

7. Pilots cleared for vertical navigation using the phraseology “climb via” must inform ATC, upon initial contact, of the altitude leaving and any assigned restrictions not published on the procedure.

EXAMPLE–

1. (Cactus 711 is cleared to climb via the Laura Two departure. The Laura Two has a top altitude of FL190):

“Cactus Seven Eleven leaving two thousand, climbing via the Laura Two departure.”

2. (Cactus 711 is cleared to climb via the Laura Two departure, but ATC changed the top altitude to 16,000):

“Cactus Seven Eleven leaving two thousand for one-six thousand, climbing via the Laura Two departure.”

8. If prior to or after takeoff an altitude restriction is issued by ATC, all previously issued “ATC” altitude restrictions are canceled including those published on a SID. Pilots must still comply with all speed restrictions and lateral path requirements published on the SID unless canceled by ATC.

EXAMPLE–

Prior to takeoff or after departure ATC issues an altitude change clearance to an aircraft cleared to climb via a SID but ATC no longer requires compliance with published altitude restrictions:

“Climb and maintain flight level two four zero.”

NOTE–

The published SID altitude restrictions are canceled; The aircraft should comply with the SID lateral path and begin an unrestricted climb to FL240. Compliance with published speed restrictions is still required unless specifically deleted by ATC.

9. Altitude restrictions published on an ODP are necessary for obstacle clearance and/or design

constraints. Crossing altitudes and speed restrictions on ODPs cannot be canceled or amended by ATC.

i. RNAV Departure Procedures

All public RNAV SIDs and graphic ODPs are RNAV 1. These procedures generally start with an initial RNAV or heading leg near the departure end of runway (DER). In addition, these procedures require system performance currently met by GPS or DME/

DME/IRU RNAV systems that satisfy the criteria discussed in AC 90–100A, U.S. Terminal and En Route Area Navigation (RNAV) Operations. RNAV 1 procedures must maintain a total system error of not more than 1 NM for 95% of the total flight time.

REFERENCE–

AIM, Global Positioning System (GPS)

Para 1–1–17 k, Impact of Magnetic Variation on PBN Systems

Section 3. En Route Procedures

5-3-1. ARTCC Communications

a. Direct Communications, Controllers and Pilots.

1. ARTCCs are capable of direct communications with IFR air traffic on certain frequencies. Maximum communications coverage is possible through the use of Remote Center Air/Ground (RCAG) sites comprised of both VHF and UHF transmitters and receivers. These sites are located throughout the U.S. Although they may be several hundred miles away from the ARTCC, they are remoted to the various ARTCCs by land lines or microwave links. Since IFR operations are expedited through the use of direct communications, pilots are requested to use these frequencies strictly for communications pertinent to the control of IFR aircraft. Flight plan filing, en route weather, weather forecasts, and similar data should be requested through FSSs, company radio, or appropriate military facilities capable of performing these services.

2. An ARTCC is divided into sectors. Each sector is handled by one or a team of controllers and has its own sector discrete frequency. As a flight progresses from one sector to another, the pilot is requested to change to the appropriate sector discrete frequency.

3. Controller Pilot Data Link Communications (CPDLC) is a system that supplements air/ground voice communications. The CPDLC's principal operating criteria are:

(a) Voice remains the primary and controlling air/ground communications means.

(b) Participating aircraft will need to have the appropriate CPDLC avionics equipment in order to receive uplink or transmit downlink messages.

(c) En Route CPDLC Initial Services offer the following services: Altimeter Setting (AS), Transfer of Communications (TOC), Initial Contact (IC), and limited route assignments, including airborne reroutes (ABRR), limited altitude assignments, and emergency messages.

(1) Altimeter settings will be uplinked automatically when appropriate after a Monitor TOC.

Altimeter settings will also be uplinked automatically when an aircraft receives an uplinked altitude assignment below FL 180. A controller may also manually send an altimeter setting message.

NOTE-

When conducting instrument approach procedures, pilots are responsible to obtain and use the appropriate altimeter setting in accordance with 14 CFR Section 97.20. CPDLC issued altimeter settings are excluded for this purpose.

(2) Initial contact is a safety validation transaction that compares a pilot's initiated altitude downlink message with an aircraft's stored altitude in the ATC automation system. When an IC mismatch or Confirm Assigned Altitude (CAA) downlink time-out indicator is displayed in the Full Data Block (FDB) and Aircraft List (ACL), the controller who has track control of the aircraft must use voice communication to verify the assigned altitude of the aircraft, and acknowledge the IC mismatch/time-out indicator.

(3) Transfer of communications automatically establishes data link contact with a succeeding sector.

(4) Menu text transmissions are scripted nontrajectory altering uplink messages.

(5) The CPDLC Message Elements for the Initial Capabilities rollout are contained in TBL 5-3-1 through TBL 5-3-19, CPDLC Message Elements, below.

NOTE-

The FAA is not implementing ATN B1; the ATN B1 column in the tables is there for informational purposes only.

b. ATC Frequency Change Procedures.

1. The following phraseology will be used by controllers to effect a frequency change:

EXAMPLE-

(Aircraft identification) contact (facility name or location name and terminal function) (frequency) at (time, fix, or altitude).

NOTE-

Pilots are expected to maintain a listening watch on the transferring controller's frequency until the time, fix, or altitude specified. ATC will omit frequency change restrictions whenever pilot compliance is expected upon receipt.

TBL 5-3-1
Route Uplink Message Elements (RTEU)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
UM74 PROCEED DIRECT TO (<i>position</i>)	UM74 PROCEED DIRECT TO (<i>position</i>)	W/U	RTEU-2	Instruction to proceed directly to the specified position.	PROCEED DIRECT TO (<i>position</i>)
UM79 CLEARED TO (<i>position</i>) via (<i>route clearance</i>)	UM79 CLEARED TO (<i>position</i>) via (<i>route clearance</i>)	W/U	RTEU-6	Instruction to proceed to the specified position via the specified route.	CLEARED TO (<i>position</i>) VIA (<i>departure data[O]</i>) (<i>en-route data</i>)
UM80 CLEARED (<i>route clearance</i>)	UM80 CLEARED (<i>route clearance</i>)	W/U	RTEU-7	Instruction to proceed via the specified route.	CLEARED (<i>departure data[O]</i>) (<i>en-route data</i>) (<i>arrival approach data</i>)
UM83 AT (<i>position</i>) CLEARED (<i>route clearance</i>)	N/A	W/U	RTEU-9	Instruction to proceed from the specified position via the specified route.	AT (<i>position</i>) CLEARED (<i>en-route data</i>) (<i>arrival approach data</i>)

TBL 5-3-2
Route Downlink Message Elements (RTED)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
DM22 REQUEST DIRECT TO (<i>position</i>)	DM22 REQUEST DIRECT TO (<i>position</i>)	Y	RTED-1	Request for a direct clearance to the specified position.	REQUEST DIRECT TO (<i>position</i>)

TBL 5-3-3

Lateral Downlink Message Elements (LATD)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
DM59 DIVERTING TO <i>(position)</i> VIA <i>(route clearance)</i> <i>Note 1. – H alert attribute</i> <i>Note 2. – N response attribute</i>	N/A	N ¹	LATD-5	Report indicating diverting to the specified position via the specified route, which may be sent without any previous coordination done with ATC.	DIVERTING TO <i>(position)</i> VIA <i>(en-route data)</i> <i>(arrival approach data[O])</i>
DM60 OFFSETTING <i>(distance offset)</i> <i>(direction)</i> OF ROUTE <i>Note 1. – H alert attribute</i> <i>Note 2. – N response attribute</i>	N/A	N ¹	LATD-6	Report indicating that the aircraft is offsetting to a parallel track at the specified distance in the specified direction off from the cleared route.	OFFSETTING <i>(specified distance)</i> <i>(direction)</i> OF ROUTE
DM80 DEVIATING <i>(deviation offset)</i> <i>(direction)</i> OF ROUTE <i>Note 1. – H alert attribute</i> <i>Note 2. – N response attribute</i>	N/A	N ¹	LATD-7	Report indicating deviating specified distance or degrees in the specified direction from the cleared route.	DEVIATING <i>(specified Deviation)</i> <i>(direction)</i> OF ROUTE

¹ ICAO Document 10037, Global Operational Data Link (GOLD) Manual has these values set to Y in their table.

TBL 5-3-4

Level Uplink Message Elements (LVLU)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
UM19 MAINTAIN <i>(altitude)</i> <i>Note – Used for a single level</i>	UM19 MAINTAIN <i>(level)</i>	W/U	LVLU-5	Instruction to maintain the specified level or vertical range.	MAINTAIN <i>(level)</i>
UM20 CLIMB TO AND MAINTAIN <i>(altitude)</i> <i>Note – Used for a single level</i>	UM20 CLIMB TO <i>(level)</i>	W/U	LVLU-6	Instruction that a climb to the specified level or vertical range is to commence and once reached is to be maintained.	CLIMB TO <i>(level)</i>

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
UM23 DESCEND TO AND MAINTAIN (altitude) <i>Note – Used for a single level</i>	UM23 DESCEND TO (level)	W/U	LVLU-9	Instruction that a descent to the specified level or vertical range is to commence and once reached is to be maintained.	DESCEND TO (level)
UM36 EXPEDITE CLIMB TO (altitude) <i>Note – This message element is equivalent to SUPU-3 plus LVLU-6 in Doc 4444.</i>	N/A	W/U	LVLU-6	Instruction that a climb to the specified level or vertical range is to commence and once reached is to be maintained.	CLIMB TO (level)
UM37 EXPEDITE DESCEND TO (altitude)	N/A	W/U	LVLU-9	Instruction that a descent to the specified level or vertical range is to commence and once reached is to be maintained.	DESCEND TO (level)
UM38 IMMEDIATELY CLIMB TO (altitude) <i>Note – This message element is equivalent to EMGU-2 plus LVLU-6 in Doc 4444.</i>	N/A	W/U	LVLU-6	Instruction that a climb to the specified level or vertical range is to commence and once reached is to be maintained.	CLIMB TO (level)
UM39 IMMEDIATELY DESCEND TO (altitude) <i>Note – This message element is equivalent to EMGU-2 plus LVLU-9 in Doc 4444.</i>	N/A	W/U	LVLU-9	Instruction that a descent to the specified level or vertical range is to commence and once reached is to be maintained.	DESCEND TO (level)
UM135 CONFIRM ASSIGNED ALTITUDE <i>Note – NE response attribute</i>	N/A	Y	LVLU-27	Request to confirm the assigned level.	CONFIRM ASSIGNED LEVEL
UM177 AT PILOTS DISCRETION	N/A	NE	See Note	Request to confirm the assigned level.	

NOTE–

ICAO Document 10037, *Global Operational Data Link (GOLD) Manual* does not include this in its tables.

TBL 5-3-5
Level Downlink Message Elements (LVLD)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
DM6 REQUEST (<i>altitude</i>) <i>Note – Used for a single level</i>	DM6 REQUEST (<i>level</i>)	Y	LVLD-1	Request to fly at the specified level or vertical range.	REQUEST (<i>level</i>)
DM9 REQUEST CLIMB TO (<i>altitude</i>)	DM9 REQUEST CLIMB TO (<i>level</i>)	Y	LVLD-2	Request for a climb to the specified level or vertical range.	REQUEST CLIMB TO (<i>level</i>)
DM10 REQUEST DESCENT TO (<i>altitude</i>)	DM10 REQUEST DESCENT TO (<i>level</i>)	Y	LVLD-3	Request for a descent to the specified level or vertical range.	REQUEST DESCENT TO (<i>level</i>)
DM38 ASSIGNED LEVEL (<i>altitude</i>) <i>Note – Used for a single level</i>	DM38 ASSIGNED LEVEL (<i>level</i>)	N	LVLD-11	Confirmation that the assigned level or vertical range is the specified level or vertical range.	ASSIGNED LEVEL (<i>level</i>)
DM61 DESCENDING TO (<i>altitude</i>) <i>Note – urgent alert attribute</i>	N/A	N	LVLD-14	Report indicating descending to the specified level.	DESCENDING TO (<i>level single</i>)

TBL 5-3-6

Crossing Constraint Message Elements (CSTU)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
UM49 CROSS (<i>position</i>) AT AND MAINTAIN (<i>altitude</i>) <i>Note 1. – A vertical range cannot be provided.</i> <i>Note 2. – This message element is equivalent to CSTU-1 plus LVLU-5 in Doc 4444.</i>	N/A	W/U	CSTU-1	Instruction that the specified position is to be crossed at the specified level or within the specified vertical range.	CROSS (<i>position</i>) AT (<i>level</i>)
UM61 CROSS (<i>position</i>) AT AND MAINTAIN (<i>altitude</i>) AT (<i>speed</i>) <i>Note 1. – A vertical range cannot be provided.</i> <i>Note 2. – This message element is equivalent to CSTU-14 plus LVLU-5 in Doc 4444.</i>	UM61 CROSS (<i>position</i>) AT AND MAINTAIN (<i>level</i>) AT (<i>speed</i>)	W/U	CSTU-14	Instruction that the specified position is to be crossed at the level or within the vertical range, as specified, and at the specified speed.	CROSS (<i>position</i>) AT (<i>level</i>) AT (<i>speed</i>)

TBL 5-3-7

Air Traffic Advisory Uplink Message Elements

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
UM153 ALTIMETER (<i>altimeter</i>) <i>Note – The facility designation and the time of measurement cannot be provided.</i>	UM213 (<i>facility designation</i>) ALTIMETER (<i>altimeter</i>) <i>Note – The facility designation is always provided and the time of measurement cannot be provided.</i>	ADVU-1	Advisory providing the specified altimeter setting for the specified facility.	(<i>facility designation</i>) ALTIMETER (<i>altimeter setting</i>)	ADVU-1

TBL 5-3-8

Voice Communications Uplink Message Elements (COMU)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
UM117 CONTACT (ICAO unit name) (frequency)	UM117 CONTACT (unit name) (frequency)	W/U	COMU-1	Instruction to establish voice contact with the specified ATS unit on the specified frequency.	CONTACT (unit name) (frequency)
UM120 MONITOR (ICAO unit name) (frequency)	UM120 MONITOR (unit name) (frequency)	W/U	COMU-5	Instruction to monitor the specified ATS unit on the specified frequency. The flight crew is not required to establish voice contact on the frequency.	MONITOR (unit name) (frequency)

TBL 5-3-9

Voice Communications Downlink Message Elements (COMD)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
DM20 REQUEST VOICE CONTACT <i>Note – Used when a frequency is not required.</i>	N/A	Y	COMD-1	Request for voice contact on the specified frequency.	REQUEST VOICE CONTACT (frequency)

TBL 5-3-10

Emergency/Urgency Uplink Message Elements (EMGU)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
Used in combination with LVLU-6 and LVLU-9, which is implemented in FANS 1/A as: UM38 IMMEDIATELY CLIMB TO (altitude) UM39 IMMEDIATELY DESCEND TO (altitude)	N/A	N	EMGU-2	Instruction to immediately comply with the associated instruction to avoid imminent situation.	Immediately

TBL 5-3-11
Emergency/Urgency Downlink Message Elements (EMGD)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
DM55 PAN PAN PAN <i>Note – N response attribute</i>	N/A	Y	EMGD-1	Indication of an urgent situation.	PAN PAN PAN
DM56 MAYDAY MAYDAY MAYDAY <i>Note – N response attribute</i>	N/A	Y	EMGD-2	Indication of an emergency situation.	MAYDAY MAYDAY MAYDAY
DM57 (<i>remaining fuel</i>) OF FUEL REMAINING AND (<i>remaining souls</i>) SOULS ON BOARD <i>Note – N response attribute</i>	N/A	Y	EMGD-3	Report indicating fuel remaining (time) and number of persons on board.	(<i>remaining fuel</i>) ENDURANCE AND (<i>persons on board</i>) PERSONS ON BOARD
DM58 CANCEL EMERGENCY <i>Note – N response attribute</i>	N/A	Y	EMGD-4	Indication that the emergency situation is cancelled.	CANCEL EMERGENCY

TBL 5-3-12
Standard Response Uplink Message Elements (RSPU)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
UM0 UNABLE	UM0 UNABLE	N	RSPU-1	Indication that the message cannot be complied with.	UNABLE
UM1 STANDBY	UM1 STANDBY	N	RSPU-2	Indication that the message will be responded to shortly.	STANDBY
UM3 ROGER	UM3 ROGER	N	RSPU-4	Indication that the message is received.	ROGER

TBL 5-3-13

Standard Response Downlink Message Elements (RSPD)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
DM0 WILCO	DM0 WILCO	N	RSPD-1	Indication that the instruction is understood and will be complied with.	WILCO
DM1 UNABLE	DM1 UNABLE	N	RSPD-2	Indication that the message cannot be complied with.	UNABLE
DM2 STANDBY	DM2 STANDBY	N	RSPD-3	Indication that the message will be responded to shortly.	STANDBY
DM3 ROGER <i>Note – ROGER is the only correct response to an uplink free text message.</i>	DM3 ROGER	N	RSPD-4	Indication that the message is received.	ROGER

TBL 5-3-14

Supplemental Uplink Message Elements (SUPU)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
UM166 DUE TO TRAFFIC	N/A	N	SUPU-2	Indication that the associated message is issued due to the specified reason.	DUE TO <i>(specified reason uplink)</i>
UM167 DUE TO AIRSPACE RESTRICTION					

TBL 5-3-15

Supplemental Downlink Message Elements (SUPD)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
DM65 DUE TO WEATHER	DM65 DUE TO WEATHER	N	SUPD-1	Indication that the associated message is issued due to the specified reason.	DUE TO <i>(specified reason downlink)</i>
DM66 DUE TO AIRCRAFT PERFORMANCE	DM66 DUE TO AIRCRAFT PERFORMANCE				

TBL 5-3-16
Free Text Uplink Message Elements (TXTU)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
UM169 (free text)	UM203 (free text)	R	TXTU-1		(free text) Note – M alert attribute.
UM169 (free text) CPDLC NOT IN USE UNTIL FURTHER NOTIFICATION	N/A	R	See Note		(free text)
UM169 (free text) “[facility designation]” (for Altimeter Reporting Station)	N/A	R	See Note		(free text)
UM169 (free text) “[facility designation] ALTIMETER MORE THAN ONE HOUR” OLD	N/A	R	See Note		(free text)
UM169 (free text) DUE TO WEATHER	N/A	R	See Note		(free text)
UM169 (free text) REST OF ROUTE UN- CHANGED	N/A	R	See Note		(free text)
UM169 (free text) TRAFFIC FLOW MANAGEMENT REROUTE	N/A	R	See Note		(free text)

NOTE-
 These are FAA scripted free text messages with no GOLD equivalent.

TBL 5-3-17
Free Text Downlink Message Elements (TXTD)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
DM68 (free text) Note 1. – Urgency or Distress Alr (M) Note 2. – Selecting any of the emergency message elements will result in this message ele- ment being enabled for the flight crew to include in the emergency message at their discretion.	N/A	Y	TXTD-1		(free text) Note – M alert attribute.

TBL 5-3-18

System Management Uplink Message Elements (SYSU)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
UM159 ERROR (<i>error information</i>)	UM159 ERROR (<i>error information</i>)	N	SYSU-1	System-generated notification of an error.	ERROR (<i>error information</i>)
UM160 NEXT DATA AUTHORITY (<i>ICAO facility designation</i>) <i>Note – The facility designation is required.</i>	UM160 NEXT DATA AUTHORITY (<i>facility</i>) <i>Note – Facility parameter can specify a facility designation or no facility.</i>	N	SYSU-2	System-generated notification of the next data authority or the cancellation thereof.	NEXT DATA AUTHORITY (<i>facility designation [O]</i>)

TBL 5-3-19

System Management Uplink Message Elements (SYSU)

CPDLC Message Sets			Operational Definition in PANS-ATM (Doc 4444)		
FANS 1/A	ATN B1	Response	Message Element Identifier	Message Element Intended Use	Format for Message Element Display
DM62 ERROR (<i>error information</i>)	DM62 ERROR (<i>error information</i>)	N	SYSD-1	System-generated notification of an error.	SYSD-1
DM63 NOT CURRENT DATA AUTHORITY	DM63 NOT CURRENT DATA AUTHORITY	N	SYSD-3	System-generated rejection of any CPDLC message sent from a ground facility that is not the current data authority.	SYSD-3
DM64 (<i>ICAO facility designation</i>) <i>Note – Use by FANS 1/A aircraft in B1 environments.</i>	DM107 NOT AUTHORIZED NEXT DATA AUTHORITY <i>Note – CDA and NDA cannot be provided.</i>	N	SYSD-5	System-generated notification that the ground system is not designated as the next data authority (NDA), indicating the identity of the current data authority (CDA). Identity of the NDA, if any, is also reported.	SYSD-5

2. The following phraseology should be utilized by pilots for establishing contact with the designated facility:

(a) When operating in a radar environment: On initial contact, the pilot should inform the controller of the aircraft's assigned altitude preceded by the words "level," or "climbing to," or "descending to," as appropriate; and the aircraft's present vacating altitude, if applicable.

EXAMPLE-

1. (Name) CENTER, (aircraft identification), LEVEL (altitude or flight level).

2. (Name) CENTER, (aircraft identification), LEAVING (exact altitude or flight level), CLIMBING TO OR DESCENDING TO (altitude of flight level).

NOTE-

Exact altitude or flight level means to the nearest 100 foot increment. Exact altitude or flight level reports on initial contact provide ATC with information required prior to using Mode C altitude information for separation purposes.

(b) When operating in a nonradar environment:

(1) On initial contact, the pilot should inform the controller of the aircraft's present position, altitude and time estimate for the next reporting point.

EXAMPLE-

(Name) CENTER, (aircraft identification), (position), (altitude), ESTIMATING (reporting point) AT (time).

(2) After initial contact, when a position report will be made, the pilot should give the controller a complete position report.

EXAMPLE-

(Name) CENTER, (aircraft identification), (position), (time), (altitude), (type of flight plan), (ETA and name of next reporting point), (the name of the next succeeding reporting point), AND (remarks).

REFERENCE-

AIM, Paragraph 5-3-2, Position Reporting

3. At times controllers will ask pilots to verify that they are at a particular altitude. The phraseology used will be: "VERIFY AT (altitude)." In climbing or descending situations, controllers may ask pilots to "VERIFY ASSIGNED ALTITUDE AS (altitude)." Pilots should confirm that they are at the altitude

stated by the controller or that the assigned altitude is correct as stated. If this is not the case, they should inform the controller of the actual altitude being maintained or the different assigned altitude.

CAUTION-

Pilots should not take action to change their actual altitude or different assigned altitude to the altitude stated in the controllers verification request unless the controller specifically authorizes a change.

c. **ARTCC Radio Frequency Outage.** ARTCCs normally have at least one back-up radio receiver and transmitter system for each frequency, which can usually be placed into service quickly with little or no disruption of ATC service. Occasionally, technical problems may cause a delay but switchover seldom takes more than 60 seconds. When it appears that the outage will not be quickly remedied, the ARTCC will usually request a nearby aircraft, if there is one, to switch to the affected frequency to broadcast communications instructions. It is important, therefore, that the pilot wait at least 1 minute before deciding that the ARTCC has actually experienced a radio frequency failure. When such an outage does occur, the pilot should, if workload and equipment capability permit, maintain a listening watch on the affected frequency while attempting to comply with the following recommended communications procedures:

1. If two-way communications cannot be established with the ARTCC after changing frequencies, a pilot should attempt to recontact the transferring controller for the assignment of an alternative frequency or other instructions.

2. When an ARTCC radio frequency failure occurs after two-way communications have been established, the pilot should attempt to reestablish contact with the center on any other known ARTCC frequency, preferably that of the next responsible sector when practicable, and ask for instructions. However, when the next normal frequency change along the route is known to involve another ATC facility, the pilot should contact that facility, if feasible, for instructions. If communications cannot be reestablished by either method, the pilot is expected to request communications instructions from the FSS appropriate to the route of flight.

NOTE—

The exchange of information between an aircraft and an ARTCC through an FSS is quicker than relay via company radio because the FSS has direct interphone lines to the responsible ARTCC sector. Accordingly, when circumstances dictate a choice between the two, during an ARTCC frequency outage, relay via FSS radio is recommended.

d. Oakland Oceanic FIR. The use of CPDLC and ADS-C in the Oakland Oceanic FIR (KZAK) is only permitted by Inmarsat, Iridium, and MTSAT customers. All other forms of data link connectivity are not authorized. Users must ensure that the proper data link code is filed in Item 10a of the ICAO FPL in order to indicate which satellite medium(s) the aircraft is equipped with. The identifier for Inmarsat is J5, the identifier for MTSAT is J6, and the identifier for Iridium is J7. If J5, J6, or J7 is not included in the ICAO FPL, then the LOGON will be rejected by KZAK and the aircraft will not be able to connect.

e. New York Oceanic FIR. The use of CPDLC and ADS-C in the New York Oceanic FIR (KZWY) is only permitted by Inmarsat and Iridium customers. All other forms of data link connectivity are not authorized. Users must ensure that the proper data link code is filed in Item 10a of the ICAO FPL in order to indicate which satellite medium(s) the aircraft is equipped with. The identifier for Inmarsat is J5 and the identifier for Iridium is J7. If J5 or J7 is not included in the ICAO FPL, then the LOGON will be rejected by KZWY and the aircraft will not be able to connect.

5-3-2. Position Reporting

The safety and effectiveness of traffic control depends to a large extent on accurate position reporting. In order to provide the proper separation and expedite aircraft movements, ATC must be able to make accurate estimates of the progress of every aircraft operating on an IFR flight plan.

a. Position Identification.

1. When a position report is to be made passing a VOR radio facility, the time reported should be the time at which the first complete reversal of the “to/from” indicator is accomplished.



2. When a position report is made passing a facility by means of an airborne ADF, the time

reported should be the time at which the indicator makes a complete reversal.

3. When an aural or a light panel indication is used to determine the time passing a reporting point, such as a fan marker, Z marker, cone of silence or intersection of range courses, the time should be noted when the signal is first received and again when it ceases. The mean of these two times should then be taken as the actual time over the fix.

4. If a position is given with respect to distance and direction from a reporting point, the distance and direction should be computed as accurately as possible.

5. Except for terminal area transition purposes, position reports or navigation with reference to aids not established for use in the structure in which flight is being conducted will not normally be required by ATC.

b. Position Reporting Points. CFRs require pilots to maintain a listening watch on the appropriate frequency and, unless operating under the provisions of subparagraph c, to furnish position reports passing certain reporting points. Reporting points are indicated by symbols on en route charts. The designated compulsory reporting point symbol is a solid triangle  and the “on request” reporting point symbol is the open triangle . Reports passing an “on request” reporting point are only necessary when requested by ATC.

c. Position Reporting Requirements.

1. Flights Along Airways or Routes. A position report is required by all flights regardless of altitude, including those operating in accordance with an ATC clearance specifying “VFR-on-top,” over each designated compulsory reporting point along the route being flown.

2. Flights Along a Direct Route. Regardless of the altitude or flight level being flown, including flights operating in accordance with an ATC clearance specifying “VFR-on-top,” pilots must report over each reporting point used in the flight plan to define the route of flight.

3. Flights in a Radar Environment. When informed by ATC that their aircraft are in “Radar Contact,” pilots should discontinue position reports over designated reporting points. They should resume normal position reporting when ATC advises

“RADAR CONTACT LOST” or “RADAR SERVICE TERMINATED.”

4. Flights in an Oceanic (Non-radar) Environment. Pilots must report over each point used in the flight plan to define the route of flight, even if the point is depicted on aeronautical charts as an “on request” (non-compulsory) reporting point. For aircraft providing automatic position reporting via an Automatic Dependent Surveillance-Contract (ADS-C) logon, pilots should discontinue voice position reports.

NOTE—

ATC will inform pilots that they are in “radar contact”:

(a) when their aircraft is initially identified in the ATC system; and

(b) when radar identification is reestablished after radar service has been terminated or radar contact lost. Subsequent to being advised that the controller has established radar contact, this fact will not be repeated to the pilot when handed off to another controller. At times, the aircraft identity will be confirmed by the receiving controller; however, this should not be construed to mean that radar contact has been lost. The identity of transponder equipped aircraft will be confirmed by asking the pilot to “ident,” “squawk standby,” or to change codes. Aircraft without transponders will be advised of their position to confirm identity. In this case, the pilot is expected to advise the controller if in disagreement with the position given. Any pilot who cannot confirm the accuracy of the position given because of not being tuned to the NAVAID referenced by the controller, should ask for another radar position relative to the tuned in NAVAID.

d. Position Report Items:

1. Position reports should include the following items:

- (a) Identification;
- (b) Position;
- (c) Time;
- (d) Altitude or flight level (include actual altitude or flight level when operating on a clearance specifying VFR-on-top);
- (e) Type of flight plan (not required in IFR position reports made directly to ARTCCs or approach control);
- (f) ETA and name of next reporting point;
- (g) The name only of the next succeeding reporting point along the route of flight; and

- (h) Pertinent remarks.

5-3-3. Additional Reports

a. The following reports should be made to ATC or FSS facilities without a specific ATC request:

1. At all times.

(a) When vacating any previously assigned altitude or flight level for a newly assigned altitude or flight level.

(b) When an altitude change will be made if operating on a clearance specifying VFR-on-top.

(c) When *unable* to climb/descend at a rate of a least 500 feet per minute.

(d) When approach has been missed. (Request clearance for specific action; i.e., to alternative airport, another approach, etc.)

(e) Change in the average true airspeed (at cruising altitude) when it varies by 5 percent or 10 knots (whichever is greater) from that filed in the flight plan.

(f) The time and altitude or flight level upon reaching a holding fix or point to which cleared.

(g) When leaving any assigned holding fix or point.

NOTE—

The reports in subparagraphs (f) and (g) may be omitted by pilots of aircraft involved in instrument training at military terminal area facilities when radar service is being provided.

(h) Any loss, in controlled airspace, of VOR, TACAN, ADF, low frequency navigation receiver capability, GPS anomalies while using installed IFR-certified GPS/GNSS receivers, complete or partial loss of ILS receiver capability or impairment of air/ground communications capability. Reports should include aircraft identification, equipment affected, degree to which the capability to operate under IFR in the ATC system is impaired, and the nature and extent of assistance desired from ATC.

NOTE—

1. *Other equipment installed in an aircraft may effectively impair safety and/or the ability to operate under IFR. If such equipment (e.g., airborne weather radar) malfunctions and in the pilot’s judgment either safety or IFR capabilities are affected, reports should be made as above.*

2. *When reporting GPS anomalies, include the location and altitude of the anomaly. Be specific when describing*

the location and include duration of the anomaly if necessary.

(i) Any information relating to the safety of flight.

2. When not in radar contact.

(a) When leaving final approach fix inbound on final approach (nonprecision approach) or when leaving the outer marker or fix used in lieu of the outer marker inbound on final approach (precision approach).

(b) A corrected estimate at anytime it becomes apparent that an estimate as previously submitted is in error in excess of 2 minutes. For flights in the North Atlantic (NAT), a revised estimate is required if the error is 3 minutes or more.

b. Pilots encountering weather conditions which have not been forecast, or hazardous conditions which have been forecast, are expected to forward a report of such weather to ATC.

REFERENCE-

AIM, Paragraph 7-1-20, Pilot Weather Reports (PIREPs)
14 CFR Section 91.183(B) and (C).

5-3-4. Airways and Route Systems

a. Three fixed route systems are established for air navigation purposes. They are the Federal airway system (consisting of VOR and L/MF routes), the jet route system, and the RNAV route system. To the extent possible, these route systems are aligned in an overlying manner to facilitate transition between each.

1. The VOR and L/MF (nondirectional radio beacons) Airway System consists of airways designated from 1,200 feet above the surface (or in some instances higher) up to but not including 18,000 feet MSL. These airways are depicted on IFR Enroute Low Altitude Charts.

NOTE-

The altitude limits of a victor airway should not be exceeded except to effect transition within or between route structures.

(a) Except in Alaska, the VOR airways are: predicated solely on VOR or VORTAC navigation aids; depicted in black on aeronautical charts; and identified by a "V" (Victor) followed by the airway number (for example, V12).

NOTE-

Segments of VOR airways in Alaska are based on L/MF navigation aids and charted in brown instead of black on en route charts.

(1) A segment of an airway which is common to two or more routes carries the numbers of all the airways which coincide for that segment. When such is the case, pilots filing a flight plan need to indicate only that airway number for the route filed.

NOTE-

A pilot who intends to make an airway flight, using VOR facilities, will simply specify the appropriate "victor" airway(s) in the flight plan. For example, if a flight is to be made from Chicago to New Orleans at 8,000 feet, using omniranges only, the route may be indicated as "departing from Chicago-Midway, cruising 8,000 feet via Victor 9 to Moisant International." If flight is to be conducted in part by means of L/MF navigation aids and in part on omniranges, specifications of the appropriate airways in the flight plan will indicate which types of facilities will be used along the described routes, and, for IFR flight, permit ATC to issue a traffic clearance accordingly. A route may also be described by specifying the station over which the flight will pass, but in this case since many VORs and L/MF aids have the same name, the pilot must be careful to indicate which aid will be used at a particular location. This will be indicated in the route of flight portion of the flight plan by specifying the type of facility to be used after the location name in the following manner: Newark L/MF; Allentown VOR.

(2) With respect to position reporting, reporting points are designated for VOR Airway Systems. Flights using Victor Airways will report over these points unless advised otherwise by ATC.

(b) The L/MF airways (colored airways) are predicated solely on L/MF navigation aids and are depicted in brown on aeronautical charts and are identified by color name and number (e.g., Amber One). Green and Red airways are plotted east and west. Amber and Blue airways are plotted north and south.

NOTE-

Except for G13 in North Carolina, the colored airway system exists only in the state of Alaska. All other such airways formerly so designated in the conterminous U.S. have been rescinded.

(c) The use of TSO-C145 (as revised) or TSO-C146 (as revised) GPS/WAAS navigation systems is allowed in Alaska as the only means of navigation on published air traffic service (ATS) routes, including those Victor, T-Routes, and colored airway segments designated with a second minimum

en route altitude (MEA) depicted in blue and followed by the letter G at those lower altitudes. The altitudes so depicted are below the minimum reception altitude (MRA) of the land-based navigation facility defining the route segment, and guarantee standard en route obstacle clearance and two-way communications. Air carrier operators requiring operations specifications are authorized to conduct operations on those routes in accordance with FAA operations specifications.

2. The jet route system consists of jet routes established from 18,000 feet MSL to FL 450 inclusive.

(a) These routes are depicted on Enroute High Altitude Charts. Jet routes are depicted in black on aeronautical charts and are identified by a “J” (Jet) followed by the airway number (e.g., J12). Jet routes, as VOR airways, are predicated solely on VOR or VORTAC navigation facilities (except in Alaska).

NOTE–

Segments of jet routes in Alaska are based on L/MF navigation aids and are charted in brown color instead of black on en route charts.

(b) With respect to position reporting, reporting points are designated for jet route systems. Flights using jet routes will report over these points unless otherwise advised by ATC.

3. Area Navigation (RNAV) Routes.

(a) Published RNAV routes, including Q-Routes and T-Routes, can be flight planned for use by aircraft with RNAV capability, subject to any limitations or requirements noted on en route charts, in applicable Advisory Circulars, or by NOTAM. RNAV routes are depicted in blue on aeronautical charts and are identified by the letter “Q” or “T” followed by the airway number (for example, Q-13, T-205). Published RNAV routes are RNAV-2 except when specifically charted as RNAV-1. These routes require system performance currently met by GPS, GPS/WAAS, or DME/DME/IRU RNAV systems that satisfy the criteria discussed in AC 90-100A, U.S. Terminal and En Route Area Navigation (RNAV) Operations.

NOTE–

AC 90-100A does not apply to over water RNAV routes (reference 14 CFR 91.511, including the Q-routes in the Gulf of Mexico and the Atlantic routes) or Alaska VOR/DME RNAV routes (“JxxxR”). The AC does not apply

to off-route RNAV operations, Alaska GPS routes or Caribbean routes.

(1) Q-routes are available for use by RNAV equipped aircraft between 18,000 feet MSL and FL 450 inclusive. Q-routes are depicted on Enroute High Altitude Charts.

NOTE–

Aircraft in Alaska may only operate on GNSS Q-routes with GPS (TSO-C129 (as revised) or TSO-C196 (as revised)) equipment while the aircraft remains in Air Traffic Control (ATC) radar surveillance or with GPS/WAAS which does not require ATC radar surveillance.

(2) T-routes are available for use by GPS or GPS/WAAS equipped aircraft from 1,200 feet above the surface (or in some instances higher) up to but not including 18,000 feet MSL. T-routes are depicted on Enroute Low Altitude Charts.

NOTE–

Aircraft in Alaska may only operate on GNSS T-routes with GPS/WAAS (TSO-C145 (as revised) or TSO-C146 (as revised)) equipment.

(b) Unpublished RNAV routes are direct routes, based on area navigation capability, between waypoints defined in terms of latitude/longitude coordinates, degree-distance fixes, or offsets from established routes/airways at a specified distance and direction. Radar monitoring by ATC is required on all unpublished RNAV routes, except for GNSS-equipped aircraft cleared via filed published waypoints recallable from the aircraft’s navigation database.

(c) Magnetic Reference Bearing (MRB) is the published bearing between two waypoints on an RNAV/GPS/GNSS route. The MRB is calculated by applying magnetic variation at the waypoint to the calculated true course between two waypoints. The MRB enhances situational awareness by indicating a reference bearing (no-wind heading) that a pilot should see on the compass/HSI/RMI, etc., when turning prior to/over a waypoint en route to another waypoint. Pilots should use this bearing as a reference only, because their RNAV/GPS/GNSS navigation system will fly the true course between the waypoints.

b. Operation above FL 450 may be conducted on a point-to-point basis. Navigational guidance is provided on an area basis utilizing those facilities depicted on the enroute high altitude charts.

c. Radar Vectors. Controllers may vector aircraft within controlled airspace for separation purposes, noise abatement considerations, when an operational advantage will be realized by the pilot or the controller, or when requested by the pilot. Vectors outside of controlled airspace will be provided only on pilot request. Pilots will be advised as to what the vector is to achieve when the vector is controller initiated and will take the aircraft off a previously assigned nonradar route. To the extent possible, aircraft operating on RNAV routes will be allowed to remain on their own navigation.

d. When flying in Canadian airspace, pilots are cautioned to review Canadian Air Regulations.

1. Special attention should be given to the parts which differ from U.S. CFRs.

(a) The Canadian Airways Class B airspace restriction is an example. Class B airspace is all controlled low level airspace above 12,500 feet MSL

or the MEA, whichever is higher, within which only IFR and controlled VFR flights are permitted. (Low level airspace means an airspace designated and defined as such in the Designated Airspace Handbook.)

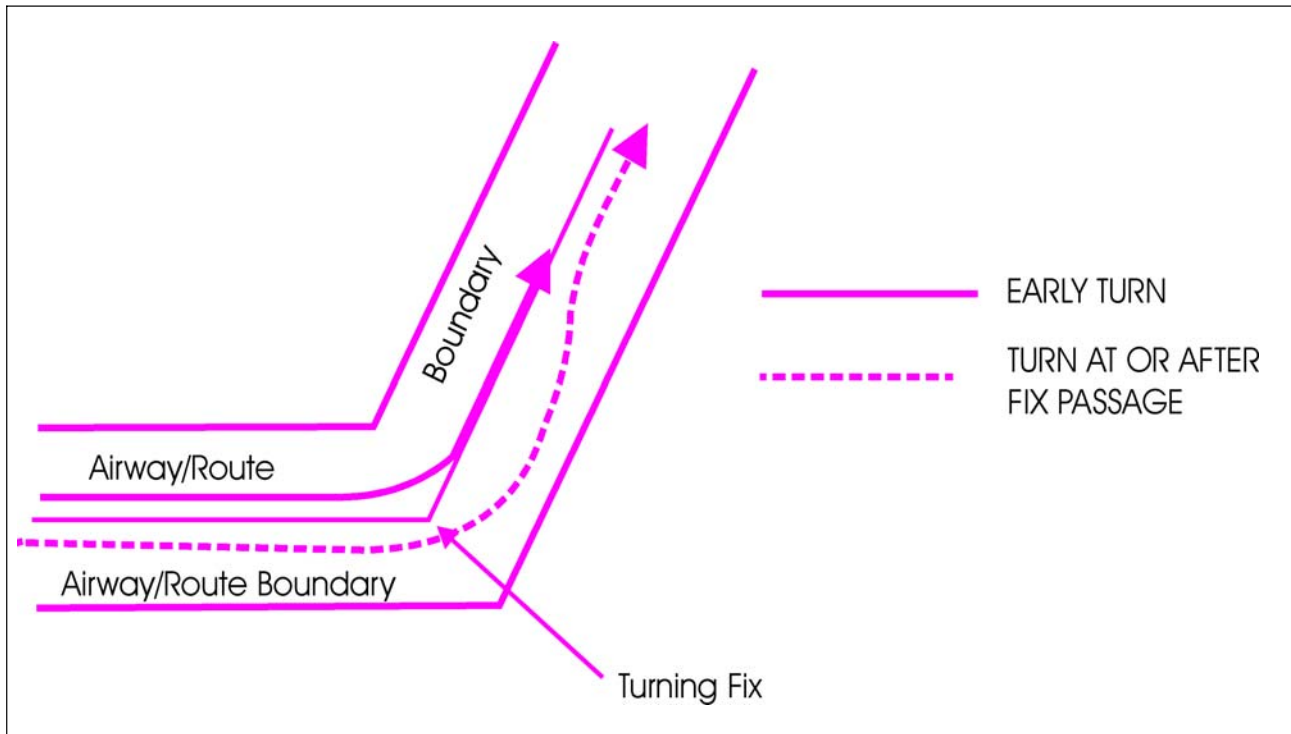
(b) Unless issued a VFR flight clearance by ATC, regardless of the weather conditions or the height of the terrain, no person may operate an aircraft under VMC within Class B airspace.

(c) The requirement for entry into Class B airspace is a student pilot permit (under the guidance or control of a flight instructor).

(d) VFR flight requires visual contact with the ground or water at all times.

2. Segments of VOR airways and high level routes in Canada are based on L/MF navigation aids and are charted in brown color instead of blue on en route charts.

**FIG 5-3-1
Adhering to Airways or Routes**



5-3-5. Airway or Route Course Changes

a. Pilots of aircraft are required to adhere to airways or routes being flown. Special attention must

be given to this requirement during course changes. Each course change consists of variables that make the technique applicable in each case a matter only the

pilot can resolve. Some variables which must be considered are turn radius, wind effect, airspeed, degree of turn, and cockpit instrumentation. An early turn, as illustrated below, is one method of adhering to airways or routes. The use of any available cockpit instrumentation, such as Distance Measuring Equipment, may be used by the pilot to lead the turn when making course changes. This *is consistent* with the intent of 14 CFR Section 91.181, which requires pilots to operate along the centerline of an airway and along the direct course between navigational aids or fixes.

b. Turns which begin at or after fix passage may exceed airway or route boundaries. FIG 5-3-1 contains an example flight track depicting this, together with an example of an early turn.

c. Without such actions as leading a turn, aircraft operating in excess of 290 knots true air speed (TAS) can exceed the normal airway or route boundaries depending on the amount of course change required, wind direction and velocity, the character of the turn fix (DME, overhead navigation aid, or intersection), and the pilot's technique in making a course change. For example, a flight operating at 17,000 feet MSL with a TAS of 400 knots, a 25 degree bank, and a course change of more than 40 degrees would exceed the width of the airway or route; i.e., 4 nautical miles each side of centerline. However, in the airspace below 18,000 feet MSL, operations in excess of 290 knots TAS are not prevalent and the provision of additional IFR separation in all course change situations for the occasional aircraft making a turn in excess of 290 knots TAS creates an unacceptable waste of airspace and imposes a penalty upon the preponderance of traffic which operate at low speeds. Consequently, the FAA expects pilots to lead turns and take other actions they consider necessary during course changes to adhere as closely as possible to the airways or route being flown.

5-3-6. Changeover Points (COPs)

a. COPs are prescribed for Federal airways, jet routes, area navigation routes, or other direct routes for which an MEA is designated under 14 CFR Part 95. The COP is a point along the route or airway segment between two adjacent navigation facilities or waypoints where changeover in navigation guidance should occur. At this point, the pilot should change

navigation receiver frequency from the station behind the aircraft to the station ahead.

b. The COP is normally located midway between the navigation facilities for straight route segments, or at the intersection of radials or courses forming a dogleg in the case of dogleg route segments. When the COP is NOT located at the midway point, aeronautical charts will depict the COP location and give the mileage to the radio aids.

c. COPs are established for the purpose of preventing loss of navigation guidance, to prevent frequency interference from other facilities, and to prevent use of different facilities by different aircraft in the same airspace. Pilots are urged to observe COPs to the fullest extent.

5-3-7. Minimum Turning Altitude (MTA)

Due to increased airspeeds at 10,000 ft MSL or above, the published minimum enroute altitude (MEA) may not be sufficient for obstacle clearance when a turn is required over a fix, NAVAID, or waypoint. In these instances, an expanded area in the vicinity of the turn point is examined to determine whether the published MEA is sufficient for obstacle clearance. In some locations (normally mountainous), terrain/obstacles in the expanded search area may necessitate a higher minimum altitude while conducting the turning maneuver. Turning fixes requiring a higher minimum turning altitude (MTA) will be denoted on government charts by the minimum crossing altitude (MCA) icon ("x" flag) and an accompanying note describing the MTA restriction. An MTA restriction will normally consist of the air traffic service (ATS) route leading to the turn point, the ATS route leading from the turn point, and the required altitude; e.g., MTA V330 E TO V520 W 16000. When an MTA is applicable for the intended route of flight, pilots must ensure they are at or above the charted MTA not later than the turn point and maintain at or above the MTA until joining the centerline of the ATS route following the turn point. Once established on the centerline following the turning fix, the MEA/MOCA determines the minimum altitude available for assignment. An MTA may also preclude the use of a specific altitude or a range of altitudes during a turn. For example, the MTA may restrict the use of 10,000 through 11,000 ft MSL. In this case, any altitude greater than 11,000 ft MSL is unrestricted, as are altitudes less than 10,000 ft MSL provided MEA/MOCA requirements are satisfied.

5-3-8. Holding

a. Whenever an aircraft is cleared to a fix other than the destination airport and delay is expected, it is the responsibility of ATC to issue complete holding instructions (unless the pattern is charted), an EFC time and best estimate of any additional en route/terminal delay.

NOTE-

Only those holding patterns depicted on U.S. government or commercially produced (meeting FAA requirements) low/high altitude en route, and area or STAR charts should be used.

b. If the holding pattern is charted and the controller doesn't issue complete holding instructions, the pilot is expected to hold as depicted on the appropriate chart. When the pattern is charted on the assigned procedure or route being flown, ATC may omit all holding instructions except the charted holding direction and the statement *AS PUBLISHED*; for example, *HOLD EAST AS PUBLISHED*. ATC must always issue complete holding instructions when pilots request them.

c. If no holding pattern is charted and holding instructions have not been issued, the pilot should ask ATC for holding instructions prior to reaching the fix. This procedure will eliminate the possibility of an aircraft entering a holding pattern other than that desired by ATC. If unable to obtain holding instructions prior to reaching the fix (due to frequency congestion, stuck microphone, etc.), then enter a standard pattern on the course on which the aircraft approached the fix and request further clearance as soon as possible. In this event, the altitude/flight level of the aircraft at the clearance limit will be protected so that separation will be provided as required.

d. When an aircraft is 3 minutes or less from a clearance limit and a clearance beyond the fix has not been received, the pilot is expected to start a speed reduction so that the aircraft will cross the fix, initially, at or below the maximum holding airspeed.

e. When no delay is expected, the controller should issue a clearance beyond the fix as soon as possible and, whenever possible, at least 5 minutes before the aircraft reaches the clearance limit.

f. Pilots should report to ATC the time and altitude/flight level at which the aircraft reaches the clearance limit and report leaving the clearance limit.

NOTE-

In the event of two-way communications failure, pilots are required to comply with 14 CFR Section 91.185.

g. When holding at a VOR station, pilots should begin the turn to the outbound leg at the time of the first complete reversal of the to/from indicator.

h. Patterns at the most generally used holding fixes are depicted (charted) on U.S. Government or commercially produced (meeting FAA requirements) Low or High Altitude En Route, Area, Departure Procedure, and STAR Charts. Pilots are expected to hold in the pattern depicted unless specifically advised otherwise by ATC.

NOTE-

Holding patterns that protect for a maximum holding airspeed other than the standard may be depicted by an icon, unless otherwise depicted. The icon is a standard holding pattern symbol (racetrack) with the airspeed restriction shown in the center. In other cases, the airspeed restriction will be depicted next to the standard holding pattern symbol.

REFERENCE-

AIM, Paragraph 5-3-8 j2, Holding

i. An ATC clearance requiring an aircraft to hold at a fix where the pattern is not charted will include the following information: (See FIG 5-3-2.)

1. Direction of holding from the fix in terms of the eight cardinal compass points (i.e., N, NE, E, SE, etc.).

2. Holding fix (the fix may be omitted if included at the beginning of the transmission as the clearance limit).

3. Radial, course, bearing, airway or route on which the aircraft is to hold.

4. Leg length in miles if DME or RNAV is to be used (leg length will be specified in minutes on pilot request or if the controller considers it necessary).

5. Direction of turn if left turns are to be made, the pilot requests, or the controller considers it necessary.

6. Time to expect further clearance and any pertinent additional delay information.

FIG 5-3-2
Holding Patterns

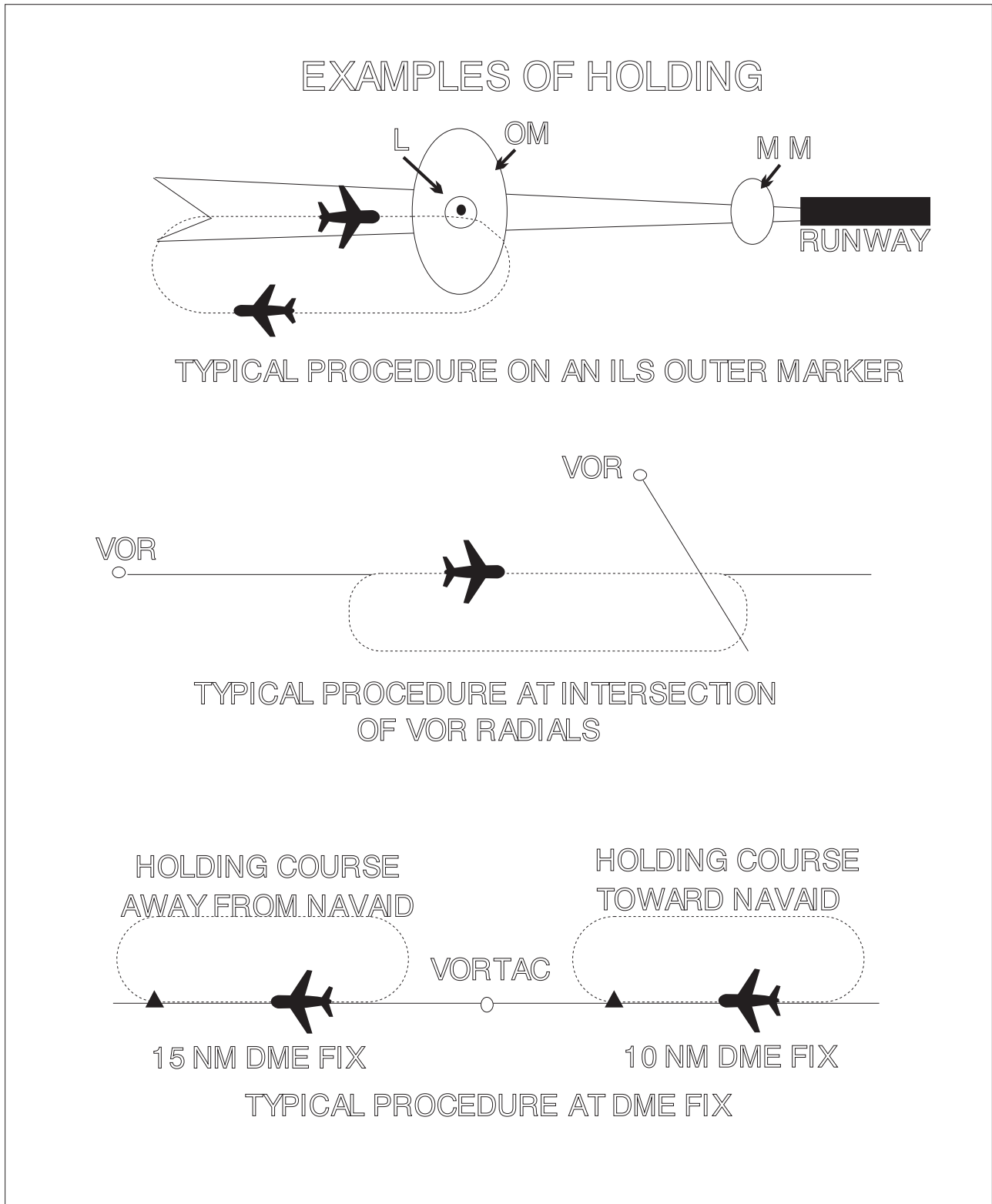
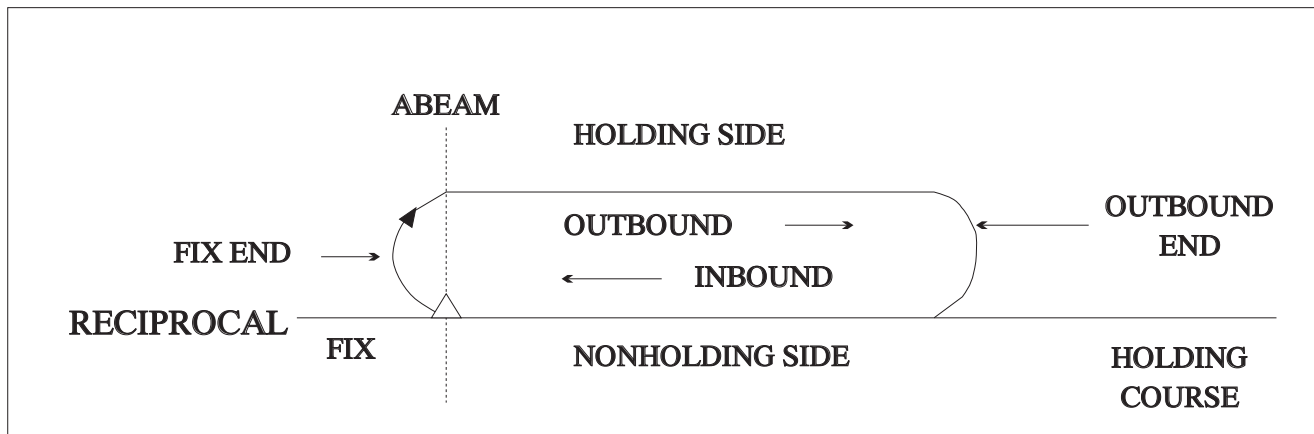


FIG 5-3-3
Holding Pattern Descriptive Terms



j. Holding pattern airspace protection is based on the following procedures.

1. Descriptive Terms.

(a) **Standard Pattern.** Right turns
(See FIG 5-3-3.)

(b) **Nonstandard Pattern.** Left turns

2. Airspeeds.

(a) All aircraft may hold at the following altitudes and maximum holding airspeeds:

TBL 5-3-20

Altitude (MSL)	Airspeed (KIAS)
MHA - 6,000'	200
6,001' - 14,000'	230
14,001' and above	265

NOTE-

These are the maximum indicated air speeds applicable to all holding.

(b) The following are exceptions to the maximum holding airspeeds:

(1) Holding patterns from 6,001' to 14,000' may be restricted to a maximum airspeed of 210 KIAS. This nonstandard pattern will be depicted by an icon.

(2) Holding patterns may be restricted to a maximum speed. The speed restriction is depicted in parenthesis inside the holding pattern on the chart: e.g., (175). The aircraft should be at or below the maximum speed prior to initially crossing the holding

fix to avoid exiting the protected airspace. Pilots unable to comply with the maximum airspeed restriction should notify ATC.

(3) Holding patterns at USAF airfields only - 310 KIAS maximum, unless otherwise depicted.

(4) Holding patterns at Navy fields only - 230 KIAS maximum, unless otherwise depicted.

(5) All helicopter/power lift aircraft holding on a "COPTER" instrument procedure is predicated on a minimum airspeed of 90 KIAS unless charted otherwise.

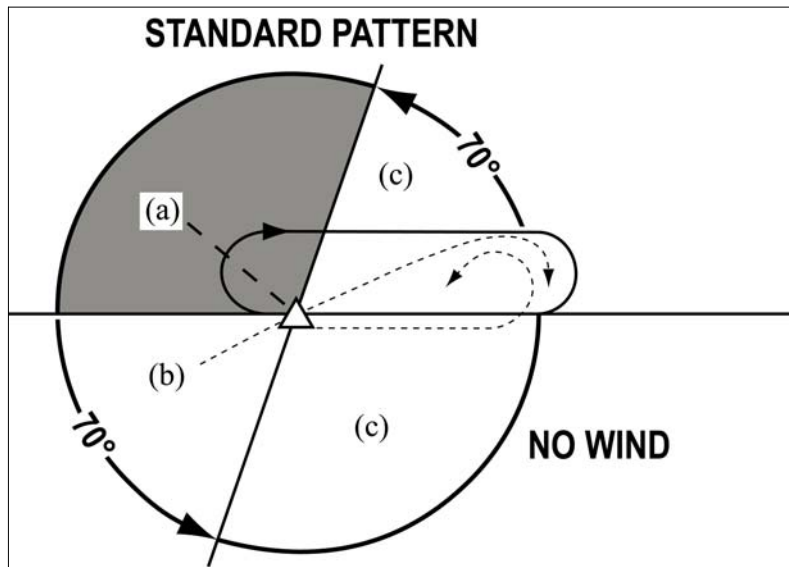
(6) When a climb-in hold is specified by a published procedure (for example, "Climb-in holding pattern to depart XYZ VORTAC at or above 10,000." or "All aircraft climb-in TRUCK holding pattern to cross TRUCK Int at or above 11,500 before proceeding on course."), additional obstacle protection area has been provided to allow for greater airspeeds in the climb for those aircraft requiring them. A maximum airspeed of 310 KIAS is permitted in Climb-in-holding, unless a maximum holding airspeed is published, in which case that maximum airspeed is applicable. The airspeed limitations in 14 CFR Section 91.117, Aircraft Speed, still apply.

(c) The following phraseology may be used by an ATCS to advise a pilot of the maximum holding airspeed for a holding pattern airspace area.

PHRASEOLOGY-

(AIRCRAFT IDENTIFICATION) (holding instructions, when needed) MAXIMUM HOLDING AIRSPEED IS (speed in knots).

FIG 5-3-4
Holding Pattern Entry Procedures



3. Entry Procedures. Holding protected airspace is designed based in part on pilot compliance with the three recommended holding pattern entry procedures discussed below. Deviations from these recommendations, coupled with excessive airspeed crossing the holding fix, may in some cases result in the aircraft exceeding holding protected airspace. (See FIG 5-3-4.)

(a) Parallel Procedure. When approaching the holding fix from anywhere in sector (a), the parallel entry procedure would be to turn to a heading to parallel the holding course outbound on the nonholding side for one minute, turn in the direction of the holding pattern through more than 180 degrees, and return to the holding fix or intercept the holding course inbound.

(b) Teardrop Procedure. When approaching the holding fix from anywhere in sector (b), the teardrop entry procedure would be to fly to the fix, turn outbound to a heading for a 30 degree teardrop entry within the pattern (on the holding side) for a period of one minute, then turn in the direction of the holding pattern to intercept the inbound holding course.

(c) Direct Entry Procedure. When approaching the holding fix from anywhere in sector (c), the direct entry procedure would be to fly

directly to the fix and turn to follow the holding pattern.

(d) While other entry procedures may enable the aircraft to enter the holding pattern and remain within protected airspace, the parallel, teardrop and direct entries are the procedures for entry and holding recommended by the FAA, and were derived as part of the development of the size and shape of the obstacle protection areas for holding.

(e) Nonstandard Holding Pattern. Fix end and outbound end turns are made to the left. Entry procedures to a nonstandard pattern are oriented in relation to the 70 degree line on the holding side just as in the standard pattern.

4. Timing.

(a) Inbound Leg.

- (1) At or below 14,000 feet MSL: 1 minute.
- (2) Above 14,000 feet MSL: 1¹/₂ minutes.

NOTE-

The initial outbound leg should be flown for 1 minute or 1 1/2 minutes (appropriate to altitude). Timing for subsequent outbound legs should be adjusted, as necessary, to achieve proper inbound leg time. Pilots may use any navigational means available; i.e., DME, RNAV, etc., to ensure the appropriate inbound leg times.

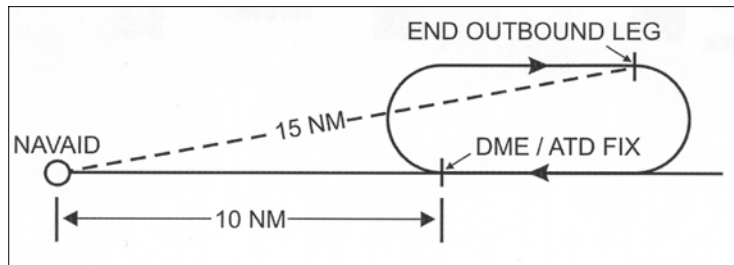
(b) Outbound leg timing begins *over/abeam* the fix, whichever occurs later. If the abeam position

cannot be determined, start timing when turn to outbound is completed.

5. Distance Measuring Equipment (DME)/GPS Along-Track Distance (ATD). DME/GPS holding is subject to the same entry and holding procedures except that distances (nautical miles) are used in lieu of time values. The outbound course of the DME/GPS holding pattern is called the outbound leg of the pattern. The controller or the instrument approach procedure chart will specify the length of the outbound leg. The end of the outbound leg is determined by the DME or ATD readout. The holding fix on conventional procedures, or controller defined

holding based on a conventional navigation aid with DME, is a specified course or radial and distances are from the DME station for both the inbound and outbound ends of the holding pattern. When flying published GPS overlay or stand alone procedures with distance specified, the holding fix will be a waypoint in the database and the end of the outbound leg will be determined by the ATD. Some GPS overlay and early stand alone procedures may have timing specified. (See FIG 5-3-5, FIG 5-3-6 and FIG 5-3-7.) See Paragraph 1-1-17, Global Positioning System (GPS), for requirements and restriction on using GPS for IFR operations.

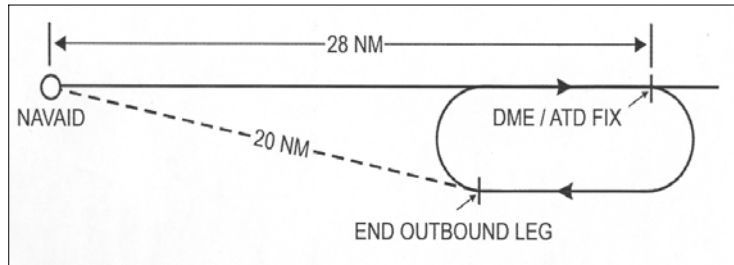
**FIG 5-3-5
Inbound Toward NAVAID**



NOTE-

When the inbound course is toward the NAVAID, the fix distance is 10 NM, and the leg length is 5 NM, then the end of the outbound leg will be reached when the DME reads 15 NM.

**FIG 5-3-6
Inbound Leg Away from NAVAID**



NOTE-

When the inbound course is away from the NAVAID and the fix distance is 28 NM, and the leg length is 8 NM, then the end of the outbound leg will be reached when the DME reads 20 NM.

6. Use of RNAV Distance in lieu of DME Distance. Substitution of RNAV computed distance to or from a NAVAID in place of DME distance is permitted when holding. However, the actual holding location and pattern flown will be further from the NAVAID than designed due to the lack of slant range in the position solution (see FIG 5-3-7). This may result in a slight difference between RNAV distance readout in reference to the NAVAID and the DME

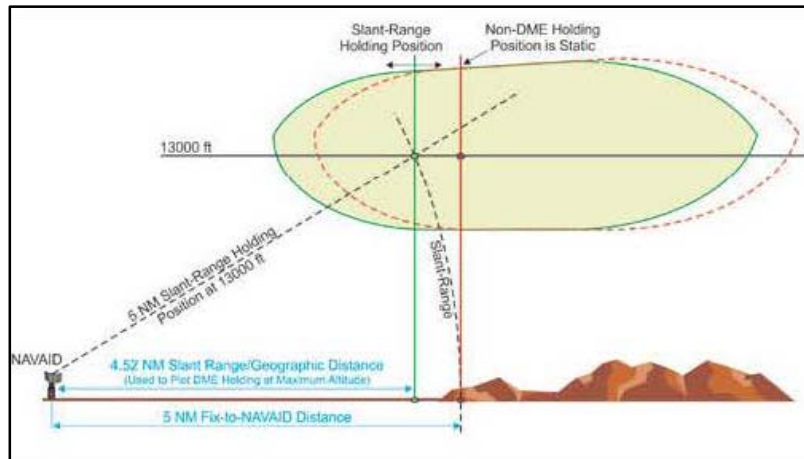
readout, especially at higher altitudes. When used solely for DME substitution, the difference between RNAV distance to/from a fix and DME slant range distance can be considered negligible and no pilot action is required.

REFERENCE-

AIM Paragraph 1-2-3, Use of Suitable Area Navigation (RNAV) Systems on Conventional Procedures and Routes

FIG 5-3-7

Difference Between DME Distance From NAVAID & RNAV Computed Distance From NAVAID



7. Use of RNAV Guidance and Holding. RNAV systems, including multi-sensor Flight Management Systems (FMS) and stand-alone GPS receivers, may be used to furnish lateral guidance when executing a hold. The manner in which holding is implemented in an RNAV system varies widely between aircraft and RNAV system manufacturers. Holding pattern data may be extracted from the RNAV database for published holds or may be manually entered for ad-hoc ATC-assigned holds. Pilots are expected to be familiar with the capabilities and limitations of the specific RNAV system used for holding.

(a) All holding, including holding defined on an RNAV or RNP procedure, is based on the conventional NAVAID holding design criteria, including the holding protected airspace construction. There are differences between the holding entry and flight track assumed in conventional holding pattern design and the entry and track that may be flown when RNAV guidance is used to execute holding. Individually, these differences may not affect the ability of the aircraft to remain within holding pattern protected airspace. However, cumu-

latively, they can result in deviations sufficient to result in excursions up to limits of the holding pattern protected airspace, and in some circumstances beyond protected airspace. The following difference and considerations apply when an RNAV system furnishes the lateral guidance used to fly a holding pattern:

(1) Many systems use ground track angle instead of heading to select the entry method. While the holding pattern design allows a 5 degree tolerance, this may result in an unexpected entry when the winds induce a large drift angle.

(2) The holding protected airspace is based on the assumption that the aircraft will fly-over the holding fix upon initial entry. RNAV systems may execute a “fly-by” turn when approaching the holding fix prior to entry. A “fly-by” turn during a direct entry from the holding side of holding course may result in excursions beyond protected airspace, especially as the intercept angle and ground speed increase.

(3) During holding, RNAV systems furnish lateral steering guidance using either a constant bank or constant radius to achieve the desired inbound and

outbound turns. An aircraft's flight guidance system may use reduced bank angles for all turns including turns in holding, especially at higher altitudes, that may result in exceeding holding protected airspace. Use of a shallower bank angle will expand both the width and length of the aircraft track, especially as wind speed increases. If the flight guidance system's bank angle limit feature is pilot-selectable, a minimum 25 degree bank angle should be selected regardless of altitude unless aircraft operating limitations specify otherwise and the pilot advises ATC.

(4) Where a holding distance is published, the turn from the outbound leg begins at the published distance from the holding fix, thus establishing the

design turn point required to remain within protected airspace. RNAV systems apply a database coded or pilot-entered leg distance as a maximum length of the inbound leg to the holding fix. The RNAV system then calculates a turn point from the outbound leg required to achieve this inbound leg length. This often results in an RNAV-calculated turn point on the outbound leg beyond the design turn point. (See FIG 5-3-8). With a strong headwind against the outbound leg, RNAV systems may fly up to and possibly beyond the limits of protected airspace before turning inbound. (See FIG 5-3-9.) This is especially true at higher altitudes where wind speeds are greater and ground speed results in a wider holding pattern.

FIG 5-3-8

RNAV Lateral Guidance and Holding – No Wind

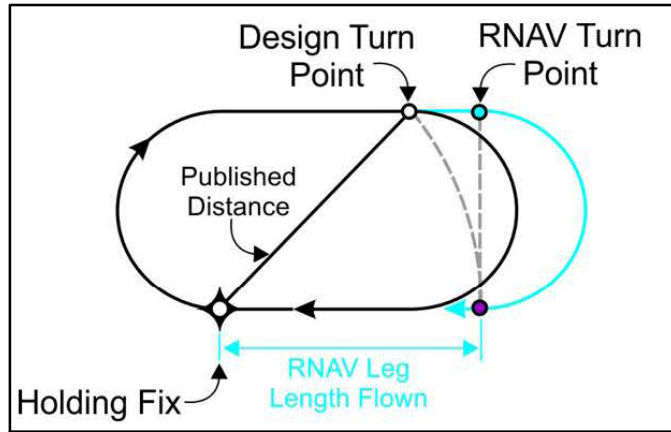
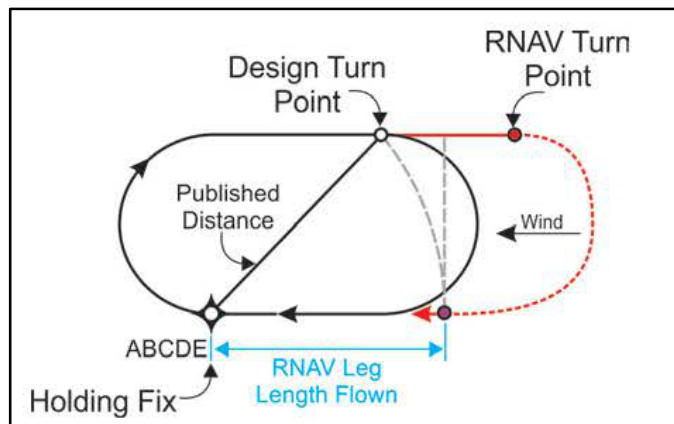


FIG 5-3-9

RNAV Lateral Guidance and Holding – Effect of Wind



(5) Some RNAV systems compute the holding pattern based on the aircraft's altitude and speed at a point prior to entering the hold. If the indicated airspeed is not reduced to comply with the maximum holding speed before this point, the computed pattern may exceed the protected airspace. Loading or executing a holding pattern may result in the speed and time limits applicable to the aircraft's current altitude being used to define the holding pattern for RNAV lateral guidance. This may result in an incorrect hold being flown by the RNAV system. For example, entering or executing the holding pattern above 14,000 feet when intending to hold below 14,000 feet may result in applying 1 ½ minute timing below 14,000 feet.

NOTE—

Some systems permit the pilot to modify leg time of holding patterns defined in the navigation database; for example, a hold-in-lieu of procedure turn. In most RNAV systems, the holding pattern time remains at the pilot-modified time and will not revert back to the coded time if the aircraft descends to a lower altitude where a shorter time interval applies.

(b) RNAV systems are not able to alert the pilot for excursions outside of holding pattern protected airspace since the dimensions of this airspace are not included in the navigation database. In addition, the dimensions of holding pattern protected airspace vary with altitude for a charted holding pattern, even when the hold is used for the same application. Close adherence to the pilot actions described in this section reduce the likelihood of exceeding the boundary of holding pattern protected airspace when using RNAV lateral guidance to conduct holding.

(c) Holding patterns may be stored in the RNAV system's navigation database and include coding with parameters defining how the RNAV system will conduct the hold. For example, coding will determine whether holding is conducted to manual termination (HM), continued holding until the aircraft reaches a specified altitude (HA), or holding is conducted until the holding fix is crossed the first time after entry (HF). Some systems do not store all holding patterns, and may only store patterns associated with missed approaches and hold-in-lieu of procedure turn (HILPT). Some store all holding as standard patterns and require pilot action to conduct non-standard holding (left turns).

(1) Pilots are cautioned that multiple holding patterns may be established at the same fix. These holding patterns may differ in respect to turn directions and leg lengths depending on their application as an en route holding pattern, a holding pattern charted on a SID or STAR, or when used on an instrument approach procedure. Many RNAV systems limit the database coding at a particular fix to a single holding pattern definition. Pilots extracting the holding pattern from the navigation database are responsible for confirming that the holding pattern conforms to the assigned charted holding pattern in terms of turn direction, speed limit, timing, and distance.

(2) If ATC assigns holding that is not charted, then the pilot is responsible for programming the RNAV system with the assigned holding course, turn direction, speed limit, leg length, or leg time.

(3) Changes made after the initial execution may not apply until the next circuit of the holding pattern if the aircraft is in close proximity to the holding fix.

8. Pilot Action. The following actions are recommended to ensure that the aircraft remains within holding protected airspace when holding is performed using either conventional NAVAID guidance or when using RNAV lateral guidance.

(a) **Speed.** When ATC furnishes advance notice of holding, start speed reduction to be at or below the maximum holding speed allowed at least 3 minutes prior to crossing the holding fix. If advance notice by ATC is not provided, begin speed reduction as expeditiously as practical. It is acceptable to allow RNAV systems to determine an appropriate deceleration point prior to the holding fix and to manage the speed reduction to the RNAV computed holding speed. If the pilot does not permit the RNAV system to manage the deceleration from the computed point, the actual hold pattern size at holding entry may differ from the holding pattern size computed by the RNAV system.

(1) Aircraft are expected to enter holding at or below the maximum holding speed established in paragraph 5-3-8 j 2(a) or the charted maximum holding speed.

[a] All fixed wing aircraft conducting holding should fly at speeds at or above 90 KIAS to minimize the influence of wind drift.

[b] When RNAV lateral guidance is used in fixed wing airplanes, it is desirable to enter and conduct holding at the lowest practical airspeed consistent with the airplane's recommended holding speed to address the cumulative errors associated with RNAV holding and increase the probability of remaining within protected airspace. It is acceptable to allow RNAV systems to determine a recommended holding speed *that is at or below the maximum holding speed*.

[c] Helicopter holding is based on a minimum airspeed of 90 KIAS.

(2) Advise ATC immediately if unable to comply with the maximum holding airspeed and request an alternate clearance.

NOTE—

Speeds above the maximum or published holding speed may be necessary due to turbulence, icing, etc. Exceeding maximum holding airspeed may result in aircraft excursions beyond the holding pattern protected airspace. In a non-radar environment, the pilot should advise ATC that they cannot accept the assigned hold.

(3) Ensure the RNAV system applies the proper time and speed restrictions to a holding pattern. This is especially critical when climbing or descending to a holding pattern altitude where time and speed restrictions are different than at the present aircraft altitude.

(b) Bank Angle. For holding not involving the use of RNAV lateral guidance, make all turns during entry and while holding at:

(1) 3 degrees per second, or

(2) 30 degree bank angle, or

(3) 25 degree bank angle, provided a flight director system is used.

NOTE—

Use whichever requires the least bank angle.

(4) When using RNAV lateral guidance to conduct holding, it is acceptable to permit the RNAV system to calculate the appropriate bank angle for the outbound and inbound turns. Do not use flight guidance system bank angle limiting functions of less than 25 degrees unless the feature is not pilot-selectable, required by the aircraft limitations, or its use is necessary to comply with the aircraft's minimum

maneuvering speed margins. If the bank angle must be limited to less than 25 degrees, advise ATC that additional area for holding is required.

(c) Compensate for wind effect primarily by drift correction on the inbound and outbound legs. When outbound, triple the inbound drift correction to avoid major turning adjustments; for example, if correcting left by 8 degrees when inbound, correct right by 24 degrees when outbound.

(d) Determine entry turn from aircraft heading upon arrival at the holding fix; +/- 5 degrees in heading is considered to be within allowable good operating limits for determining entry. When using RNAV lateral guidance for holding, it is permissible to allow the system to compute the holding entry.

(e) RNAV lateral guidance may execute a fly-by turn beginning at an excessively large distance from the holding fix. Reducing speed to the maximum holding speed at least 3 minutes prior to reaching the holding fix and using the recommended 25 degree bank angle will reduce potential excursions beyond protected airspace.

(f) When RNAV guidance is used for holding, pilots should be prepared to intervene if the turn from outbound leg to the inbound leg does not begin within a reasonable distance of the charted leg length, especially when holding is used as a course reversal HILPT. Pilot intervention is not required when holding in an ATC-assigned holding pattern that is not charted. However, notify ATC when the outbound leg length becomes excessive when RNAV guidance is used for holding.

k. When holding at a fix and instructions are received specifying the time of departure from the fix, the pilot should adjust the aircraft's flight path within the limits of the established holding pattern in order to leave the fix at the exact time specified. After departing the holding fix, normal speed is to be resumed with respect to other governing speed requirements, such as terminal area speed limits, specific ATC requests, etc. Where the fix is associated with an instrument approach and timed approaches are in effect, a procedure turn must not be executed unless the pilot advises ATC, since aircraft holding are expected to proceed inbound on final approach directly from the holding pattern when approach clearance is received.

1. Radar surveillance of holding pattern airspace areas.

1. Whenever aircraft are holding, ATC will usually provide radar surveillance of the holding airspace on the controller's radar display.

2. The controller will attempt to detect any holding aircraft that stray outside the holding airspace and will assist any detected aircraft to return to the assigned airspace.

NOTE—

Many factors could prevent ATC from providing this additional service, such as workload, number of targets, precipitation, ground clutter, and radar system capability. These circumstances may make it unfeasible to maintain radar identification of aircraft to detect aircraft straying from the holding pattern. The provision of this service depends entirely upon whether controllers believe they are in a position to provide it and does not relieve a pilot of their responsibility to adhere to an accepted ATC clearance.

3. ATC is responsible for traffic and obstruction separation when they have assigned holding that is

not associated with a published (charted) holding pattern. Altitudes assigned will be at or above the minimum vectoring or minimum IFR altitude.

4. If an aircraft is established in a published holding pattern at an assigned altitude above the published minimum holding altitude and subsequently cleared for the approach, the pilot may descend to the published minimum holding altitude. The holding pattern would only be a segment of the IAP *if* it is published on the instrument procedure chart and is used in lieu of a procedure turn.

m. For those holding patterns where there are no published minimum holding altitudes, the pilot, upon receiving an approach clearance, must maintain the last assigned altitude until leaving the holding pattern and established on the inbound course. Thereafter, the published minimum altitude of the route segment being flown will apply. It is expected that the pilot will be assigned a holding altitude that will permit a normal descent on the inbound course.

Section 4. Arrival Procedures

5-4-1. Standard Terminal Arrival (STAR) Procedures

a. A STAR is an ATC coded IFR arrival route established for application to arriving IFR aircraft destined for certain airports. STARs simplify clearance delivery procedures, and also facilitate transition between en route and instrument approach procedures.

1. STAR procedures may have mandatory speeds and/or crossing altitudes published. Other STARs may have planning information depicted to inform pilots what clearances or restrictions to “**expect**.” “**Expect**” altitudes/speeds are not considered STAR procedures crossing restrictions unless verbally issued by ATC. Published speed restrictions are independent of altitude restrictions and are mandatory unless modified by ATC. Pilots should plan to cross waypoints with a published speed restriction, at the published speed, and should not exceed this speed past the associated waypoint unless authorized by ATC or a published note to do so.

NOTE-

The “**expect**” altitudes/speeds are published so that pilots may have the information for planning purposes. These altitudes/speeds must not be used in the event of lost communications unless ATC has specifically advised the pilot to expect these altitudes/speeds as part of a further clearance.

REFERENCE-

14 CFR Section 91.185(c)(2)(iii).

2. Pilots navigating on, or navigating a published route inbound to, a STAR procedure must maintain last assigned altitude until receiving authorization to descend so as to comply with all published/issued restrictions. This authorization may contain the phraseology “DESCEND VIA.” If vectored or cleared to deviate off of a STAR, pilots must consider the STAR canceled, unless the controller adds “expect to resume STAR;” pilots should then be prepared to rejoin the STAR at a subsequent fix or procedure leg. If a descent clearance has been received that included a crossing restriction, pilots should expect the controller to issue an altitude to maintain.

(a) Clearance to “descend via” authorizes pilots to:

(1) Descend at pilot’s discretion to meet published restrictions and laterally navigate on a STAR.

(2) When cleared to a waypoint depicted on a STAR, to descend from a previously assigned altitude at pilot’s discretion to the altitude depicted at that waypoint.

(3) Once established on the depicted arrival, to descend and to meet all published or assigned altitude and/or speed restrictions.

NOTE-

1. When otherwise cleared along a route or procedure that contains published speed restrictions, the pilot must comply with those speed restrictions independent of any descend via clearance.

2. ATC anticipates pilots will begin adjusting speed the minimum distance necessary prior to a published speed restriction so as to cross the waypoint/fix at the published speed. Once at the published speed, ATC expects pilots will maintain the published speed until additional adjustment is required to comply with further published or ATC assigned speed restrictions or as required to ensure compliance with 14 CFR Section 91.117.

3. The “descend via” is used in conjunction with STARs to reduce phraseology by not requiring the controller to restate the altitude at the next waypoint/fix to which the pilot has been cleared.

4. Air traffic will assign an altitude to cross the waypoint/fix, if no altitude is depicted at the waypoint/fix, for aircraft on a direct routing to a STAR. Air traffic must ensure obstacle clearance when issuing a “descend via” instruction to the pilot.

5. Minimum en route altitudes (MEA) are not considered restrictions; however, pilots must remain above all MEAs, unless receiving an ATC instruction to descend below the MEA.

EXAMPLE-

1. **Lateral/routing clearance only.**

“Cleared Tyler One arrival.”

NOTE-

In Example 1, pilots are cleared to fly the lateral path of the procedure. Compliance with any published speed restrictions is required. No descent is authorized.

2. **Routing with assigned altitude.**

“Cleared Tyler One arrival, descend and maintain flight level two four zero.”

“Cleared Tyler One arrival, descend at pilot’s discretion, maintain flight level two four zero.”

NOTE–

In Example 2, the first clearance requires the pilot to descend to FL 240 as directed, comply with any published speed restrictions, and maintain FL 240 until cleared for further vertical navigation with a newly assigned altitude or a “descend via” clearance.

The second clearance authorizes the pilot to descend to FL 240 at his discretion, to comply with any published speed restrictions, and then maintain FL 240 until issued further instructions.

3. Lateral/routing and vertical navigation clearance.

“Descend via the Eagul Five arrival.”

“Descend via the Eagul Five arrival, except, cross Vnnom at or above one two thousand.”

NOTE–

In Example 3, the first clearance authorized the aircraft to descend at pilot’s discretion on the Eagul Five arrival; the pilot must descend so as to comply with all published altitude and speed restrictions.

The second clearance authorizes the same, but requires the pilot to descend so as to cross at Vnnom at or above 12,000.

4. Lateral/routing and vertical navigation clearance when assigning altitude not published on procedure.

“Descend via the Eagul Five arrival, except after Geeno, maintain one zero thousand.”

“Descend via the Eagul Five arrival, except cross Geeno at one one thousand then maintain seven thousand.”

NOTE–

In Example 4, the first clearance authorized the aircraft to track laterally on the Eagul Five Arrival and to descend at pilot’s discretion so as to comply with all altitude and speed restrictions until reaching Geeno and then maintain 10,000. Upon reaching 10,000, aircraft should maintain 10,000 until cleared by ATC to continue to descend.

The second clearance requires the same, except the aircraft must cross Geeno at 11,000 and is then authorized to continue descent to and maintain 7,000.

5. Direct routing to intercept a STAR and vertical navigation clearance.

“Proceed direct Leoni, descend via the Leoni One arrival.”

“Proceed direct Denis, cross Denis at or above flight level two zero zero, then descend via the Mmell One arrival.”

NOTE–

In Example 5, in the first clearance an altitude is published at Leoni; the aircraft proceeds to Leoni, crosses Leoni at the published altitude and then descends via the arrival. If a speed restrictions is published at Leoni, the aircraft will

slow to comply with the published speed.

In the second clearance, there is no altitude published at Denis; the aircraft must cross Denis at or above FL200, and then descends via the arrival.

(b) Pilots cleared for vertical navigation using the phraseology “descend via” must inform ATC upon initial contact with a new frequency, of the altitude leaving, “descending via (procedure name),” the runway transition or landing direction if assigned, and any assigned restrictions not published on the procedure.

EXAMPLE–

1. Delta 121 is cleared to descend via the Eagul Five arrival, runway 26 transition: “Delta One Twenty One leaving flight level one niner zero, descending via the Eagul Five arrival runway two-six transition.”

2. Delta 121 is cleared to descend via the Eagul Five arrival, but ATC has changed the bottom altitude to 12,000: “Delta One Twenty One leaving flight level one niner zero for one two thousand, descending via the Eagul Five arrival, runway two-six transition.”

3. (JetBlue 602 is cleared to descend via the Ivane Two arrival, landing south): “JetBlue six zero two leaving flight level two one zero descending via the Ivane Two arrival landing south.”

b. Pilots of IFR aircraft destined to locations for which STARS have been published may be issued a clearance containing a STAR whenever ATC deems it appropriate.

c. Use of STARS requires pilot possession of at least the approved chart. RNAV STARS must be retrievable by the procedure name from the aircraft database and conform to charted procedure. As with any ATC clearance or portion thereof, it is the responsibility of each pilot to accept or refuse an issued STAR. Pilots should notify ATC if they do not wish to use a STAR by placing “NO STAR” in the remarks section of the flight plan or by the less desirable method of verbally stating the same to ATC.

d. STAR charts are published in the Terminal Procedures Publications (TPP) and are available on subscription from the National Aeronautical Charting Office.

e. RNAV STAR.

1. All public RNAV STARS are RNAV1. These procedures require system performance currently met by GPS or DME/DME/IRU RNAV systems that satisfy the criteria discussed in AC 90–100A, U.S.

c. Straight-in Minimums are shown on the IAP when the final approach course is within 30 degrees of the runway alignment (15 degrees for GPS IAPs) and a normal descent can be made from the IFR altitude shown on the IAP to the runway surface. When either the normal rate of descent or the runway alignment factor of 30 degrees (15 degrees for GPS IAPs) is exceeded, a straight-in minimum is not published and a circling minimum applies. The fact that a straight-in minimum is not published does not preclude pilots from landing straight-in if they have the active runway in sight and have sufficient time to make a normal approach for landing. Under such conditions and when ATC has cleared them for landing on that runway, pilots are not expected to circle even though only circling minimums are published. If they desire to circle, they should advise ATC.

d. Side-Step Maneuver Minimums. Landing minimums for a side-step maneuver to the adjacent runway will normally be higher than the minimums to the primary runway.

e. Published Approach Minimums. Approach minimums are published for different aircraft categories and consist of a minimum altitude (DA, DH, MDA) and required visibility. These minimums are determined by applying the appropriate TERPS criteria. When a fix is incorporated in a nonprecision final segment, two sets of minimums may be published: one for the pilot that is able to identify the fix, and a second for the pilot that cannot. Two sets of minimums may also be published when a second altimeter source is used in the procedure. When a nonprecision procedure incorporates both a step-down fix in the final segment and a second altimeter source, two sets of minimums are published to account for the stepdown fix and a note addresses minimums for the second altimeter source.

f. Circling Minimums. In some busy terminal areas, ATC may not allow circling and circling minimums will not be published. Published circling minimums provide obstacle clearance when pilots remain within the appropriate area of protection. Pilots should remain at or above the circling altitude

until the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers. Circling may require maneuvers at low altitude, at low airspeed, and in marginal weather conditions. Pilots must use sound judgment, have an in-depth knowledge of their capabilities, and fully understand the aircraft performance to determine the exact circling maneuver since weather, unique airport design, and the aircraft position, altitude, and airspeed must all be considered. The following basic rules apply:

1. Maneuver the shortest path to the base or downwind leg, as appropriate, considering existing weather conditions. There is no restriction from passing over the airport or other runways.

2. It should be recognized that circling maneuvers may be made while VFR or other flying is in progress at the airport. Standard left turns or specific instruction from the controller for maneuvering must be considered when circling to land.

3. At airports without a control tower, it may be desirable to fly over the airport to observe wind and turn indicators and other traffic which may be on the runway or flying in the vicinity of the airport.

REFERENCE—

AC 90-66A, Recommended Standards Traffic patterns for Aeronautical Operations at Airports without Operating Control Towers.

4. The missed approach point (MAP) varies depending upon the approach flown. For vertically guided approaches, the MAP is at the decision altitude/decision height. Non-vertically guided and circling procedures share the same MAP and the pilot determines this MAP by timing from the final approach fix, by a fix, a NAVAID, or a waypoint. Circling from a GLS, an ILS without a localizer line of minima or an RNAV (GPS) approach without an LNAV line of minima is prohibited.

g. Instrument Approach at a Military Field. When instrument approaches are conducted by civil aircraft at military airports, they must be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

5-4-21. Missed Approach

a. When a landing cannot be accomplished, advise ATC and, upon reaching the missed approach point defined on the approach procedure chart, the pilot must comply with the missed approach instructions for the procedure being used or with an alternate missed approach procedure specified by ATC.

b. Obstacle protection for missed approach is predicated on the missed approach being initiated at the decision altitude/decision height (DA/DH) or at the missed approach point and not lower than minimum descent altitude (MDA). A climb gradient of at least 200 feet per nautical mile is required, (except for Copter approaches, where a climb of at least 400 feet per nautical mile is required), unless a higher climb gradient is published in the notes section of the approach procedure chart. When higher than standard climb gradients are specified, the end point of the non-standard climb will be specified at either an altitude or a fix. Pilots must preplan to ensure that the aircraft can meet the climb gradient (expressed in feet per nautical mile) required by the procedure in the event of a missed approach, and be aware that flying at a higher than anticipated ground speed increases the climb rate requirement (feet per minute). Tables for the conversion of climb gradients (feet per nautical mile) to climb rate (feet per minute), based on ground speed, are included on page D1 of the U.S. Terminal Procedures booklets. Reasonable buffers are provided for normal maneuvers. However, no consideration is given to an abnormally early turn. Therefore, when an early missed approach is executed, pilots should, unless otherwise cleared by ATC, fly the IAP as specified on the approach plate to the missed approach point at or above the MDA or DH before executing a turning maneuver.

c. If visual reference is lost while circling-to-land from an instrument approach, the missed approach specified for that particular procedure must be followed (unless an alternate missed approach procedure is specified by ATC). To become established on the prescribed missed approach course, the pilot should make an initial climbing turn toward the landing runway and continue the turn until established on the missed approach course. Inasmuch as the circling maneuver may be accomplished in more than one direction, different patterns will be required to become established on the prescribed missed approach course, depending on the aircraft

position at the time visual reference is lost. Adherence to the procedure will help assure that an aircraft will remain laterally within the circling and missed approach obstruction clearance areas. Refer to paragraph h concerning vertical obstruction clearance when starting a missed approach at other than the MAP. (See FIG 5-4-32.)

d. At locations where ATC radar service is provided, the pilot should conform to radar vectors when provided by ATC in lieu of the published missed approach procedure. (See FIG 5-4-33.)

e. Some locations may have a preplanned alternate missed approach procedure for use in the event the primary NAVAID used for the missed approach procedure is unavailable. To avoid confusion, the alternate missed approach instructions are not published on the chart. However, the alternate missed approach holding pattern will be depicted on the instrument approach chart for pilot situational awareness and to assist ATC by not having to issue detailed holding instructions. The alternate missed approach may be based on NAVAIDs not used in the approach procedure or the primary missed approach. When the alternate missed approach procedure is implemented by NOTAM, it becomes a mandatory part of the procedure. The NOTAM will specify both the textual instructions and any additional equipment requirements necessary to complete the procedure. Air traffic may also issue instructions for the alternate missed approach when necessary, such as when the primary missed approach NAVAID fails during the approach. Pilots may reject an ATC clearance for an alternate missed approach that requires equipment not necessary for the published approach procedure when the alternate missed approach is issued after beginning the approach. However, when the alternate missed approach is issued prior to beginning the approach the pilot must either accept the entire procedure (including the alternate missed approach), request a different approach procedure, or coordinate with ATC for alternative action to be taken, i.e., proceed to an alternate airport, etc.

f. When approach has been missed, request clearance for specific action; i.e., to alternative airport, another approach, etc.

g. Pilots must ensure that they have climbed to a safe altitude prior to proceeding off the published missed approach, especially in nonradar environments. Abandoning the missed approach prior to reaching the published altitude may not provide

Chapter 7. Safety of Flight

Section 1. Meteorology

7-1-1. National Weather Service Aviation Weather Service Program

a. Weather service to aviation is a joint effort of the National Oceanic and Atmospheric Administration (NOAA), the National Weather Service (NWS), the Federal Aviation Administration (FAA), Department of Defense, and various private sector aviation weather service providers. Requirements for all aviation weather products originate from the FAA, which is the Meteorological Authority for the U.S.

b. NWS meteorologists are assigned to all air route traffic control centers (ARTCC) as part of the Center Weather Service Units (CWSU) as well as the Air Traffic Control System Command Center (ATCSCC). These meteorologists provide specialized briefings as well as tailored forecasts to support the needs of the FAA and other users of the NAS.

c. Aviation Products

1. The NWS maintains an extensive surface, upper air, and radar weather observing program; and a nationwide aviation weather forecasting service.

2. Airport observations (METAR and SPECI) supported by the NWS are provided by automated observing systems.

3. Terminal Aerodrome Forecasts (TAF) are prepared by 123 NWS Weather Forecast Offices (WFOs) for over 700 airports. These forecasts are valid for 24 or 30 hours and amended as required.

4. Inflight aviation advisories (for example, Significant Meteorological Information (SIGMETs) and Airmen's Meteorological Information (AIRMETs)) are issued by three NWS Meteorological Watch Offices; the Aviation Weather Center (AWC) in Kansas City, MO, the Alaska Aviation Weather Unit (AAWU) in Anchorage, AK, and the WFO in Honolulu, HI. Both the AWC and the AAWU issue area forecasts (FA) for selected areas. In addition, NWS meteorologists assigned to most ARTCCs as part of the Center Weather Service Unit (CWSU) provide Center Weather Advisories (CWAs) and

gather weather information to support the needs of the FAA and other users of the system.

5. Several NWS National Centers for Environmental Prediction (NCEP) provide aviation specific weather forecasts, or select public forecasts which are of interest to pilots and operators.

(a) The Aviation Weather Center (AWC) displays a variety of domestic and international aviation forecast products over the Internet at aviationweather.gov.

(b) The NCEP Central Operations (NCO) is responsible for the operation of many numerical weather prediction models, including those which produce the many wind and temperature aloft forecasts.

(c) The Storm Prediction Center (SPC) issues tornado and severe weather watches along with other guidance forecasts.

(d) The National Hurricane Center (NHC) issues forecasts on tropical weather systems (for example, hurricanes).

(e) The Space Weather Prediction Center (SWPC) provides alerts, watches, warnings and forecasts for space weather events (for example, solar storms) affecting or expected to affect Earth's environment.

(f) The Weather Prediction Center (WPC) provides analysis and forecast products on a national scale including surface pressure and frontal analyses.

6. NOAA operates two Volcanic Ash Advisory Centers (VAAC) which issue forecasts of ash clouds following a volcanic eruption in their area of responsibility.

7. Details on the products provided by the above listed offices and centers is available in FAA Advisory Circular 00-45, Aviation Weather Services.

d. Weather element values may be expressed by using different measurement systems depending on several factors, such as whether the weather products will be used by the general public, aviation interests, international services, or a combination of these

users. FIG 7-1-1 provides conversion tables for the most used weather elements that will be encountered by pilots.

7-1-2. FAA Weather Services

a. The FAA provides the Flight Service program, which serves the weather needs of pilots through its flight service stations (FSS) (both government and contract via 1-800-WX-BRIEF) and via the Internet, through Leidos Flight Service.

b. The FAA maintains an extensive surface weather observing program. Airport observations (METAR and SPECI) in the U.S. are provided by automated observing systems. Various levels of human oversight of the METAR and SPECI reports and augmentation may be provided at select larger airports by either government or contract personnel qualified to report specified weather elements that cannot be detected by the automated observing system.

c. Other Sources of Weather Information

1. Telephone Information Briefing Service (TIBS) (FSS); and in Alaska, Transcribed Weather Broadcast (TWEB) locations, and telephone access to the TWEB (TEL-TWEB) provide continuously updated recorded weather information for short or local flights. Separate paragraphs in this section give additional information regarding these services.

REFERENCE-

AIM, Paragraph 7-1-8, Telephone Information Briefing Service (TIBS)
AIM, Paragraph 7-1-9, Transcribed Weather Broadcast (TWEB)
(Alaska Only)

2. Weather and aeronautical information are also available from numerous private industry sources on an individual or contract pay basis. Information on how to obtain this service should be available from local pilot organizations.

3. Pilots can access Leidos Flight Services via the Internet. Pilots can receive preflight weather data and file domestic VFR and IFR flight plans. The following is the FAA contract vendor:

Leidos Flight Service

Internet Access: <http://www.1800wxbrief.com>
For customer service: 1-800-WXBRIEF

7-1-3. Use of Aviation Weather Products

a. Air carriers and operators certificated under the provisions of 14 CFR Part 119 are required to use the aeronautical weather information systems defined in the Operations Specifications issued to that certificate holder by the FAA. These systems may utilize basic FAA/National Weather Service (NWS) weather services, contractor- or operator-proprietary weather services and/or Enhanced Weather Information System (EWINS) when approved in the Operations Specifications. As an integral part of this system approval, the procedures for collecting, producing and disseminating aeronautical weather information, as well as the crew member and dispatcher training to support the use of system weather products, must be accepted or approved.

b. Operators not certificated under the provisions of 14 CFR Part 119 are encouraged to use FAA/NWS products through Flight Service Stations, Leidos Flight Service, and/or Flight Information Services-Broadcast (FIS-B).

c. The suite of available aviation weather product types is expanding, with the development of new sensor systems, algorithms and forecast models. The FAA and NWS, supported by various weather research laboratories and corporations under contract to the Government, develop and implement new aviation weather product types. The FAA's NextGen Aviation Weather Research Program (AWRP) facilitates collaboration between the NWS, the FAA, and various industry and research representatives. This collaboration ensures that user needs and technical readiness requirements are met before experimental products mature to operational application.

d. The AWRP manages the transfer of aviation weather R&D to operational use through technical review panels and conducting safety assessments to ensure that newly developed aviation weather products meet regulatory requirements and enhance safety.

FIG 7-1-1
Weather Elements Conversion Tables

TIME
STANDARD TO UTC

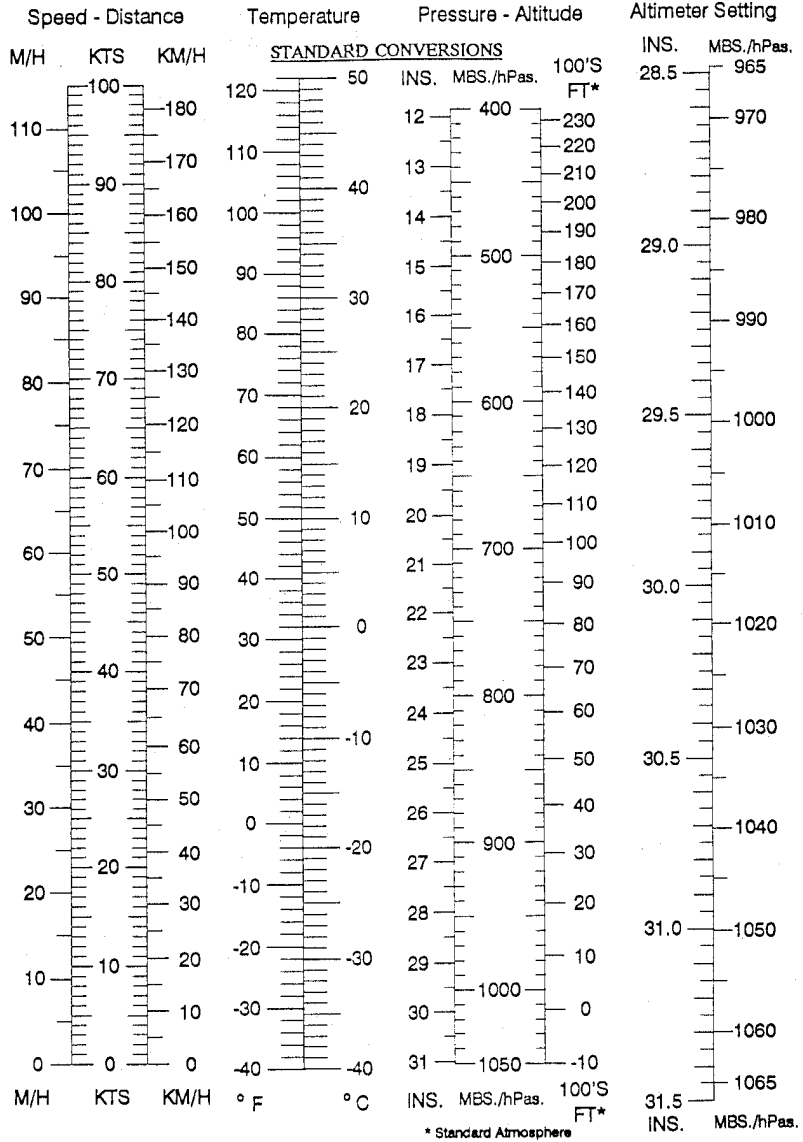
Eastern + 5 hr = UTC
 Central + 6 hr = UTC
 Mountain + 7 hr = UTC
 Pacific + 8 hr = UTC
 Alaskan + 9 hr = UTC
 Hawaii & Aleutian Islands + 10 hr = UTC

Subtract one hour for Daylight Time

WINDSPEED

MPH	KNOTS
1-2	1-2
3-8	3-7
9-14	8-12
15-20	13-17
21-26	18-22
26-31	23-27
32-37	28-32
38-43	33-37
44-49	38-42
50-54	43-47
55-60	48-52
61-66	53-57
67-71	58-62
72-77	63-67
78-83	68-72
84-89	73-77
119-123	103-107

Knots x 1.15 = Miles Per Hour
 Miles Per Hour x 0.869 = Knots



e. The AWRP review and decision-making process applies criteria to weather products at various stages. The stages are composed of the following:

1. Sponsorship of user needs.
2. R & D and controlled testing.
3. Experimental application.
4. Operational application.

f. Pilots and operators should be aware that weather services provided by entities other than FAA, NWS, or their contractors may not meet FAA/NWS quality control standards. Hence, operators and pilots contemplating using such services should request and/or review an appropriate description of services and provider disclosure. This should include, but is not limited to, the type of weather product (for example, current weather or forecast weather), the currency of the product (that is, product issue and valid times), and the relevance of the product. Pilots and operators should be cautious when using unfamiliar products, or products not supported by FAA/NWS technical specifications.

NOTE-

When in doubt, consult with a FAA Flight Service Station Specialist.

g. In addition, pilots and operators should be aware there are weather services and products available from government organizations beyond the scope of the AWRP process mentioned earlier in this section. For example, governmental agencies such as the NWS and the Aviation Weather Center (AWC), or research organizations such as the National Center for Atmospheric Research (NCAR) display weather “model data” and “experimental” products which require training and/or expertise to properly interpret and use. These products are developmental prototypes that are subject to ongoing research and can change without notice. Therefore, some data on display by government organizations, or government data on display by independent organizations may be unsuitable for flight planning purposes. Operators and pilots contemplating using such services should request and/or review an appropriate description of services and provider disclosure. This should include, but is not limited to, the type of weather product (for example, current weather or forecast weather), the currency of the product (i.e., product issue and valid times), and the relevance of the product. Pilots and

operators should be cautious when using unfamiliar weather products.

NOTE-

When in doubt, consult with a FAA Flight Service Station Specialist.

h. With increased access to weather products via the public Internet, the aviation community has access to an overwhelming amount of weather information and data that support self-briefing. FAA AC 00-45 (current edition) describes the weather products distributed by the NWS. Pilots and operators using the public Internet to access weather from a third party vendor should request and/or review an appropriate description of services and provider disclosure. This should include, but is not limited to, the type of weather product (for example, current weather or forecast weather), the currency of the product (i.e., product issue and valid times), and the relevance of the product. Pilots and operators should be cautious when using unfamiliar weather products and when in doubt, consult with a Flight Service Specialist.

i. The development of new weather products, coupled with the termination of some legacy textual and graphical products may create confusion between regulatory requirements and the new products. All flight-related, aviation weather decisions must be based on all available pertinent weather products. As every flight is unique and the weather conditions for that flight vary hour by hour, day to day, multiple weather products may be necessary to meet aviation weather regulatory requirements. Many new weather products now have a Precautionary Use Statement that details the proper use or application of the specific product.

j. The FAA has identified three distinct types of weather information available to pilots and operators.

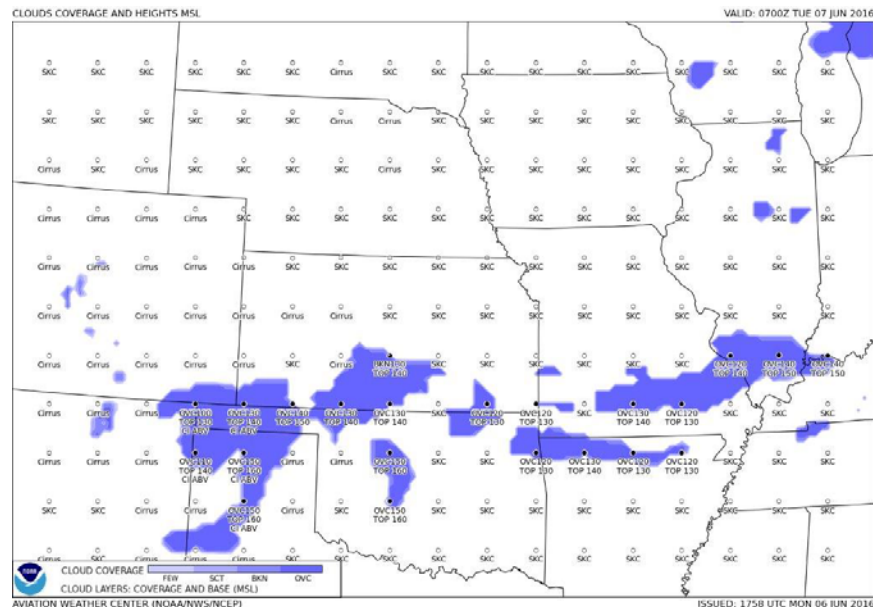
1. Observations. Raw weather data collected by some type of sensor suite including surface and airborne observations, radar, lightning, satellite imagery, and profilers.

2. Analysis. Enhanced depiction and/or interpretation of observed weather data.

3. Forecasts. Predictions of the development and/or movement of weather phenomena based on meteorological observations and various mathematical models.

k. Not all sources of aviation weather information are able to provide all three types of weather

FIG 7-1-3
Aviation Cloud Forecast



7-1-5. Preflight Briefing

a. Flight Service Stations (FSS) are the primary sources for obtaining preflight briefings and to file flight plans by phone or the Internet. Flight Service Specialists are qualified and certified as Pilot Weather Briefers by the FAA. They are not authorized to make original forecasts, but are authorized to translate and interpret available forecasts and reports directly into terms describing the weather conditions which can be expected along the flight route and at the destination. Three basic types of preflight briefings (Standard, Abbreviated, and Outlook) are available to serve the pilot's specific needs. Pilots should specify to the briefer the type of briefing they want, along with their appropriate background information. This will enable the briefer to tailor the information to the pilot's intended flight. The following paragraphs describe the types of briefings available and the information provided in each briefing.

REFERENCE-

AIM, Paragraph 5-1-1, Preflight Preparation, for items that are required.

b. **Standard Briefing.** You should request a Standard Briefing any time you are planning a flight and you have not received a previous briefing or have not received preliminary information through mass dissemination media; for example, TIBS, TWEB (Alaska only), etc. International data may be

inaccurate or incomplete. If you are planning a flight outside of U.S. controlled airspace, the briefer will advise you to check data as soon as practical after entering foreign airspace, unless you advise that you have the international cautionary advisory. The briefer will automatically provide the following information in the sequence listed, except as noted, when it is applicable to your proposed flight.

1. Adverse Conditions. Significant meteorological and/or aeronautical information that might influence the pilot to alter or cancel the proposed flight; for example, hazardous weather conditions, airport closures, air traffic delays, etc. Pilots should be especially alert for current or forecast weather that could reduce flight minimums below VFR or IFR conditions. Pilots should also be alert for any reported or forecast icing if the aircraft is not certified for operating in icing conditions. Flying into areas of icing or weather below minimums could have disastrous results.

2. VFR Flight Not Recommended. When VFR flight is proposed and sky conditions or visibilities are present or forecast, surface or aloft, that, in the briefer's judgment, would make flight under VFR doubtful, the briefer will describe the conditions, describe the affected locations, and use the phrase "*VFR flight not recommended.*" This

recommendation is advisory in nature. The final decision as to whether the flight can be conducted safely rests solely with the pilot. Upon receiving a “VFR flight not recommended” statement, the non-IFR rated pilot will need to make a “go or no go” decision. This decision should be based on weighing the current and forecast weather conditions against the pilot’s experience and ratings. The aircraft’s equipment, capabilities and limitations should also be considered.

NOTE–

Pilots flying into areas of minimal VFR weather could encounter unforecasted lowering conditions that place the aircraft outside the pilot’s ratings and experience level. This could result in spatial disorientation and/or loss of control of the aircraft.

3. Synopsis. A brief statement describing the type, location and movement of weather systems and/or air masses which might affect the proposed flight.

NOTE–

These first 3 elements of a briefing may be combined in any order when the briefer believes it will help to more clearly describe conditions.

4. Current Conditions. Reported weather conditions applicable to the flight will be summarized from all available sources; e.g., METARs/ SPECIs, PIREPs, RAREPs. This element will be omitted if the proposed time of departure is beyond 2 hours, unless the information is specifically requested by the pilot.

5. En Route Forecast. Forecast en route conditions for the proposed route are summarized in logical order; i.e., departure/climbout, en route, and descent. (Heights are MSL, unless the contractions “AGL” or “CIG” are denoted indicating that heights are above ground.)

6. Destination Forecast. The destination forecast for the planned ETA. Any significant changes within 1 hour before and after the planned arrival are included.

7. Winds Aloft. Forecast winds aloft will be provided using degrees of the compass. The briefer will interpolate wind directions and speeds between levels and stations as necessary to provide expected conditions at planned altitudes. (Heights are MSL.) Temperature information will be provided on request.

8. Notices to Airmen (NOTAMs).

(a) Available NOTAM (D) information pertinent to the proposed flight, including special use airspace (SUA) NOTAMs for restricted areas, aerial refueling, and night vision goggles (NVG).

NOTE–

Other SUA NOTAMs (D), such as military operations area (MOA), military training route (MTR), and warning area NOTAMs, are considered “upon request” briefing items as indicated in paragraph 7–1–4b10(a).

(b) Prohibited Areas P–40, P–49, P–56, and the special flight rules area (SFRA) for Washington, DC.

(c) FSS briefers do not provide FDC NOTAM information for special instrument approach procedures unless specifically asked. Pilots authorized by the FAA to use special instrument approach procedures must specifically request FDC NOTAM information for these procedures.

NOTE–

1. *NOTAM information may be combined with current conditions when the briefer believes it is logical to do so.*

2. *NOTAM (D) information and FDC NOTAMs which have been published in the Notices to Airmen Publication are not included in pilot briefings unless a review of this publication is specifically requested by the pilot. For complete flight information you are urged to review the printed NOTAMs in the Notices to Airmen Publication and the Chart Supplement U.S. in addition to obtaining a briefing.*

9. ATC Delays. Any known ATC delays and flow control advisories which might affect the proposed flight.

10. Pilots may obtain the following from flight service station briefers upon request:

(a) Information on SUA and SUA-related airspace, except those listed in paragraph 7–1–4b8.

NOTE–

1. *For the purpose of this paragraph, SUA and related airspace includes the following types of airspace: alert area, military operations area (MOA), warning area, and air traffic control assigned airspace (ATCAA). MTR data includes the following types of airspace: IFR training routes (IR), VFR training routes (VR), and slow training routes (SR).*

2. *Pilots are encouraged to request updated information from ATC facilities while in flight.*

(b) A review of the Notices to Airmen Publication for pertinent NOTAMs and Special Notices.

The DACS individual data files are:

ENHIGH.DAT: High altitude airways (conterminous U.S.)

ENLOW.DAT: Low altitude airways (conterminous U.S.)

IAPFIX.DAT: Selected instrument approach procedure NAVAID and fix data.

MTRFIX.DAT: Military training routes data.

ALHIGH.DAT: Alaska high altitude airways data.

ALLOW.DAT: Alaska low altitude airways data.

PR.DAT: Puerto Rico airways data.

HAWAII.DAT: Hawaii airways data.

BAHAMA.DAT: Bahamas routes data.

OCEANIC.DAT: Oceanic routes data.

STARS.DAT: Standard terminal arrivals data.

DP.DAT: Instrument departure procedures data.

LOPREF.DAT: Preferred low altitude IFR routes data.

HIPREF.DAT: Preferred high altitude IFR routes data.

ARF.DAT: Air route radar facilities data.

ASR.DAT: Airport surveillance radar facilities data.

2. The Coded Instrument Flight Procedures (CIFP) (ARINC 424 [Ver 13 & 15]). The CIFP is a basic digital dataset, modeled to an international

standard, which can be used as a basis to support GPS navigation. Initial data elements included are: Airport and Helicopter Records, VHF and NDB Navigation aids, en route waypoints and airways. Additional data elements will be added in subsequent releases to include: departure procedures, standard terminal arrivals, and GPS/RNAV instrument approach procedures. The database is updated every 28 days. The data is available by subscription only and is distributed on CD-ROM or by ftp download.

3. digital-Visual Charts (d-VC). These digital VFR charts are geo-referenced images of FAA Sectional Aeronautical, TAC, and Helicopter Route charts. Additional digital data may easily be overlaid on the raster image using commonly available Geographic Information System software. Data such as weather, temporary flight restrictions, obstacles, or other geospatial data can be combined with d-VC data to support a variety of needs. The file resolution is 300 dots per inch and the data is 8-bit color. The data is provided as a GeoTIFF and distributed on DVD-R media and on the AIS website. The root mean square error of the transformation will not exceed two pixels. Digital-VC DVDs are updated every 28 days and are available by subscription only.

FIG 9-1-14

Chart Supplement U.S. Geographic Areas

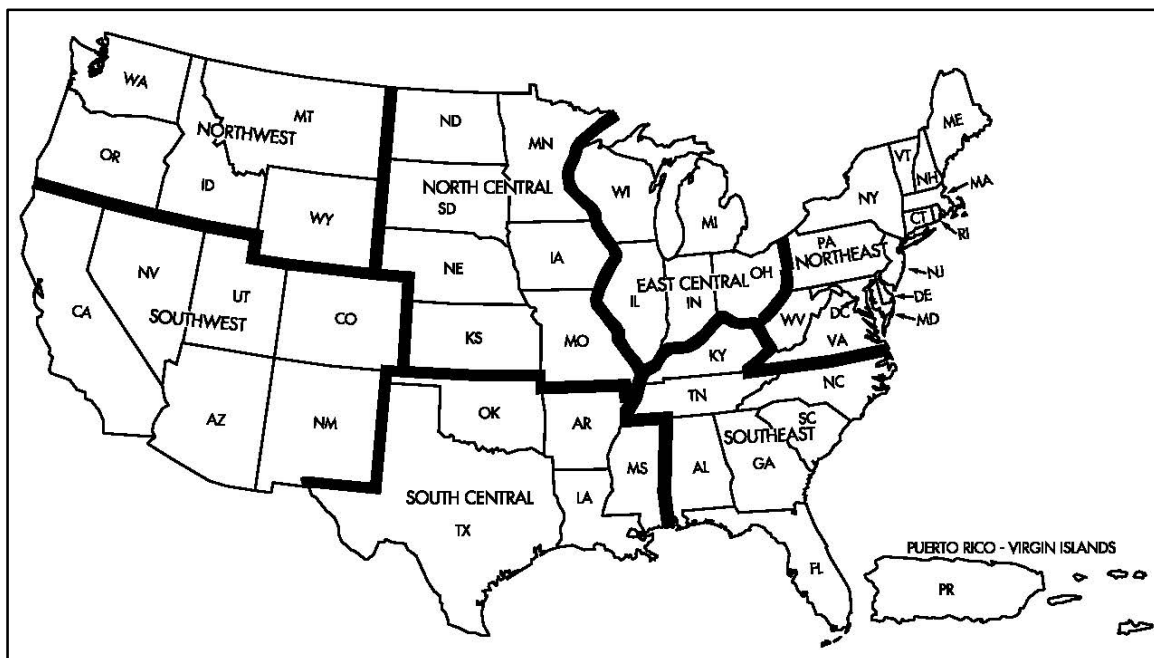
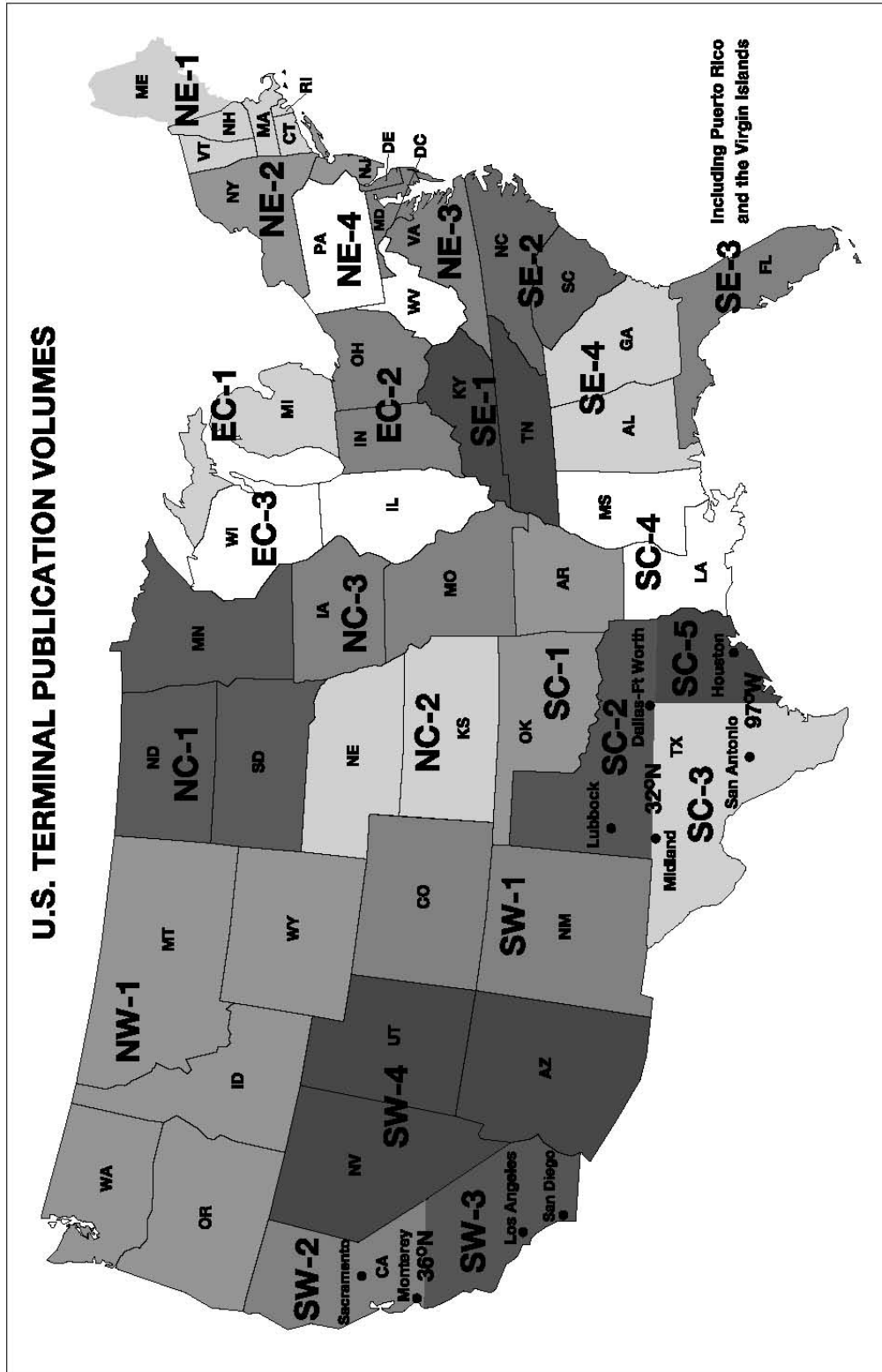


FIG 9-1-15
U.S. Terminal Publication Volumes



PILOT/CONTROLLER GLOSSARY

PURPOSE

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

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

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

EXPLANATION OF CHANGES

d. Terms Added:

ESTABLISHED ON RNP(EoR) CONCEPT
QFE

e. Terms Deleted

COMPOSITE ROUTE SYSTEM
COMPOSITE SEPARATION
NONCOMPOSITE SEPARATION

f. Terms Modified:

MOUNTAIN WAVE

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

COMMON POINT– A significant point over which two or more aircraft will report passing or have reported passing before proceeding on the same or diverging tracks. To establish/maintain longitudinal separation, a controller may determine a common point not originally in the aircraft’s flight plan and then clear the aircraft to fly over the point.

(See **SIGNIFICANT POINT**.)

COMMON PORTION–

(See **COMMON ROUTE**.)

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

OR

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

COMMON TRAFFIC ADVISORY FREQUENCY (CTAF)– A frequency designed for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower. The CTAF may be a UNICOM, Multicom, FSS, or tower frequency and is identified in appropriate aeronautical publications.

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

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

COMPASS LOCATOR– A low power, low or medium frequency (L/MF) radio beacon installed at the site of the outer or middle marker of an instrument landing system (ILS). It can be used for navigation at distances of approximately 15 miles or as authorized in the approach procedure.

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

(See **OUTER MARKER**.)

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

(See **MIDDLE MARKER**.)

(See ICAO term **LOCATOR**.)

COMPASS ROSE– A circle, graduated in degrees, printed on some charts or marked on the ground at an

airport. It is used as a reference to either true or magnetic direction.

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

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

(Refer to **AIM**.)

COMPULSORY REPORTING POINTS– Reporting points which must be reported to ATC. They are designated on aeronautical charts by solid triangles or filed in a flight plan as fixes selected to define direct routes. These points are geographical locations which are defined by navigation aids/fixes. Pilots should discontinue position reporting over compulsory reporting points when informed by ATC that their aircraft is in “radar contact.”

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

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

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

(See **MODE C INTRUDER ALERT**.)

CONFLICT RESOLUTION– The resolution of potential conflicts between aircraft that are radar identified and in communication with ATC by ensuring that radar targets do not touch. Pertinent traffic advisories shall be issued when this procedure is applied.

Note: This procedure shall not be provided utilizing mosaic radar systems.

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

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

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

CONTACT–

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

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

(See CONTACT APPROACH.)

(See RADAR CONTACT.)

CONTACT APPROACH– An approach wherein an aircraft on an IFR flight plan, having an air traffic control authorization, operating clear of clouds with at least 1 mile flight visibility and a reasonable expectation of continuing to the destination airport in those conditions, may deviate from the instrument approach procedure and proceed to the destination airport by visual reference to the surface. This approach will only be authorized when requested by the pilot and the reported ground visibility at the destination airport is at least 1 statute mile.

(Refer to AIM.)

CONTAMINATED RUNWAY– A runway is considered contaminated whenever standing water, ice, snow, slush, frost in any form, heavy rubber, or other substances are present. A runway is contaminated with respect to rubber deposits or other friction-degrading substances when the average friction value for any 500-foot segment of the runway within the ALD fails below the recommended minimum friction level and the average friction value

in the adjacent 500-foot segments falls below the maintenance planning friction level.

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

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

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

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

CONTROL SECTOR– An airspace area of defined horizontal and vertical dimensions for which a controller or group of controllers has air traffic control responsibility, normally within an air route traffic control center or an approach control facility. Sectors are established based on predominant traffic flows, altitude strata, and controller workload. Pilot communications during operations within a sector are normally maintained on discrete frequencies assigned to the sector.

(See DISCRETE FREQUENCY.)

CONTROL SLASH– A radar beacon slash representing the actual position of the associated aircraft. Normally, the control slash is the one closest to the interrogating radar beacon site. When ARTCC radar is operating in narrowband (digitized) mode, the control slash is converted to a target symbol.

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

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

b. Controlled airspace is also that airspace within which all aircraft operators are subject to certain pilot qualifications, operating rules, and equipment requirements in 14 CFR Part 91 (for specific operating requirements, please refer to 14 CFR Part 91). For IFR operations in any class of controlled airspace, a pilot must file an IFR flight plan and receive an appropriate ATC clearance. Each Class B, Class C, and Class D airspace area designated for an

airport contains at least one primary airport around which the airspace is designated (for specific designations and descriptions of the airspace classes, please refer to 14 CFR Part 71).

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

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

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

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

(See OUTER AREA.)

4. CLASS D– Generally, that airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration

of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain the procedures. Arrival extensions for instrument approach procedures may be Class D or Class E airspace. Unless otherwise authorized, each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace. No separation services are provided to VFR aircraft.

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

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

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

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

CONTROLLER–

(See AIR TRAFFIC CONTROL SPECIALIST.)

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

CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC)– A two-way digital communications system that conveys textual air traffic control messages between controllers and

pilots using ground or satellite-based radio relay stations.

CONVECTIVE SIGMET– A weather advisory concerning convective weather significant to the safety of all aircraft. Convective SIGMETs are issued for tornadoes, lines of thunderstorms, embedded thunderstorms of any intensity level, areas of thunderstorms greater than or equal to VIP level 4 with an area coverage of $\frac{4}{10}$ (40%) or more, and hail $\frac{3}{4}$ inch or greater.

(See AIRMET.)

(See AWW.)

(See CWA.)

(See SIGMET.)

(Refer to AIM.)

CONVECTIVE SIGNIFICANT METEOROLOGICAL INFORMATION–

(See CONVECTIVE SIGMET.)

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

COORDINATION FIX– The fix in relation to which facilities will handoff, transfer control of an aircraft, or coordinate flight progress data. For terminal facilities, it may also serve as a clearance for arriving aircraft.

COPTER–

(See HELICOPTER.)

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

COUPLED APPROACH– An instrument approach performed by the aircraft autopilot, and/or visually depicted on the flight director, which is receiving position information and/or steering commands from onboard navigational equipment. In general, coupled non-precision approaches must be flown manually (autopilot disengaged) at altitudes lower than 50 feet AGL below the minimum descent altitude, and coupled precision approaches must be flown manually (autopilot disengaged) below 50 feet AGL unless authorized to conduct autoland operations. Coupled instrument approaches are commonly flown to the allowable IFR weather minima established by the operator or PIC, or flown VFR for training and safety.

COURSE–

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

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

(See BEARING.)

(See INSTRUMENT LANDING SYSTEM.)

(See RADIAL.)

CPDLC–

(See CONTROLLER PILOT DATA LINK COMMUNICATIONS.)

CPL [ICAO]–

(See ICAO term CURRENT FLIGHT PLAN.)

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

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

CROSS (FIX) AT OR ABOVE (ALTITUDE)– Used by ATC when an altitude restriction at a specified fix is required. It does not prohibit the aircraft from crossing the fix at a higher altitude than specified; however, the higher altitude may not be one that will violate a succeeding altitude restriction or altitude assignment.

(See ALTITUDE RESTRICTION.)

(Refer to AIM.)

CROSS (FIX) AT OR BELOW (ALTITUDE)– Used by ATC when a maximum crossing altitude at a specific fix is required. It does not prohibit the aircraft from crossing the fix at a lower altitude; however, it must be at or above the minimum IFR altitude.

(See ALTITUDE RESTRICTION.)

(See MINIMUM IFR ALTITUDES.)

(Refer to 14 CFR Part 91.)

CROSSWIND–

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

(See TRAFFIC PATTERN.)

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

(See CROSSWIND COMPONENT.)

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

CRUISE– Used in an ATC clearance to authorize a pilot to conduct flight at any altitude from the minimum IFR altitude up to and including the altitude specified in the clearance. The pilot may level off at any intermediate altitude within this block of airspace. Climb/descent within the block is to be made at the discretion of the pilot. However, once the pilot starts descent and verbally reports leaving an altitude in the block, he/she may not return to that altitude without additional ATC clearance. Further, it is approval for the pilot to proceed to and make an approach at destination airport and can be used in conjunction with:

a. An airport clearance limit at locations with a standard/special instrument approach procedure. The CFRs require that if an instrument letdown to an airport is necessary, the pilot shall make the letdown in accordance with a standard/special instrument approach procedure for that airport, or

b. An airport clearance limit at locations that are within/below/outside controlled airspace and without a standard/special instrument approach procedure. Such a clearance is NOT AUTHORIZATION for the pilot to descend under IFR conditions below the applicable minimum IFR altitude nor does it imply that ATC is exercising control over aircraft in Class G airspace; however, it provides a means for the aircraft to proceed to destination airport, descend, and land in accordance with applicable CFRs governing VFR flight operations. Also, this provides search and rescue protection until such time as the IFR flight plan is closed.

(See INSTRUMENT APPROACH PROCEDURE.)

CRUISE CLIMB– A climb technique employed by aircraft, usually at a constant power setting, resulting in an increase of altitude as the aircraft weight decreases.

CRUISING ALTITUDE– An altitude or flight level maintained during en route level flight. This is a constant altitude and should not be confused with a cruise clearance.

(See ALTITUDE.)

(See ICAO term CRUISING LEVEL.)

CRUISING LEVEL–

(See CRUISING ALTITUDE.)

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

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

CTA–

(See CONTROLLED TIME OF ARRIVAL.)

(See ICAO term CONTROL AREA.)

CTAF–

(See COMMON TRAFFIC ADVISORY FREQUENCY.)

CTAS–

(See CENTER TRACON AUTOMATION SYSTEM.)

CTOP–

(See COLLABORATIVE TRAJECTORY OPTIONS PROGRAM)

CTRD–

(See CERTIFIED TOWER RADAR DISPLAY.)

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

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

CVFP APPROACH–

(See CHARTED VISUAL FLIGHT PROCEDURE APPROACH.)

CWA–

(See CENTER WEATHER ADVISORY and WEATHER ADVISORY.)

E

EAS–

(See EN ROUTE AUTOMATION SYSTEM.)

EDCT–

(See EXPECT DEPARTURE CLEARANCE TIME.)

EDST–

(See EN ROUTE DECISION SUPPORT TOOL)

EFC–

(See EXPECT FURTHER CLEARANCE (TIME).)

ELT–

(See EMERGENCY LOCATOR TRANSMITTER.)

EMERGENCY– A distress or an urgency condition.

EMERGENCY LOCATOR TRANSMITTER (ELT)– A radio transmitter attached to the aircraft structure which operates from its own power source on 121.5 MHz and 243.0 MHz. It aids in locating downed aircraft by radiating a downward sweeping audio tone, 2-4 times per second. It is designed to function without human action after an accident.

(Refer to 14 CFR Part 91.)

(Refer to AIM.)

E-MSAW–

(See EN ROUTE MINIMUM SAFE ALTITUDE WARNING.)

ENHANCED FLIGHT VISION SYSTEM (EFVS)–

An EFVS is an installed aircraft system which uses an electronic means to provide a display of the forward external scene topography (the natural or man-made features of a place or region especially in a way to show their relative positions and elevation) through the use of imaging sensors, including but not limited to forward-looking infrared, millimeter wave radiometry, millimeter wave radar, or low-light level image intensification. An EFVS includes the display element, sensors, computers and power supplies, indications, and controls. An operator's authorization to conduct an EFVS operation may have provisions which allow pilots to conduct IAPs when the reported weather is below minimums prescribed on the IAP to be flown.

EN ROUTE AIR TRAFFIC CONTROL SERVICES– Air traffic control service provided aircraft on IFR flight plans, generally by centers, when these

aircraft are operating between departure and destination terminal areas. When equipment, capabilities, and controller workload permit, certain advisory/assistance services may be provided to VFR aircraft.

(See AIR ROUTE TRAFFIC CONTROL CENTER.)

(Refer to AIM.)

EN ROUTE AUTOMATION SYSTEM (EAS)– The complex integrated environment consisting of situation display systems, surveillance systems and flight data processing, remote devices, decision support tools, and the related communications equipment that form the heart of the automated IFR air traffic control system. It interfaces with automated terminal systems and is used in the control of en route IFR aircraft.

(Refer to AIM.)

EN ROUTE CHARTS–

(See AERONAUTICAL CHART.)

EN ROUTE DECISION SUPPORT TOOL (EDST)–

An automated tool provided at each Radar Associate position in selected En Route facilities. This tool utilizes flight and radar data to determine present and future trajectories for all active and proposal aircraft and provides enhanced automated flight data management.

EN ROUTE DESCENT– Descent from the en route cruising altitude which takes place along the route of flight.

EN ROUTE HIGH ALTITUDE CHARTS–

(See AERONAUTICAL CHART.)

EN ROUTE LOW ALTITUDE CHARTS–

(See AERONAUTICAL CHART.)

EN ROUTE MINIMUM SAFE ALTITUDE WARN-

ING (E-MSAW)– A function of the EAS that aids the controller by providing an alert when a tracked aircraft is below or predicted by the computer to go below a predetermined minimum IFR altitude (MIA).

EN ROUTE SPACING PROGRAM (ESP)– A program designed to assist the exit sector in achieving the required in-trail spacing.

EN ROUTE TRANSITION–

a. Conventional STARs/SIDs. The portion of a SID/STAR that connects to one or more en route airway/jet route.

b. RNAV STARs/SIDs. The portion of a STAR preceding the common route or point, or for a SID the portion following, that is coded for a specific en route fix, airway or jet route.

ESP–

(See EN ROUTE SPACING PROGRAM.)

EST–

(See ESTIMATED.)

ESTABLISHED– To be stable or fixed at an altitude or on a course, route, route segment, heading, instrument approach or departure procedure, etc.

ESTABLISHED ON RNP (EoR) CONCEPT– A system of authorized instrument approaches, ATC procedures, surveillance, and communication requirements that allow aircraft operations to be safely conducted with approved reduced separation criteria once aircraft are established on a PBN segment of a published instrument flight procedure.

ESTIMATED (EST)–When used in NOTAMs “EST” is a contraction that is used by the issuing authority only when the condition is expected to return to service prior to the expiration time. Using “EST” lets the user know that this NOTAM has the possibility of returning to service earlier than the expiration time. Any NOTAM which includes an “EST” will be auto-expired at the designated expiration time.

ESTIMATED ELAPSED TIME [ICAO]– The estimated time required to proceed from one significant point to another.

(See ICAO Term TOTAL ESTIMATED ELAPSED TIME.)

ESTIMATED OFF-BLOCK TIME [ICAO]– The estimated time at which the aircraft will commence movement associated with departure.

ESTIMATED POSITION ERROR (EPE)–

(See Required Navigation Performance)

ESTIMATED TIME OF ARRIVAL– The time the flight is estimated to arrive at the gate (scheduled operators) or the actual runway on times for nonscheduled operators.

ESTIMATED TIME EN ROUTE– The estimated flying time from departure point to destination (lift-off to touchdown).

ETA–

(See ESTIMATED TIME OF ARRIVAL.)

ETE–

(See ESTIMATED TIME EN ROUTE.)

EXECUTE MISSED APPROACH– Instructions issued to a pilot making an instrument approach which means continue inbound to the missed approach point and execute the missed approach procedure as described on the Instrument Approach Procedure Chart or as previously assigned by ATC. The pilot may climb immediately to the altitude specified in the missed approach procedure upon making a missed approach. No turns should be initiated prior to reaching the missed approach point. When conducting an ASR or PAR approach, execute the assigned missed approach procedure immediately upon receiving instructions to “execute missed approach.”

(Refer to AIM.)

EXPECT (ALTITUDE) AT (TIME) or (FIX)– Used under certain conditions to provide a pilot with an altitude to be used in the event of two-way communications failure. It also provides altitude information to assist the pilot in planning.

(Refer to AIM.)

EXPECT DEPARTURE CLEARANCE TIME (EDCT)– The runway release time assigned to an aircraft in a traffic management program and shown on the flight progress strip as an EDCT.

(See GROUND DELAY PROGRAM.)

EXPECT FURTHER CLEARANCE (TIME)– The time a pilot can expect to receive clearance beyond a clearance limit.

EXPECT FURTHER CLEARANCE VIA (AIRWAYS, ROUTES OR FIXES)– Used to inform a pilot of the routing he/she can expect if any part of the route beyond a short range clearance limit differs from that filed.

EXPEDITE– Used by ATC when prompt compliance is required to avoid the development of an imminent situation. Expedite climb/descent normally indicates to a pilot that the approximate best rate of climb/descent should be used without requiring an exceptional change in aircraft handling characteristics.

landing. The route of flight and altitude are shown on instrument approach procedure charts. A pilot executing a missed approach prior to the Missed Approach Point (MAP) must continue along the final approach to the MAP.

b. A term used by the pilot to inform ATC that he/she is executing the missed approach.

c. At locations where ATC radar service is provided, the pilot should conform to radar vectors when provided by ATC in lieu of the published missed approach procedure.

(See MISSED APPROACH POINT.)

(Refer to AIM.)

MISSED APPROACH POINT (MAP)– A point prescribed in each instrument approach procedure at which a missed approach procedure shall be executed if the required visual reference does not exist.

(See MISSED APPROACH.)

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

MISSED APPROACH PROCEDURE [ICAO]– The procedure to be followed if the approach cannot be continued.

MISSED APPROACH SEGMENT–

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

MLDI–

(See METER LIST DISPLAY INTERVAL.)

MM–

(See MIDDLE MARKER.)

MOA–

(See MILITARY OPERATIONS AREA.)

MOCA–

(See MINIMUM OBSTRUCTION CLEARANCE ALTITUDE.)

MODE– The letter or number assigned to a specific pulse spacing of radio signals transmitted or received by ground interrogator or airborne transponder components of the Air Traffic Control Radar Beacon System (ATCRBS). Mode A (military Mode 3) and

Mode C (altitude reporting) are used in air traffic control.

(See INTERROGATOR.)

(See RADAR.)

(See TRANSPONDER.)

(See ICAO term MODE.)

(Refer to AIM.)

MODE (SSR MODE) [ICAO]– The letter or number assigned to a specific pulse spacing of the interrogation signals transmitted by an interrogator. There are 4 modes, A, B, C and D specified in Annex 10, corresponding to four different interrogation pulse spacings.

MODE C INTRUDER ALERT– A function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between a tracked target (known IFR or VFR aircraft) and an untracked target (unknown IFR or VFR aircraft) that requires immediate attention/action.

(See CONFLICT ALERT.)

MODEL AIRCRAFT– An unmanned aircraft that is: (1) capable of sustained flight in the atmosphere; (2) flown within visual line of sight of the person operating the aircraft; and (3) flown for hobby or recreational purposes.

MONITOR– (When used with communication transfer) listen on a specific frequency and stand by for instructions. Under normal circumstances do not establish communications.

MONITOR ALERT (MA)– A function of the TFMS that provides traffic management personnel with a tool for predicting potential capacity problems in individual operational sectors. The MA is an indication that traffic management personnel need to analyze a particular sector for actual activity and to determine the required action(s), if any, needed to control the demand.

MONITOR ALERT PARAMETER (MAP)– The number designated for use in monitor alert processing by the TFMS. The MAP is designated for each operational sector for increments of 15 minutes.

MOSAIC/MULTI-SENSOR MODE– Accepts positional data from multiple radar or ADS-B sites. Targets are displayed from a single source within a radar sort box according to the hierarchy of the sources assigned.

MOUNTAIN WAVE– Mountain waves occur when air is being blown over a mountain range or even the

ridge of a sharp bluff area. As the air hits the upwind side of the range, it starts to climb, thus creating what is generally a smooth updraft which turns into a turbulent downdraft as the air passes the crest of the ridge. Mountain waves can cause significant fluctuations in airspeed and altitude with or without associated turbulence.

(Refer to AIM.)

MOVEMENT AREA– The runways, taxiways, and other areas of an airport/heliport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports/heliports with a tower, specific approval for entry onto the movement area must be obtained from ATC.

(See ICAO term MOVEMENT AREA.)

MOVEMENT AREA [ICAO]– That part of an aerodrome to be used for the takeoff, landing and taxiing of aircraft, consisting of the maneuvering area and the apron(s).

MOVING TARGET INDICATOR– An electronic device which will permit radar scope presentation only from targets which are in motion. A partial remedy for ground clutter.

MRA–

(See MINIMUM RECEPTION ALTITUDE.)

MSA–

(See MINIMUM SAFE ALTITUDE.)

MSAW–

(See MINIMUM SAFE ALTITUDE WARNING.)

MTI–

(See MOVING TARGET INDICATOR.)

MTR–

(See MILITARY TRAINING ROUTES.)

MULTICOM– A mobile service not open to public correspondence used to provide communications essential to conduct the activities being performed by or directed from private aircraft.

MULTIPLE RUNWAYS– The utilization of a dedicated arrival runway(s) for departures and a dedicated departure runway(s) for arrivals when feasible to reduce delays and enhance capacity.

MVA–

(See MINIMUM VECTORING ALTITUDE.)

N

NAS–

(See NATIONAL AIRSPACE SYSTEM.)

NAT HLA–

(See NORTH ATLANTIC HIGH LEVEL AIRSPACE.)

NATIONAL AIRSPACE SYSTEM– The common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, and manpower and material. Included are system components shared jointly with the military.

NATIONAL BEACON CODE ALLOCATION PLAN AIRSPACE (NBCAP)– Airspace over United States territory located within the North American continent between Canada and Mexico, including adjacent territorial waters outward to about boundaries of oceanic control areas (CTA)/Flight Information Regions (FIR).

(See FLIGHT INFORMATION REGION.)

NATIONAL FLIGHT DATA CENTER (NFDC)– A facility in Washington D.C., established by FAA to operate a central aeronautical information service for the collection, validation, and dissemination of aeronautical data in support of the activities of government, industry, and the aviation community. The information is published in the National Flight Data Digest.

(See NATIONAL FLIGHT DATA DIGEST.)

NATIONAL FLIGHT DATA DIGEST (NFDD)– A daily (except weekends and Federal holidays) publication of flight information appropriate to aeronautical charts, aeronautical publications, Notices to Airmen, or other media serving the purpose of providing operational flight data essential to safe and efficient aircraft operations.

NATIONAL SEARCH AND RESCUE PLAN– An interagency agreement which provides for the effective utilization of all available facilities in all types of search and rescue missions.

NAVAID–

(See NAVIGATIONAL AID.)

NAVAID CLASSES– VOR, VORTAC, and TACAN aids are classed according to their operational use. The three classes of NAVAIDs are:

- a. T– Terminal.
- b. L– Low altitude.
- c. H– High altitude.

Note: The normal service range for T, L, and H class aids is found in the AIM. Certain operational requirements make it necessary to use some of these aids at greater service ranges than specified. Extended range is made possible through flight inspection determinations. Some aids also have lesser service range due to location, terrain, frequency protection, etc. Restrictions to service range are listed in Chart Supplement U.S.

NAVIGABLE AIRSPACE– Airspace at and above the minimum flight altitudes prescribed in the CFRs including airspace needed for safe takeoff and landing.

(Refer to 14 CFR Part 91.)

NAVIGATION REFERENCE SYSTEM (NRS)– The NRS is a system of waypoints developed for use within the United States for flight planning and navigation without reference to ground based navigational aids. The NRS waypoints are located in a grid pattern along defined latitude and longitude lines. The initial use of the NRS will be in the high altitude environment in conjunction with the High Altitude Redesign initiative. The NRS waypoints are intended for use by aircraft capable of point-to-point navigation.

NAVIGATION SPECIFICATION [ICAO]– A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications:

a. **RNP specification.** A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP; e.g., RNP 4, RNP APCH.

b. **RNAV specification.** A navigation specification based on area navigation that does not include the requirement for performance monitoring and alert-

ing, designated by the prefix RNAV; e.g., RNAV 5, RNAV 1.

Note: The Performance-based Navigation Manual (Doc 9613), Volume II contains detailed guidance on navigation specifications.

NAVIGATIONAL AID– Any visual or electronic device airborne or on the surface which provides point-to-point guidance information or position data to aircraft in flight.

(See AIR NAVIGATION FACILITY.)

NBCAP AIRSPACE–

(See NATIONAL BEACON CODE ALLOCATION PLAN AIRSPACE.)

NDB–

(See NONDIRECTIONAL BEACON.)

NEGATIVE– “No,” or “permission not granted,” or “that is not correct.”

NEGATIVE CONTACT– Used by pilots to inform ATC that:

a. Previously issued traffic is not in sight. It may be followed by the pilot’s request for the controller to provide assistance in avoiding the traffic.

b. They were unable to contact ATC on a particular frequency.

NFDC–

(See NATIONAL FLIGHT DATA CENTER.)

NFDD–

(See NATIONAL FLIGHT DATA DIGEST.)

NIGHT– The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time.

(See ICAO term NIGHT.)

NIGHT [ICAO]– The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be specified by the appropriate authority.

Note: Civil twilight ends in the evening when the center of the sun’s disk is 6 degrees below the horizon and begins in the morning when the center of the sun’s disk is 6 degrees below the horizon.

NO GYRO APPROACH– A radar approach/vector provided in case of a malfunctioning gyro-compass or directional gyro. Instead of providing the pilot

with headings to be flown, the controller observes the radar track and issues control instructions “turn right/left” or “stop turn” as appropriate.

(Refer to AIM.)

NO GYRO VECTOR–

(See NO GYRO APPROACH.)

NO TRANSGRESSION ZONE (NTZ)– The NTZ is a 2,000 foot wide zone, located equidistant between parallel runway or SOIA final approach courses, in which flight is normally not allowed.

NONAPPROACH CONTROL TOWER– Authorizes aircraft to land or takeoff at the airport controlled by the tower or to transit the Class D airspace. The primary function of a nonapproach control tower is the sequencing of aircraft in the traffic pattern and on the landing area. Nonapproach control towers also separate aircraft operating under instrument flight rules clearances from approach controls and centers. They provide ground control services to aircraft, vehicles, personnel, and equipment on the airport movement area.

NONCOMMON ROUTE/PORTION– That segment of a North American Route between the inland navigation facility and a designated North American terminal.

NONDIRECTIONAL BEACON– An L/MF or UHF radio beacon transmitting nondirectional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine his/her bearing to or from the radio beacon and “home” on or track to or from the station. When the radio beacon is installed in conjunction with the Instrument Landing System marker, it is normally called a Compass Locator.

(See AUTOMATIC DIRECTION FINDER.)

(See COMPASS LOCATOR.)

NONMOVEMENT AREAS– Taxiways and apron (ramp) areas not under the control of air traffic.

NONPRECISION APPROACH–

(See NONPRECISION APPROACH PROCEDURE.)

NONPRECISION APPROACH PROCEDURE– A standard instrument approach procedure in which no electronic glideslope is provided; e.g., VOR, TACAN, NDB, LOC, ASR, LDA, or SDF approaches.

NONRADAR– Precedes other terms and generally means without the use of radar, such as:

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

(See FINAL APPROACH COURSE.)

(See FINAL APPROACH-IFR.)

(See INSTRUMENT APPROACH PROCEDURE.)

(See RADAR APPROACH.)

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

(See APPROACH CONTROL FACILITY.)

(See APPROACH CONTROL SERVICE.)

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

(See RADAR ARRIVAL.)

(See RADAR SERVICE.)

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

(See RADAR ROUTE.)

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

(See RADAR SEPARATION.)

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

NOPAC–

(See NORTH PACIFIC.)

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

(See LOST COMMUNICATIONS.)

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

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

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

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

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

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

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

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

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

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

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

NOT STD-

(See NOT STANDARD.)

NOTAM–

(See NOTICE TO AIRMEN.)

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

a. I Distribution– Distribution by means of telecommunication.

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

NOTICE TO AIRMEN (NOTAM)– A notice containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition, or change in any component (facility, service, or procedure of, or hazard in the National Airspace System) the timely knowledge of which is essential to personnel concerned with flight operations.

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

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

(See ICAO term NOTAM.)

NOTICES TO AIRMEN PUBLICATION– A publication issued every 28 days, designed primarily for the pilot, which contains current NOTAM information considered essential to the safety of flight as well as supplemental data to other aeronautical publications. The contraction NTAP is used in NOTAM text.

(See NOTICE TO AIRMEN.)

NRR–

(See NON–RESTRICTIVE ROUTING.)

NRS–

(See NAVIGATION REFERENCE SYSTEM.)

NTAP–

(See NOTICES TO AIRMEN PUBLICATION.)

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

(See TRAFFIC ADVISORIES.)

Q

Q ROUTE– ‘Q’ is the designator assigned to published RNAV routes used by the United States.

QFE– The atmospheric pressure at aerodrome elevation (or at runway threshold).

QNE– The barometric pressure used for the standard altimeter setting (29.92 inches Hg.).

QNH– The barometric pressure as reported by a particular station.

QUADRANT– A quarter part of a circle, centered on a NAVAID, oriented clockwise from magnetic north

as follows: NE quadrant 000-089, SE quadrant 090-179, SW quadrant 180-269, NW quadrant 270-359.

QUEUING–

(See STAGING/QUEUING.)

QUICK LOOK– A feature of the EAS and ARTS which provides the controller the capability to display full data blocks of tracked aircraft from other control positions.

INDEX

[References are to page numbers]

A

- Accident, Aircraft, Reporting, 7-6-1
- Accident Cause Factors, 7-5-1
- Adherence to Clearance, 4-4-5
- ADS-B. *See* Automatic Dependent Broadcast Services
- ADS-R. *See* Automatic Dependent Surveillance-Rebroadcast
- Advisories
 - Braking Action, 4-3-13
 - Inflight Aviation Weather, 7-1-9
 - Minimum Fuel, 5-5-7
 - Traffic, 5-5-5
- Aerobatic Flight, 8-1-8
- Aerodrome Forecast (TAF), 7-1-68, 7-1-69, 7-1-70
- Aeronautical
 - Charts, 9-1-1
 - Publications, 9-1-1
- Aeronautical Light Beacons, 2-2-1
- AFIS. *See* Automatic Flight Information Service
- AHRS. *See* Attitude Heading Reference System
- Air Ambulance Flights, 4-2-4
- Air Defense Identification Zones, 5-6-13
- Air Route Surveillance Radar, 4-5-7
- Air Route Traffic Control Centers, 4-1-1
- Air Traffic Control
 - Aircraft Separation, 4-4-1
 - Clearances, 4-4-1
 - Pilot Services, 4-1-1
 - Air Route Traffic Control Centers, 4-1-1
 - Airport Reservations, 4-1-18
 - Approach Control Service, Arriving VFR Aircraft, 4-1-2
 - Automatic Terminal Information Service, 4-1-7
 - Communications, Release of IFR Aircraft, Airports without Operating Control Tower, 4-1-1
 - Control Towers, 4-1-1
 - Flight Service Stations, 4-1-1
 - Ground Vehicle Operations, 4-1-6
 - IFR Approaches, 4-1-6
 - Operation Rain Check, 4-1-1
 - Radar Assistance to VFR Aircraft, 4-1-11
 - Radar Traffic Information Service, 4-1-9
 - Recording and Monitoring, 4-1-1
 - Safety Alert, 4-1-10
 - Terminal Radar Services for VFR Aircraft, 4-1-12
 - Tower En Route Control, 4-1-14
 - Traffic Advisory Practices, Airports Without Operating Control Towers, 4-1-2
 - Transponder Operation, 4-1-15
 - Unicom, Use for ATC Purposes, 4-1-7
 - Unicom/Multicom, 4-1-6
- Air Traffic Control Radar Beacon System, 4-1-15, 4-5-2
- Aircraft
 - Arresting Devices, 2-3-30
 - Call Signs, 4-2-3
 - Lights, Use in Airport Operations, 4-3-27
 - Unmanned, 7-5-2
 - VFR, Emergency Radar Service, 6-2-1
- Aircraft Conflict Alert, 4-1-11
- Airport
 - Aids, Marking, 2-3-1
 - Holding Position, 2-3-12
 - Pavement, 2-3-1
 - Holding Position, 2-3-1
 - Other, 2-3-1
 - Runway, 2-3-1
 - Taxiway, 2-3-1
 - Airport Advisory/Information Services, 3-5-1
 - Lighting Aids, 2-1-1
 - Local Airport Advisory (LAA), 4-1-4
 - Operations, 4-3-1
 - Communications, 4-3-20
 - Exiting the Runway, After Landing, 4-3-25
 - Flight Check Aircraft, In Terminal Areas, 4-3-27
 - Flight Inspection, 4-3-27
 - Gate Holding, Departure Delays, 4-3-21
 - Intersection Takeoffs, 4-3-16
 - Low Approach, 4-3-19
 - Low Level Wind Shear/Microburst Detection Systems, 4-3-13
 - Option Approach, 4-3-26
 - Signals, Hand, 4-3-28
 - Taxi During Low Visibility, 4-3-24
 - Traffic Control Light Signals, 4-3-19
 - Traffic Patterns, 4-3-1, 4-3-2
 - Use of Aircraft Lights, 4-3-27
 - Use of Runways, 4-3-8
 - VFR Flights in Terminal Areas, 4-3-21
 - VFR Helicopter at Controlled Airports, 4-3-21
 - With Operating Control Tower, 4-3-1
 - Without Operating Control Tower, 4-3-7
 - Remote Airport Advisory (RAA), 3-5-1

[References are to page numbers]

- Remote Airport Information Service (RAIS), 3-5-1, 4-1-4
- Signs, 2-3-1, 2-3-19
 - Destination, 2-3-28
 - Direction, 2-3-25
 - Information, 2-3-29
 - Location, 2-3-23
 - Mandatory Instruction, 2-3-20
 - Runway Distance Remaining, 2-3-29
- Airport Reservations, 4-1-18
- Airport Surface Detection Equipment, 4-5-7
- Airport Surface Surveillance Capability, 4-5-7
- Airport Surveillance Radar, 4-5-7
- Airspace, 3-1-1
 - Basic VFR Weather Minimums, 3-1-1
 - Class D, 3-2-8
 - Class E, 3-2-9
 - Class G, 3-3-1
 - Controlled, 3-2-1
 - Advisories, Traffic, 3-2-1
 - Alerts, Safety, 3-2-1
 - Class A, 3-2-2
 - Class B, 3-2-2
 - Class C, 3-2-4
 - IFR Requirements, 3-2-1
 - IFR Separation, 3-2-1
 - Parachute Jumps, 3-2-2
 - Ultralight Vehicles, 3-2-2
 - Unmanned Free Balloons, 3-2-2
 - VFR Requirements, 3-2-1
 - Flight Levels, 3-1-2
 - General Dimensions, Segments, 3-1-1
 - Military Training Routes, 3-5-1
 - Other Areas, 3-5-1
 - Parachute Jumping, 3-5-5
 - Special Use, 3-4-1
 - Temporary Flight Restrictions, 3-5-2
 - Terminal Radar Service Areas, 3-5-9
 - VFR Cruising Altitudes, 3-1-2
 - VFR Routes, Published, 3-5-5
 - Class B Airspace, VFR Transition Routes, 3-5-7
 - VFR Corridors, 3-5-7
 - VFR Flyways, 3-5-5
- Airway, 5-3-15
- Airways, Course Changes, 5-3-17
- Alcohol, 8-1-1
- Alert, Safety, 4-1-10, 5-5-3
- Alert Areas, 3-4-2
- Alignment of Elements Approach Slope Indicator, 2-1-5
- Alphabet, Phonetic, 4-2-5
- ALS. *See* Approach Light Systems
- Altimeter
 - Density Altitude, 7-5-4
 - Errors, 7-2-3
 - Setting, 7-2-1
 - High Barometric Pressure, 7-2-4
 - Low Barometric Pressure, 7-2-4
- Altitude
 - Automatic Reporting, 4-1-16
 - Effects, 8-1-3
 - Hypoxia, 8-1-3
 - High Altitude Destinations, 5-1-27
 - Mandatory, 5-4-7
 - Maximum, 5-4-7
 - Minimum, 5-4-7
- Ambulance, Air, 4-2-4
- Amended Clearances, 4-4-2
- Approach
 - Advance Information, Instrument Approach, 5-4-4
 - Approach Control, 5-4-3
 - Clearance, 5-4-25
 - Contact, 5-4-62, 5-5-2
 - Instrument, 5-5-2
 - Instrument Approach Procedure, Charts, 5-4-5
 - Instrument Approach Procedures, 5-4-27
 - Low, 4-3-19
 - Minimums, 5-4-52
 - Missed, 5-4-56, 5-5-3
 - No-Gyro, 5-4-36
 - Option, 4-3-26
 - Overhead Approach Maneuver, 5-4-63
 - Precision, 5-4-35
 - Surveillance, 5-4-35
 - Visual, 5-4-61, 5-5-5
- Approach Control Service, VFR Arriving Aircraft, 4-1-2
- Approach Light Systems, 2-1-1
- Approaches
 - IFR, 4-1-6
 - Parallel Runways, ILS/RNAV/GLS, 5-4-37
 - Radar, 5-4-35
 - Timed, 5-4-32
- Area Navigation (RNAV), 5-1-14, 5-3-16, 5-5-7 *See also* Area Navigation
- Area Navigation (RNAV) Routes, 5-3-16

[References are to page numbers]

ARFF (Aircraft Rescue and Fire Fighting) Emergency Hand Signals, 6-5-1

ARFF (Aircraft Rescue and Fire Fighting) Radio Call Sign, 6-5-1

Arresting Devices, Aircraft, 2-3-30

ARSR. *See* Air Route Surveillance Radar

ARTCC. *See* Air Route Traffic Control Centers

ASDE-X. *See* Airport Surface Detection Equipment-Model X

Ash, Volcanic, 7-5-7

ASOS. *See* Automated Surface Observing System

ASR. *See* Airport Surveillance Radar; Surveillance Approach

ASSC, 4-5-7

ATCRBS. *See* Air Traffic Control Radar Beacon System

ATCT. *See* Control Towers

ATIS. *See* Automatic Terminal Information Service

Attitude Heading Reference System (AHRS), 1-1-16

Authority, Statutory, 1-1-1

Automated Surface Observing System (ASOS), 4-3-32, 7-1-27

Automated Weather Observing System (AWOS), 4-3-32, 7-1-24

Automated Weather Sensor System (AWSS), 4-3-32

Automated Weather Sensor System (AWSS), 7-1-27

Automatic Altitude Reporting, 4-1-16

Automatic Dependent Surveillance-Broadcast Services, 4-5-14

Automatic Dependent Surveillance-Rebroadcast, 4-5-21

Automatic Flight Information Service (AFIS) – Alaska FSSs Only, 4-1-8

Automatic Terminal Information Service, 4-1-7

AWOS. *See* Automated Weather Observing System

B

Balloons, Unmanned, 7-5-2
Free, 3-2-2

Beacon

Index

Aeronautical Light, 2-2-1
Code, 2-2-1
Marker, 1-1-10
Nondirectional Radio, 1-1-1

Beacons, Airport/Heliport, 2-1-14

Bird
Bird Strike
Reduction, 7-4-1
Reporting, 7-4-1
Hazards, 7-4-1
Migratory, 7-4-1

Bird/Other Wildlife Strike Reporting, Form. *See* Appendix 1

Braking Action Advisories, 4-3-13

Braking Action Reports, 4-3-13

Briefing, Preflight, 7-1-7

C

Call Signs
Aircraft, 4-2-3
Ground Station, 4-2-4

Carbon Monoxide Poisoning, 8-1-5

CAT. *See* Clear Air Turbulence

CDR. *See* Coded Departure Route

Changeover Points, 5-3-18

Charted Visual Flight Procedures, 5-4-62

Charts, Aeronautical, 9-1-1

Class A Airspace, 3-2-2
Definition, 3-2-2
Operating Rules, 3-2-2
Pilot/Equipment Requirements, 3-2-2

Class B Airspace, 3-2-2
ATC Clearances, 3-2-3
Definition, 3-2-2
Flight Procedures, 3-2-3
Mode C Veil, 3-2-3
Operating Rules, 3-2-2
Pilot/Equipment Requirements, VFR Operations, 3-2-2
Proximity Operations, 3-2-4
Separation, 3-2-3
VFR Transition Routes, 3-5-7

Class C Airspace, 3-2-4
Air Traffic Services, 3-2-5
Aircraft Separation, 3-2-5

[References are to page numbers]

- Definition, 3-2-4
 - Operating Rules, 3-2-4
 - Outer Area, 3-2-5
 - Pilot/Equipment Requirements, 3-2-4
 - Secondary Airports, 3-2-6
 - Class D Airspace, 3-2-8
 - Definition, 3-2-8
 - Operating Rules, 3-2-8
 - Pilot/Equipment Requirements, 3-2-8
 - Separation for VFR Aircraft, 3-2-9
 - Class E Airspace, 3-2-9
 - Definition, 3-2-9
 - Operating Rules, 3-2-9
 - Pilot/Equipment Requirements, 3-2-9
 - Separation for VFR Aircraft, 3-2-10
 - Types, 3-2-9
 - Vertical Limits, 3-2-9
 - Class G Airspace, 3-3-1
 - IFR Requirements, 3-3-1
 - VFR Requirements, 3-3-1
 - Clear Air Turbulence, 7-1-46
 - Clearance
 - Abbreviated IFR Departure, 5-2-3
 - Adherence, 4-4-5
 - Air Traffic, 5-5-1
 - Air Traffic Control, 4-4-1
 - Amended, 4-4-2
 - Approach, 5-4-25
 - IFR, VFR-on-Top, 4-4-4
 - IFR Flights, 4-4-5
 - Issuance, Pilot Responsibility, 4-4-4
 - Items, 4-4-1
 - Altitude Data, 4-4-2
 - Clearance Limit, 4-4-1
 - Departure Procedure, 4-4-1
 - Holding Instructions, 4-4-2
 - Route of Flight, 4-4-1
 - Pre-Taxi, 5-2-1
 - Prefix, 4-4-1
 - Taxi, 5-2-2
 - VFR Flights, 4-4-5
 - Void Times, 5-2-4
 - Clearances, Special VFR Clearances, 4-4-3
 - Clearing Procedures, Visual, 4-4-11
 - Coded Departure Route, 4-4-3
 - Cold Temperature Operations, 5-1-32
 - Pilot Responsibilities, 5-5-2, 5-5-3
 - Collision, Avoidance, Judgment, 8-1-8
 - Communication, Radio
 - Contact, Reestablishing, 6-4-2
 - Two-way Failure, 6-4-1
 - IFR Conditions, 6-4-1
 - Transponder Usage, 6-4-2
 - VFR Conditions, 6-4-1
 - Communications
 - ARTCC, 5-3-1
 - Additional Reports, 5-3-14
 - Position Reporting, 5-3-13
 - Distress, 6-3-1
 - Radio, 4-2-1
 - Phonetic Alphabet, 4-2-5
 - Release, 4-1-1
 - Urgency, 6-3-1
 - Conflict Alert, Aircraft, 4-1-11
 - Contact Approach, 5-4-62
 - Contact Procedures, 4-2-1
 - Initial Contact, 4-2-1
 - Control of Lighting Systems, 2-1-11
 - Control Towers, 4-1-1
 - Controlled Firing Areas, 3-4-2
 - Controller, Responsibility, 5-3-19, 5-4-62, 5-5-1
 - COP. *See* Changeover Points
 - CORONA, 7-5-9
 - Course Lights, 2-2-1
 - CVFP. *See* Charted Visual Flight Procedures
- D**
- Decompression Sickness, 8-1-4
 - Density Altitude, Effects, 7-5-4
 - Departure, Restrictions, 5-2-4
 - Departure Control, 5-2-5
 - Departures, Instrument, 5-5-7
 - Discrete Emergency Frequency, 6-5-1
 - Distance Measuring Equipment, 1-1-5, 1-1-10, 5-3-23
 - Distress, 6-3-1
 - Ditching Procedures, 6-3-3
 - Diverse Vector Areas, 5-2-6
 - DME. *See* Distance Measuring Equipment
 - Doppler Radar, 1-1-16

[References are to page numbers]**E**

Ear Block, 8-1-4
 EFVS. *See* Enhanced Flight Vision Systems
 ELT. *See* Emergency Locator Transmitters
 Emergency, 6-1-1
 Air Piracy, 6-3-6
 Airborne Aircraft Inspection, 7-5-8
 Aircraft, Overdue, 6-2-5
 Body Signals, 6-2-6
 Ditching Procedures, 6-3-3
 Explosives Detection, FAA K-9 Team Program, 6-2-3
 Fuel Dumping, 6-3-7
 Inflight Monitoring and Reporting, 6-2-3
 Intercept and Escort, 6-2-1
 Locator Transmitters, 6-2-2
 Obtaining Assistance, 6-3-1
 Pilot Authority, 6-1-1
 Pilot Responsibility, 6-1-1
 Request Assistance Immediately, 6-1-1
 Search and Rescue, 6-2-4
 Services, 6-2-1
 Radar Service for VFR Aircraft in Difficulty, 6-2-1
 Survival Equipment, 6-2-6
 Transponder Operation, 6-2-1
 VFR Search and Rescue Protection, 6-2-5
 Emergency Locator Transmitter, 6-2-2
 Enhanced Flight Vision Systems, 5-4-58
 Escort, 6-2-1
 Explosives, FAA K-9 Detection Team Program, 6-2-3

F

FAROS. *See* Final Approach Runway Occupancy Signal (FAROS)
 Final Approach Runway Occupancy Signal (FAROS), 2-1-9
 Final Guard, 3-5-1
 FIS-B. *See* Flight Information Service-Broadcast
 Fitness, Flight
 Alcohol, 8-1-1
 Emotion, 8-1-2
 Fatigue, 8-1-2
 Hypoxia, 8-1-3
 Stress, 8-1-2

Flight

Aerobatic, 8-1-8
 Fitness, 8-1-1
 Illusions, 8-1-5
 Over National Forests, 7-4-1
 Over National Parks, 7-4-1
 Over National Refuges, 7-4-1
 Safety, Meteorology, 7-1-1
 Vision, 8-1-6
 Flight Check Aircraft, 4-3-27
 Flight Information Service-Broadcast, 4-5-19
 Flight Information Services, 7-1-20
 Flight Inspections Aircraft, 4-3-27
 Flight Management System, 1-2-4, 5-1-12
 Flight Plan
 Change, 5-1-30
 Proposed Departure Time, 5-1-30
 Closing
 DVFR, 5-1-30
 VFR, 5-1-30
 Composite, VFR/IFR, 5-1-11
 DVFR Flights, 5-1-10
 Explanation of IFR, 5-1-15
 Explanation of VFR, 5-1-9
 Form 7233-1, 5-1-9, 5-1-16
 IFR, Canceling, 5-1-30
 IFR Flights, Domestic, 5-1-11
 VFR Flights, 5-1-7
 Flight Restrictions, Temporary, 3-5-2
 Flight Service Stations, 4-1-1
 Flights, Outside the United States, 5-1-28
 Flying, Mountain, 7-5-3
 FMS. *See* Flight Management System

Forms

Bird Strike Incident/Ingestion Report, Appendix 1-1
 Volcanic Activity Reporting Form, Appendix 2-1
 Frequency, Instrument Landing System, 1-1-11
 FSS. *See* Flight Service Stations
 Fuel Dumping, 6-3-7

G

Gate Holding, 4-3-21
 GBAS. *See* Ground Based Augmentation System
 Glideslope, Visual Indicators, 2-1-1
 Global Navigation Satellite System, 1-1-15, 1-1-34, 5-1-12

[References are to page numbers]

Global Positioning System, 1-1-16

GNSS. *See* Global Navigation Satellite System

GPS. *See* Global Positioning System

Graphical Forecasts for Aviation (GFA), 7-1-5

Ground Based Augmentation System (GBAS), 1-1-35

Ground Based Augmentation System (GBAS) Landing System (GLS), 1-1-34

Ground Station, Call Signs, 4-2-4

Ground Vehicle Operations, 4-1-6

Gulf of Mexico Grid System, 10-1-6

H

Half-Way Signs, 7-5-5

Hand Signals, 4-3-28

Hazard

Antenna Tower, 7-5-1

Bird, 7-4-1

Flight

Obstructions to Flight, 7-5-1

Potential, 7-5-1

VFR in Congested Areas, 7-5-1

Ground Icing Conditions, 7-5-13

Mountain Flying, 7-5-3

Overhead Wires, 7-5-2

Thermal Plumes, 7-5-14

Unmanned Balloons, 7-5-2

Volcanic Ash, 7-5-7

HDTA. *See* High Density Traffic Airports

Helicopter

IFR Operations, 10-1-1

Landing Area Markings, 2-3-19

VFR Operations at Controlled Airports, 4-3-21

Special Operations, 10-2-1

Wake Turbulence, 7-3-6

High Density Traffic Airports, 4-1-18

Hold, For Release, 5-2-4

Holding, 5-3-19

Holding Position Markings, 2-3-1, 2-3-12

for Instrument Landing Systems, 2-3-12

for Intersecting Taxiways, 2-3-12

Holding Position Signs, Surface Painted, 2-3-13

Hypoxia, 8-1-3

I

Icing Terms, 7-1-43

IFR, 4-4-4

Operations, To High Altitude Destinations, 5-1-27

Procedures, Use When Operating VFR, 5-1-2

IFR

Approaches, 4-1-6

Military Training Routes, 3-5-1

Separation Standards, 4-4-7

ILS. *See* Instrument Landing System

In-Runway Lighting, 2-1-6

Taxiway Centerline Lead-off Lights, 2-1-6

Taxiway Centerline Lead-On Lights, 2-1-6

Touchdown Zone Lighting, 2-1-6

Incident, Aircraft, Reporting, 7-6-1

Inertial Navigation System, 1-1-16

Inertial Reference Unit (IRU), 1-1-16, 5-1-12

Initial Contact, 4-2-1

INS. *See* Internal Navigation System

Instrument Departure Procedures (DP), 5-2-6

Instrument Landing System, 1-1-8

Category, 1-1-12

Compass Locator, 1-1-11

Course, Distortion, 1-1-12

Distance Measuring Equipment, 1-1-10

Frequency, 1-1-11

Glide Path, 1-1-10

Glide Slope, 1-1-10

Critical Area, 1-1-12

Holding Position Markings, 2-3-12

Inoperative Components, 1-1-12

Localizer, 1-1-9

Critical Area, 1-1-12

Locators, Compass, 1-1-8

Marker Beacon, 1-1-10

Minimums, 1-1-12

Instrument Meteorological Conditions (IMC), 5-2-6

Integrated Terminal Weather System, 4-3-13

Intercept, 6-2-1

Interception

Procedures, 5-6-8

Signals, 5-6-11

Interchange Aircraft, 4-2-4

International Flight Plan, IFR, Domestic, International, 5-1-17

[References are to page numbers]

International Flight Plan (FAA Form 7233-4)- IFR Flights (For Domestic or International Flights), 5-1-17

Intersection Takeoffs, 4-3-16

IR. *See* IFR Military Training Routes

IRU. *See* Inertial Reference Unit

ITWS. *See* Integrated Terminal Weather System

K

K-9 Explosives Detection Team, 6-2-3

L

LAHSO. *See* Land and Hold Short Operations

Land and Hold Short Lights, 2-1-6

Land and Hold Short Operations (LAHSO), 4-3-16

Landing

Minimums, 5-4-52

Priority, 5-4-63

Laser Operations, 7-5-10

Law Enforcement Operations

Civil, 5-6-10

Military, 5-6-10

LDA. *See* Localizer-Type Directional Aid

Leased Aircraft, 4-2-4

Lifeguard, 4-2-4

Light Signals, Traffic Control, 4-3-19

Lighting

Aeronautical Light Beacons, 2-2-1

Aids

Airport, 2-1-1

Approach Light Systems, 2-1-1

Control of Lighting Systems, 2-1-11

In-Runway Lighting, 2-1-6

Pilot Control of Airport Lighting, 2-1-11

Runway End Identifier Lights, 2-1-6

Taxiway Lights, 2-1-15

Airport/Heliport Beacons, 2-1-14

Airport, Radio Control, 4-1-6

Code Beacon, 2-2-1

Course, 2-2-1

Navigation, 2-2-1

Obstruction, 2-2-1

Line Up and Wait , 5-2-2

LLWAS. *See* Low Level Wind Shear Alert System

Local Airport Advisory (LAA), 3-5-1, 4-1-4

Local Flow Traffic Management Program, 5-4-3

Localizer-Type Directional Aid, 1-1-9

Locator, Compass, 1-1-11

Long Range Navigation, 1-1-16

LORAN. *See* Long Range Navigation

Low Approach, 4-3-19

Low Level Wind Shear Alert System (LLWAS), 4-3-13, 7-1-50

Low Level Wind Shear/Microburst Detection Systems, 4-3-13

LUAW. *See* Line Up and Wait

M

MAYDAY, 6-3-1

Medical

Carbon Monoxide Poisoning, 8-1-5

Decompression Sickness, 8-1-4

Facts, Pilots, 8-1-1

Flight, Ear Block, 8-1-4

Illness, 8-1-1

Medication, 8-1-1

Sinus Block, 8-1-4

Meteorology, 7-1-1

ATC InFlight Weather Avoidance, 7-1-36

Automated Surface Observing System, 7-1-27

Categorical Outlooks, 7-1-16

Clear Air Turbulence, 7-1-46

Cloud Heights, Reporting, 7-1-40

Drizzle, Intensity, 7-1-41

FAA Weather Services, 7-1-2

ICAO, Weather Formats, 7-1-62

Icing, Airframe, 7-1-42

Inflight Aviation Weather Advisories, 7-1-9

Inflight Weather Broadcasts, 7-1-17

Microbursts, 7-1-46

National Weather Service, Aviation Weather Service, 7-1-1

Pilot Weather Reports, 7-1-41

Precipitation, Intensity, 7-1-40

Preflight Briefing, 7-1-7

Runway Visual Range, 7-1-38

Telephone Information Briefing Service, 7-1-17

[References are to page numbers]

Thunderstorms, 7-1-57
 Flying, 7-1-58
 Transcribed Weather Broadcast, 7-1-17
 Turbulence, 7-1-45
 Visibility, Reporting, 7-1-40
 Weather, Radar Services, 7-1-32
 Weather Observing Programs, 7-1-24
 Wind Shear, 7-1-46

Military NOTAMs, 5-1-3

Military Operations Areas, 3-4-2

Military Training Routes, 3-5-1
 IFR, 3-5-1
 VFR, 3-5-1

Minimum, Fuel Advisory, 5-5-7

Minimum Safe Altitudes, 5-4-9

Minimum Turning Altitude (MTA), 5-3-18

Minimum Vectoring Altitudes, 5-4-17

Minimums
 Approach, 5-4-52
 Instrument Landing Systems, 1-1-12
 Landing, 5-4-52

Missed Approach, 5-4-56

MOA. *See* Military Operations Areas

Mode C, 4-1-16

Mountain Flying, 7-5-3

Mountain Wave, 7-5-4

Mountainous Areas, 5-6-13

MSA. *See* Minimum Safe Altitudes

MTA. *See* Minimum Turning Altitude (MTA)

Multicom, 4-1-6

MVA. *See* Minimum Vectoring Altitudes

N

National Forests, 7-4-1

National Geospatial-Intelligence Agency (NGA),
 5-4-7

National Parks, 7-4-1

National Refuges, 7-4-1

National Security, 5-6-1
 ADIZ, 5-6-1
 ADIZ Requirements, 5-6-2

Civil Aircraft Operations, 5-6-3

Defense Area, 5-6-1

Requirements, 5-6-1

Territorial Airspace, 5-6-1

National Security Areas, 3-4-2

NAVAID
 Identifier Removal During Maintenance, 1-1-15
 Maintenance, 1-1-15
 Performance, User Report, 1-1-15
 Service Volumes, 1-1-5
 with Voice, 1-1-15

Navigation, Aids, 1-1-1
 Nondirectional Radio Beacon, 1-1-1
 Radio, VHF Omni-directional Range, 1-1-1

Navigation Reference System (NRS), 5-1-15

Navigation Specifications (Nav Specs), 1-2-4

Navigational
 Aids, Radio
 Distance Measuring Equipment, 1-1-5
 Doppler Radar, 1-1-16
 Identifier Removal During Maintenance, 1-1-15
 Instrument Landing System, 1-1-8
 Localizer-Type Directional Aid, 1-1-9
 Long Range Navigation, 1-1-16
 Navaid Service Volumes, 1-1-5
 NAVAIDs with Voice, 1-1-15
 Performance, User Report, 1-1-15
 Simplified Directional Facility, 1-1-13
 Tactical Air Navigation, 1-1-4
 VHF Omni-directional Range/Tactical Air
 Navigation, 1-1-4
 Inertial Navigation System, 1-1-16

NDB. *See* Nondirectional Radio Beacon

Near Midair Collision, 7-6-2

NGA. *See* National Geospatial-Intelligence Agency

NMAC. *See* Near Midair Collision

Nondirectional Radio Beacon, 1-1-1

Nonmovement Area Boundary Markings, 2-3-18

NOTAM. *See* Notice to Airmen

Notice to Airmen, 5-1-2
 FDC NOTAM, 5-1-3
 NOTAM Contractions, 5-1-6
 NOTAM D, 5-1-3

Notice to Airmen System, 5-1-2

[References are to page numbers]

Notices to Airmen Publication, NTAP, 5-1-3

O

Obstacle Departure Procedures, 5-2-6

Obstruction Alert, 4-1-11

Operation Take-off, 4-1-1

Operational Information System (OIS), 5-1-10

Option Approach, 4-3-26

P

P-static, 7-5-9

PAN-PAN, 6-3-1

PAPI. *See* Precision Approach Path Indicator

PAR. *See* Precision Approach; Precision Approach Radar

Parachute Jumps, 3-2-2, 3-5-5

Performance-Based Navigation (PBN), 1-2-1

Phonetic Alphabet, 4-2-5

Pilot

Authority, 6-1-1

Responsibility, 4-1-14, 4-4-1, 4-4-4, 5-4-62, 5-5-1, 6-1-1, 7-3-6

Pilot Control of Airport Lighting, 2-1-11

Pilot Visits to Air Traffic Facilities, 4-1-1

Pilot Weather Reports, 7-1-41

Piracy, Air, Emergency, 6-3-6

PIREPs. *See* Pilot Weather Reports

Pointer NOTAMs, 5-1-3

Position Reporting, 5-3-13

Pre-Departure Clearance Procedures, 5-2-1

Precipitation Static, 7-5-9

Precision Approach, 5-4-35

Precision Approach Path Indicator, 2-1-4

Precision Approach Radar, 4-5-7

Precision Approach Systems, 1-1-34

Preflight, Preparation, 5-1-1

Priority, Landing, 5-4-63

Procedure Turn, 5-4-29

Limitations, 5-4-32

Procedures

Arrival, 5-4-1

En Route, 5-3-1

Instrument Approach, 5-4-27

Interception, 5-6-8

Prohibited Areas, 3-4-1

Publications, Aeronautical, 9-1-1

Pulsating Visual Approach Slope Indicator, 2-1-5

R

Radar

Air Traffic Control Radar Beacon System, 4-5-2

Airport Route Surveillance Radar, 4-5-7

Airport Surveillance Radar, 4-5-7

Approach Control, 5-4-3

Approaches, 5-4-35

Capabilities, 4-5-1

Doppler, 1-1-16

Limitations, 4-5-1

Monitoring of Instrument Approaches, 5-4-36

Precision Approach, 4-5-7

Precision Approach Radar, 4-5-7

Surveillance, 4-5-7

Vector, 5-5-3

Radar Assistance to VFR Aircraft, 4-1-11

Radar Beacon, Phraseology, 4-1-17

Radar Sequencing and Separation, VFR Aircraft, TRSA, 4-1-13

Radar Traffic Information Service, 4-1-9

Radio, Communications, 4-2-1

Altitudes, 4-2-6

Contact Procedures, 4-2-1

Directions, 4-2-6

Inoperative Transmitter, 4-2-7

Phonetic Alphabet, 4-2-5

Receiver Inoperative, 4-2-7

Speeds, 4-2-6

Student Pilots, 4-2-4

Technique, 4-2-1

Time, 4-2-6

Transmitter and Receiver Inoperative, 4-2-7

VFR Flights, 4-2-8

RCLS. *See* Runway Centerline Lighting

Receiver, VOR, Check, 1-1-3

REIL. *See* Runway End Identifier Lights

REL. *See* Runway Entrance Lights

[References are to page numbers]

Release Time, 5-2-4

Remote Airport Advisory (RAA), 3-5-1

Remote Airport Information Service (RAIS), 3-5-1, 4-1-4

Required Navigation Performance (RNP), 5-4-23

Required Navigation Performance (RNP) Operations, 5-1-31, 5-5-7

Rescue Coordination Center
 Air Force, 6-2-5
 Alaska, 6-2-5
 Coast Guard, 6-2-4
 Joint Rescue, Hawaii, 6-2-5

Reservations, Airport, 4-1-18

Responsibility
 Controller, 5-3-19, 5-4-62, 5-5-1
 Pilot, 4-1-14, 4-4-1, 4-4-4, 5-4-62, 5-5-1, 6-1-1, 7-3-6

Restricted Areas, 3-4-1

Restrictions
 Departure, 5-2-4
 Flight, Temporary, 3-5-2

RIL. *See* Runway Intersection Lights (RIL)

RNAV. *See* Area Navigation

Route
 Coded Departure Route, 4-4-3
 Course Changes, 5-3-17

Route System, 5-3-15

Runway
 Aiming Point Markings, 2-3-2
 Centerline Markings, 2-3-2
 Closed
 Lighting, 2-3-18
 Marking, 2-3-18
 Condition Reports, 4-3-14
 Demarcation Bar, 2-3-4
 Designators, 2-3-2
 Holding Position Markings, 2-3-12
 Markings, 2-3-1
 Separation, 4-4-10
 Shoulder Markings, 2-3-3
 Side Stripe Markings, 2-3-3
 Signs, Distance Remaining, 2-3-29
 Threshold Bar, 2-3-4
 Threshold Markings, 2-3-3
 Touchdown Zone Markers, 2-3-2

Runway

Edge Light Systems, 2-1-6
 End Identifier Lights, 2-1-6
 Entrance Lights, 2-1-7
 Centerline Lighting System, 2-1-6
 Status Light (RWSL) System, 2-1-7, 2-1-8

Runway Intersection Lights (RIL), 2-1-9

RWSL System, Runway Status Light (RWSL) System.
See Runway Status Light (RWSL) System

Runway, Visual Range, 7-1-38

Runways, Use, 4-3-8

RVR. *See* Runway Visual Range

S

Safety
 Alert, 5-5-3
 Alerts, 3-2-1
 Aircraft Conflict, 3-2-1
 Mode C Intruder, 3-2-1
 Terrain/Obstruction, 3-2-1
 Aviation, Reporting, 7-6-1
 Seaplane, 7-5-6

Safety Alert, 4-1-10
 Aircraft Conflict Alert, 4-1-11
 Obstruction Alert, 4-1-11
 Terrain Alert, 4-1-11

SAR. *See* Search and Rescue

SCAT-I DGPS. *See* Special Category I Differential GPS

Scuba Diving, Decompression Sickness, 8-1-4

SDF. *See* Simplified Directional Facility

Seaplane, Safety, 7-5-6

Search and Rescue, 6-2-1, 6-2-4

Security Identification Display Area, 2-3-31

See and Avoid, 5-5-4

Separation
 IFR, Standards, 4-4-7
 Runway, 4-4-10
 Visual, 4-4-10, 5-5-6
 Wake Turbulence, 7-3-7

Sequenced flashing lights (SFL), 2-1-11

SFL. *See* Sequenced flashing lights

SIDA. *See* Security Identifications Display Area

Side-Step Maneuver, 5-4-52

[References are to page numbers]**Signs**

Airport, 2-3-1
 Half-Way, 7-5-5
 Simplified Directional Facility, 1-1-13
 Sinus Block, 8-1-4
 Special Air Traffic Rules (SATR), 3-5-9
 Special Category I Differential GPS (SCAT-I DGPS),
 1-1-35
 Special Flight Rules Area (SFRA), 3-5-9
 Special Instrument Approach Procedures, 1-1-34,
 5-4-28
 Special Traffic Management Programs, 4-1-18
 Special Use Airspace, 3-4-1
 Alert Areas, 3-4-2
 Controlled Firing Areas, 3-4-2
 Military Operations Areas, 3-4-2
 Prohibited Areas, 3-4-1
 Restricted Areas, 3-4-1
 Warning Areas, 3-4-1
 Special Use Airspace (SUA) NOTAMs, 5-1-3
 Special VFR Clearances, 4-4-3
 Speed, Adjustments, 4-4-7, 5-5-4
 Spoofing, 1-2-8
 Standard Instrument Departures, 5-2-6
 Standard Terminal Arrival, 5-4-1
 STAR. *See* Standard Terminal Arrival
 Surface Painted Holding Position Signs, 2-3-13
 Surveillance Approach, 5-4-35
 Surveillance Radar, 4-5-7
 Surveillance Systems, 4-5-1

T

TACAN. *See* Tactical Air Navigation
 Tactical Air Navigation, 1-1-4
 TAF. *See* Aerodrome Forecast
 Takeoff Hold Lights (THL), 2-1-8
 Takeoffs, Intersection, 4-3-16
 Taxi
 Clearance, 5-2-2
 During Low Visibility, 4-3-24
 Taxiway

Centerline Markings, 2-3-7
 Closed
 Lighting, 2-3-18
 Marking, 2-3-18
 Edge Markings, 2-3-7
 Geographic Position Markings, 2-3-10
 Holding Position Markings, 2-3-12
 Markings, 2-3-1, 2-3-7
 Shoulder Markings, 2-3-7
 Surface Painted Direction Signs, 2-3-10
 Surface Painted Location Signs, 2-3-10
 Taxiway Centerline Lead-Off Lights, 2-1-6
 Taxiway Lights, 2-1-15
 Centerline, 2-1-15
 Clearance Bar, 2-1-15
 Edge, 2-1-15
 Runway Guard, 2-1-15
 Stop Bar, 2-1-15
 TCAS. *See* Traffic Alert and Collision Avoidance
 System
 TDWR. *See* Terminal Doppler Weather Radar
 TDZL. *See* Touchdown Zone Lights
 TEC. *See* Tower En Route Control
 Telephone Information Briefing Service, 7-1-17
 Temporary Flight Restrictions, 3-5-2
 Terminal Arrival Area (TAA), 5-4-9
 Terminal Doppler Weather Radar (TDWR), 4-3-13,
 7-1-51
 Terminal Radar Service Areas, 3-5-9
 Terminal Radar Services for VFR Aircraft, 4-1-12
 Terminal Weather Information For Pilots System
 (TWIP), 7-1-56
 Terrain Alert, 4-1-11
 THL. *See* Takeoff Hold Lights
 TIBS. *See* Telephone Information Briefing Service
 Time
 Clearance Void, 5-2-4
 Release, 5-2-4
 TIS. *See* Traffic Information Service
 TIS-B. *See* Traffic Information Service-Broadcast
 TLS. *See* Transponder Landing System
 Touchdown Zone Lights (TDZL), 2-1-6
 Tower, Antenna, 7-5-1
 Tower En Route Control, 4-1-14

[References are to page numbers]

Traffic
 Advisories, 5-5-5
 Local Flow Traffic Management Program, 5-4-3

Traffic Advisory Practices, Airports Without Operating Control Towers, 4-1-2

Traffic Alert and Collision Avoidance System, 4-4-11

Traffic Control Light Signals, 4-3-19

Traffic Information Service, 4-5-8

Traffic Information Service (TIS), 4-4-12

Traffic Information Service-Broadcast , 4-5-18

Traffic Patterns, 4-3-2

Transcribed Weather Broadcast, 7-1-17

Transponder Landing System (TLS), 1-1-35

Transponder Operation, 4-1-15
 Automatic Altitude Reporting, 4-1-16
 Code Changes, 4-1-16
 Emergency, 6-2-1
 Ident Feature, 4-1-16
 Mode C, 4-1-16
 Under Visual Flight Rules, 4-1-17
 VFR, 4-1-17

Tri-Color Visual Approach Slope Indicator, 2-1-4

TRSA. *See* Terminal Radar Service Areas

Turbulence, Wake, 7-3-1
 Air Traffic Separation, 7-3-7
 Helicopters, 7-3-6
 Pilot Responsibility, 7-3-6
 Vortex Behavior, 7-3-2
 Vortex Generation, 7-3-1
 Vortex Strength, 7-3-1

TWEB. *See* Transcribed Weather Broadcast

TWIP. *See* Terminal Weather Information For Pilots System

U

Ultralight Vehicles, 3-2-2

Uncontrolled Airports, IFR Clearances, 5-2-2

Unicom, 4-1-6

Unidentified Flying Object (UFO) Reports, 7-6-3

Unmanned Aircraft, 7-5-2

Urgency, 6-3-1

V

VASI. *See* Visual Approach Slope Indicator

VDP. *See* Visual Descent Points

Vector, Radar, 5-5-3

Vehicle Roadway Markings, 2-3-16

Vertical Navigation, 5-1-12

VFR Corridors, 3-5-7

VFR Flights in Terminal Areas, 4-3-21

VFR Flyways, 3-5-5

VFR Military Training Routes, 3-5-1

VFR Transition Routes, 3-5-7

VFR-on-Top, 5-5-6

VHF Omni-directional Range, 1-1-1
 Minimum Operational Network (MON), 1-1-2

VHF Omni-directional Range/Tactical Air Navigation, 1-1-4

Visual
 Approach, 5-4-61, 5-5-5
 Clearing Procedures, 4-4-11
 Glideslope Indicators, 2-1-1
 Separation, 4-4-10, 5-5-6

Visual Approach Slope Indicator, 2-1-1

Visual Climb Over Airport, 5-2-8

Visual Descent Point, 5-4-19

Visual Meteorological Conditions (VMC), 5-2-6

VNAV. *See* Vertical Navigation

VOCA. *See* Visual Climb Over Airport

Void Times, Clearance, 5-2-4

Volcanic, Ash, 7-5-7

Volcanic Activity Reporting, Forms. *See* Appendix 2

VOR *See also* VHF Omni-directional Range Receiver Check, 1-1-3

VOR Receiver Checkpoint Markings, 2-3-16

VORTAC. *See* VHF Omni-directional Range/Tactical Air Navigation

VR. *See* VFR Military Training Routes

[References are to page numbers]**W**

Waivers, 4-1-20

Wake, Turbulence, 7-3-1

Warning Areas, 3-4-1

Weather

Deviations in Oceanic Controlled Airspace, 7-1-37
ICAO, Weather Formats, 7-1-62

Weather Reconnaissance Area (WRA), 3-5-9

Weather System Processor (WSP), 4-1-20, 4-3-13,
7-1-52

WSP. *See* Weather System Processor

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