Pilot/Controller Glossary — Flight Instructor — Airplane

RunupLab

100 terms the FAA-S-ACS-25 uses, selected by a CFI, ratified 2026-09-02. Definitions reproduced verbatim from the FAA Pilot/Controller Glossary effective 7/9/26.

AIM
See AERONAUTICAL INFORMATION MANUAL
> FAA definition of **AERONAUTICAL INFORMATION MANUAL (AIM)**:
> A primary FAA publication whose purpose is to instruct airmen about operating in the National Airspace System of the U.S. It provides basic flight information, ATC Procedures and general instructional information concerning health, medical facts, factors affecting flight safety, accident and hazard reporting, and types of aeronautical charts and their use.

VMC
See VISUAL METEOROLOGICAL CONDITIONS
> FAA definition of **VISUAL METEOROLOGICAL CONDITIONS**:
> Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.
> See INSTRUMENT FLIGHT RULES
> See INSTRUMENT METEOROLOGICAL CONDITIONS
> See VISUAL FLIGHT RULES

CROSSWIND
When used concerning the traffic pattern, the word means "crosswind leg."
See TRAFFIC PATTERN
When used concerning wind conditions, the word means a wind not parallel to the runway or the path of an aircraft.
See CROSSWIND COMPONENT
> FAA definition of **TRAFFIC PATTERN**:
> The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are departure, upwind leg, crosswind leg, downwind leg, base leg, and final approach.
> Upwind Leg- A flight path that begins after departure and continues straight ahead along the extended runway centerline. Upwind leg is an extension of departure and is used when issuing control instructions for separation, spacing or sequencing.
> Crosswind Leg- A flight path at right angles to the landing runway off its upwind end.
> Downwind Leg- A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg.
> Base Leg- A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline.
> NOTE- ATC may instruct a pilot to report a "2-mile left base" to Runway 22. This instruction means that the pilot is expected to maneuver their aircraft into a left base leg that will intercept a straight-in final 2 miles from the approach end of Runway 22 and advise ATC.
> REFERENCE- Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25, Chapter 14, Airport Operations, Traffic Patterns.
> Final Approach- A flight path in the direction of landing along the extended runway centerline. The final approach normally extends from the base leg to the runway. An aircraft making a straight-in approach VFR is also considered to be on final approach.
> NOTE- ATC may instruct a pilot to report "5-mile final" to Runway 22. This instruction means that the pilot should maneuver their aircraft onto a straight-in final and advise ATC when they are five miles from the approach end of Runway 22.
> Departure- The flight path that begins after takeoff and continues straight ahead along the extended runway centerline. The departure climb continues until reaching a point at least 1/2 mile beyond the departure end of the runway and within 300 feet of the traffic pattern altitude.
> REFERENCE- Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25, Chapter 14, Airport Operations, Traffic Patterns.
> See STRAIGHT-IN APPROACH VFR
> See TAXI PATTERNS
> See ICAO term AERODROME TRAFFIC CIRCUIT
> Refer to 14 CFR part 91
> Refer to AIM ↗
> FAA definition of **CROSSWIND COMPONENT**:
> The wind component measured in knots at 90 degrees to the longitudinal axis of the runway.

TURBULENCE
An atmospheric phenomenon that causes changes in aircraft altitude, attitude, and or airspeed with aircraft reaction depending on intensity. Pilots report turbulence intensity according to aircraft's reaction as follows:
Light - Causes slight, erratic changes in altitude and or attitude (pitch, roll, or yaw).
Moderate- Similar to Light but of greater intensity. Changes in altitude and or attitude occur but the aircraft remains in positive control at all times. It usually causes variations in indicated airspeed.
Severe- Causes large, abrupt changes in altitude and or attitude. It usually causes large variations in indicated airspeed. Aircraft may be momentarily out of control.
Extreme- The aircraft is violently tossed about and is practically impossible to control. It may cause structural damage.
See CHOP
Refer to AIM ↗

VFR
See VISUAL FLIGHT RULES
> FAA definition of **VISUAL FLIGHT RULES**:
> Rules that govern the procedures for conducting flight under visual conditions. The term "VFR" is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.
> See INSTRUMENT FLIGHT RULES
> See INSTRUMENT METEOROLOGICAL CONDITIONS
> See VISUAL METEOROLOGICAL CONDITIONS
> Refer to 14 CFR part 91
> Refer to AIM ↗

WAKE TURBULENCE
A phenomenon that occurs when an aircraft develops lift and forms a pair of counter-rotating vortices.
See AIRCRAFT CLASSES
See AIRCRAFT WAKE CATEGORIES
See VORTICES
Refer to AIM ↗

TAILWIND
Any wind more than 90 degrees to the longitudinal axis of the runway. The magnetic direction of the runway must be used as the basis for determining the longitudinal axis.

ATD
See ALONG-TRACK DISTANCE
> FAA definition of **ALONG-TRACK DISTANCE (ATD)**:
> The horizontal distance between the aircraft's current position and a fix measured by an area navigation system that is not subject to slant range errors.

LANDING AREA
Any locality either on land, water, or structures, including airports/heliports and intermediate landing fields, which is used, or intended to be used, for the landing and takeoff of aircraft whether or not facilities are provided for the shelter, servicing, or for receiving or discharging passengers or cargo.
See ICAO term LANDING AREA

ATC
See AIR TRAFFIC CONTROL
> FAA definition of **AIR TRAFFIC CONTROL**:
> A service operated by appropriate authority to promote the safe, orderly and expeditious flow of air traffic.
> See ICAO term AIR TRAFFIC CONTROL SERVICE

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.

OBSTACLE
An existing object, object of natural growth, or terrain at a fixed geographical location or which may be expected at a fixed location within a prescribed area with reference to which vertical clearance is or must be provided during flight operation.

TRACK
The actual flight path of an aircraft over the surface of the earth.
See COURSE
See FLIGHT PATH
See ROUTE
See ICAO term TRACK

TRANSITION
The general term that describes the change from one phase of flight or flight condition to another; e.g., transition from en route flight to the approach or transition from instrument flight to visual flight.

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:
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 must make the letdown in accordance with a standard/special instrument approach procedure for that airport, or
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

OUT
The conversation is ended and no response is expected.

VISUAL FLIGHT RULES
Rules that govern the procedures for conducting flight under visual conditions. The term "VFR" is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.
See INSTRUMENT FLIGHT RULES
See INSTRUMENT METEOROLOGICAL CONDITIONS
See VISUAL METEOROLOGICAL CONDITIONS
Refer to 14 CFR part 91
Refer to AIM ↗

ACKNOWLEDGE
Let me know that you have received and understood this message.

AIR TRAFFIC
Aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas.
See ICAO term AIR TRAFFIC

AIR TRAFFIC CONTROL
A service operated by appropriate authority to promote the safe, orderly and expeditious flow of air traffic.
See ICAO term AIR TRAFFIC CONTROL SERVICE

LAHSO
(See LAND AND HOLD SHORT OPERATIONS.)
> FAA definition of **LAND AND HOLD SHORT OPERATIONS**:
> Operations that include simultaneous takeoffs and landings and/or simultaneous landings when a landing aircraft is able and is instructed by the controller to hold short of an intersecting runway or taxiway, a predetermined point, or an approach/departure flightpath. Pilots are expected to promptly inform the controller if the hold short clearance cannot be accepted.
> Refer to AIM ↗

RADAR
A device that provides information on range, azimuth, and/or elevation of objects by measuring the time interval between transmission and reception of directional radio pulses and correlating the angular orientation of the radiated antenna beam or beams in azimuth and/or elevation.
Primary Radar- A radar system in which a minute portion of a radio pulse transmitted from a site is reflected by an object and then received back at that site for processing and display at an air traffic control facility.
Secondary Radar/Radar Beacon (ATCRBS)- A radar system in which the object to be detected is fitted with cooperative equipment in the form of a radio receiver/transmitter (transponder). Radar pulses transmitted from the searching transmitter/receiver (interrogator) site are received in the cooperative equipment and used to trigger a distinctive transmission from the transponder. This reply transmission, rather than a reflected signal, is then received back at the transmitter/receiver site for processing and display at an air traffic control facility.
See COOPERATIVE SURVEILLANCE
See INTERROGATOR
See NON-COOPERATIVE SURVEILLANCE
See TRANSPONDER
See ICAO term RADAR
Refer to AIM ↗

RAMP
See APRON
> FAA definition of **APRON**:
> A defined area on an airport or heliport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance. With regard to seaplanes, a ramp is used for access to the apron from the water.
> See ICAO term APRON

FLIGHT PLAN
Specified information relating to the intended flight of an aircraft that is filed electronically, orally, or in writing with an FSS, third-party vendor, or an ATC facility.
See FAST FILE
See FILED
Refer to AIM ↗

LAND AND HOLD SHORT OPERATIONS
Operations that include simultaneous takeoffs and landings and/or simultaneous landings when a landing aircraft is able and is instructed by the controller to hold short of an intersecting runway or taxiway, a predetermined point, or an approach/departure flightpath. Pilots are expected to promptly inform the controller if the hold short clearance cannot be accepted.
Refer to AIM ↗

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See STRAIGHT-IN APPROACH VFR
See TAXI PATTERNS
See ICAO term AERODROME TRAFFIC CIRCUIT
Refer to 14 CFR part 91
Refer to AIM ↗

VISIBILITY
The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night. Visibility is reported as statute miles, hundreds of feet or meters.
Refer to 14 CFR part 91
Refer to AIM ↗
Flight Visibility- The average forward horizontal distance, from the cockpit of an aircraft in flight, at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night.
Ground Visibility- Prevailing horizontal visibility near the earth's surface as reported by the United States National Weather Service or an accredited observer.
Prevailing Visibility- The greatest horizontal visibility equaled or exceeded throughout at least half the horizon circle which need not necessarily be continuous.
Runway Visual Range (RVR)- An instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway from the approach end. It is based on the sighting of either high intensity runway lights or on the visual contrast of other targets whichever yields the greater visual range. RVR, in contrast to prevailing or runway visibility, is based on what a pilot in a moving aircraft should see looking down the runway. RVR is horizontal visual range, not slant visual range. It is based on the measurement of a transmissometer made near the touchdown point of the instrument runway and is reported in hundreds of feet. RVR, where available, is used in lieu of prevailing visibility in determining minimums for a particular runway.
Touchdown RVR- The RVR visibility readout values obtained from RVR equipment serving the runway touchdown zone.
Mid-RVR- The RVR readout values obtained from RVR equipment located midfield of the runway.
Rollout RVR- The RVR readout values obtained from RVR equipment located nearest the rollout end of the runway.
See ICAO term FLIGHT VISIBILITY
See ICAO term GROUND VISIBILITY
See ICAO term RUNWAY VISUAL RANGE
See ICAO term VISIBILITY

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

ESTABLISHED
To be stable or fixed at an altitude or on a course, route, route segment, heading, instrument approach or departure procedure, etc.

HELICOPTER
A rotorcraft that, for its horizontal motion, depends principally on its engine-driven rotors.
See ROTORCRAFT

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

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.

POWERED-LIFT
LIFT- A heavier-than-air aircraft capable of vertical takeoff, vertical landing, and low-speed flight that depends principally on engine-driven lift devices during these flight regimes and on nonrotating airfoil(s) for lift during horizontal flight. Powered-lift aircraft can operate on routes or altitudes specifically prescribed for powered-lift by the FAA.

ROTORCRAFT
A heavier-than-air aircraft that depends principally for its support in flight on the lift generated by one or more rotors.

VFR FLIGHT
See VFR AIRCRAFT
> FAA definition of **VFR AIRCRAFT**:
> An aircraft conducting flight in accordance with visual flight rules.
> See VISUAL FLIGHT RULES

AIRBORNE
An aircraft is considered airborne when all parts of the aircraft are off the ground.

DOWNWIND LEG
See TRAFFIC PATTERN
> FAA definition of **TRAFFIC PATTERN**:
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> See STRAIGHT-IN APPROACH VFR
> See TAXI PATTERNS
> See ICAO term AERODROME TRAFFIC CIRCUIT
> Refer to 14 CFR part 91
> Refer to AIM ↗

ELIGIBILITY
Designates which sector is eligible to exchange CPDLC messages with a specific aircraft.

ICING
The accumulation of airframe ice.
Types of icing are:
Rime Ice- Rough, milky, opaque ice formed by the instantaneous freezing of small supercooled water droplets.
Clear Ice- A glossy, clear, or translucent ice formed by the relatively slow freezing of large supercooled water droplets.
Mixed- A mixture of clear ice and rime ice.
Intensity of icing:
Trace- Ice becomes noticeable. The rate of accumulation is slightly greater than the rate of sublimation. A representative accretion rate for reference purposes is less than ¼ inch (6 mm) per hour on

the outer wing. The pilot should consider exiting the icing conditions before they become worse.
Light- The rate of ice accumulation requires occasional cycling of manual deicing systems to minimize ice accretions on the airframe. A representative accretion rate for reference purposes is ¼ inch to 1 inch (0.6 to 2.5 cm) per hour on the unprotected part of the outer wing. The pilot should consider exiting the icing condition.
Moderate- The rate of ice accumulation requires frequent cycling of manual deicing systems to minimize ice accretions on the airframe. A representative accretion rate for reference purposes is 1 to 3 inches (2.5 to 7.5 cm) per hour on the unprotected part of the outer wing. The pilot should consider exiting the icing condition as soon as possible.
Severe- The rate of ice accumulation is such that ice protection systems fail to remove the accumulation of ice and ice accumulates in locations not normally prone to icing, such as areas aft of protected surfaces and any other areas identified by the manufacturer. A representative accretion rate for reference purposes is more than 3 inches (7.5 cm) per hour on the unprotected part of the outer wing. By regulation, immediate exit is required.

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

MINIMUMS
Weather condition requirements established for a particular operation or type of operation; e.g., IFR takeoff or landing, alternate airport for IFR flight plans, VFR flight, etc.
See IFR CONDITIONS
See IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES
See LANDING MINIMUMS
See VFR CONDITIONS
Refer to 14 CFR part 91
Refer to AIM ↗

MONITOR
(When used with communication transfer) listen on a specific frequency and stand by for instructions. Under normal circumstances do not establish communications.

ALERT
A notification to a position that there is an aircraft-to-aircraft or aircraft-to-airspace conflict, as detected by Automated Problem Detection (APD).

AVAILABLE LANDING DISTANCE (ALD)
The portion of a runway available for landing and roll-out for aircraft cleared for LAHSO. This distance is measured from the landing threshold to the hold-short point.

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

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

DIVERSION (DVRSN)
Flights that are required to land at other than their original destination for reasons beyond the control of the pilot/company, e.g. periods of significant weather.

DYNAMIC
Continuous review, evaluation, and change to meet demands.

FEATHERED PROPELLER
A propeller whose blades have been rotated so that the leading and trailing edges are nearly parallel with the aircraft flight path to stop or minimize drag and engine rotation. Normally used to indicate shutdown of a reciprocating or turboprop engine due to malfunction.

INSTRUMENT METEOROLOGICAL CONDITIONS (IMC)
Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling less than the minima specified for visual meteorological conditions.
See INSTRUMENT FLIGHT RULES
See VISUAL FLIGHT RULES
See VISUAL METEOROLOGICAL CONDITIONS

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

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

NAS
See NATIONAL AIRSPACE SYSTEM

> FAA definition of **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.

READ BACK
Repeat my message back to me.

SEE AND AVOID
When weather conditions permit, pilots operating IFR or VFR are required to observe and maneuver to avoid other aircraft. Right-of-way rules are contained in 14 CFR part 91.

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

SPECIAL USE AIRSPACE
Airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities. Types of special use airspace are:
Alert Area- Airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity, neither of which is hazardous to aircraft. Alert Areas are depicted on aeronautical charts for the information of nonparticipating pilots. All activities within an Alert Area are conducted in accordance with Federal Aviation Regulations, and pilots of participating aircraft as well as pilots transiting the area are equally responsible for collision avoidance.
Controlled Firing Area- Airspace wherein activities are conducted under conditions so controlled as to eliminate hazards to nonparticipating aircraft and to ensure the safety of persons and property on the ground.
Military Operations Area (MOA)- Permanent and temporary MOAs are airspace established outside of Class A airspace area to separate or segregate certain nonhazardous military activities from IFR traffic and to identify for VFR traffic where these activities are conducted. Permanent MOAs are depicted on Sectional Aeronautical, VFR Terminal Area, and applicable En Route Low Altitude Charts.
Refer to AIM ↗
National Security Area (NSA)– Airspace of defined vertical and lateral dimensions established at locations where there is a requirement for increased security of ground facilities. Pilots are requested to voluntarily avoid flying through the depicted NSA. When a greater level of security is required, flight through an NSA may be temporarily prohibited by establishing a TFR under the provisions of 14 CFR section 99.7. Such prohibitions will be issued by FAA Headquarters and disseminated via the U.S. NOTAM System.
Refer to AIM ↗
Prohibited Area- Airspace designated under 14 CFR part 73 within which no person may operate an aircraft without the permission of the using agency.
Refer to AIM ↗
Refer to En Route Charts
Restricted Area- Permanent and temporary restricted areas are airspace designated under 14 CFR part 73, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use and IFR/VFR operations in

the area may be authorized by the controlling ATC facility when it is not being utilized by the using agency. Permanent restricted areas are depicted on Sectional Aeronautical, VFR Terminal Area, and applicable En Route charts. Where joint use is authorized, the name of the ATC controlling facility is also shown.
Refer to 14 CFR part 73
Refer to AIM ↗
Warning Area- A warning area is airspace of defined dimensions extending from 3 nautical miles outward from the coast of the United States, that contains activity that may be hazardous to nonparticipating aircraft. The purpose of such warning area is to warn nonparticipating pilots of the potential danger. A warning area may be located over domestic or international waters or both.

STEP TAXI
To taxi a float plane at full power or high RPM.

TAKEOFF AREA
See LANDING AREA
> FAA definition of **LANDING AREA**:
> Any locality either on land, water, or structures, including airports/heliports and intermediate landing fields, which is used, or intended to be used, for the landing and takeoff of aircraft whether or not facilities are provided for the shelter, servicing, or for receiving or discharging passengers or cargo.
> See ICAO term LANDING AREA

TRANSPONDER
The airborne radar beacon receiver/transmitter portion of the Air Traffic Control Radar Beacon System (ATCRBS) which automatically receives radio signals from interrogators on the ground, and selectively replies with a specific reply pulse or pulse group only to those interrogations being received on the mode to which it is set to respond.
See INTERROGATOR
See ICAO term TRANSPONDER
Refer to AIM ↗

VISUAL METEOROLOGICAL CONDITIONS
Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.
See INSTRUMENT FLIGHT RULES
See INSTRUMENT METEOROLOGICAL CONDITIONS
See VISUAL FLIGHT RULES

ADMINISTRATOR
The Federal Aviation Administrator or any person to whom he/she has delegated his/her authority in the matter concerned.

ADS [ICAO]
See ICAO term AUTOMATIC DEPENDENT SURVEILLANCE
> FAA definition of **AUTOMATIC DEPENDENT SURVEILLANCE (ADS) [ICAO]**:
> A surveillance technique in which aircraft automatically provide, via a data link, data derived from on-board navigation and position fixing systems, including aircraft identification, four dimensional position and additional data as appropriate.

ADS-B
See AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST

AERODROME
A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure, and movement of aircraft.

AERONAUTICAL INFORMATION MANUAL (AIM)
A primary FAA publication whose purpose is to instruct airmen about operating in the National Airspace System of the U.S. It provides basic flight information, ATC Procedures and general instructional information concerning health, medical facts, factors affecting flight safety, accident and hazard reporting, and types of aeronautical charts and their use.

AIRMEN'S METEOROLOGICAL INFORMATION (AIRMET)
A concise description of an occurrence or expected occurrence of specified en route weather phenomena that may affect the safety of aircraft operations, but at intensities lower than those that require the issuance of a SIGMET. An AIRMET may be issued when any of the following weather phenomena are occurring or expected to occur:
Moderate turbulence
Low-level windshear
Strong surface winds greater than 30 knots
Moderate icing
Freezing level
Mountain obscuration
IFR
See CONVECTIVE SIGMET
See CWA
See GRAPHICAL AIRMEN'S METEOROLOGICAL INFORMATION
See SAW
See SIGMET
Refer to AIM ↗

ATC INSTRUCTIONS
Directives issued by air traffic control for the purpose of requiring a pilot to take specific actions; e.g., "Turn left heading two five zero," "Go around," "Clear the runway."
Refer to 14 CFR part 91

AUTOMATIC DEPENDENT SURVEILLANCE
BROADCAST (ADS-B)- A surveillance system in which an aircraft or vehicle to be detected is fitted with cooperative equipment in the form of a data link transmitter. The aircraft or vehicle periodically broadcasts its GNSS-derived position and other required information such as identity and velocity, which is then received by a ground-based or space-based receiver for processing and display at an air traffic control facility, as well as by suitably equipped aircraft.
See AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST IN
See AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST OUT
See COOPERATIVE SURVEILLANCE
See GLOBAL POSITIONING SYSTEM
See SPACE-BASED ADS-B

BEARING
The horizontal direction to or from any point, usually measured clockwise from true north, magnetic north, or some other reference point through 360 degrees.
See NONDIRECTIONAL BEACON

BROADCAST
Transmission of information for which an acknowledgement is not expected.
See ICAO term BROADCAST

CLASS B AIRSPACE
See CONTROLLED AIRSPACE
> FAA definition of **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.
> Controlled airspace is a generic term that covers Class A, Class B, Class C, Class D, and Class E airspace.
> 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).
> Controlled airspace in the United States is designated as follows:
> 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.
> 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."
> 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 NM radius, a circle with a 10 NM 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
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.
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.

CODES
The number assigned to a particular multiple pulse reply signal transmitted by a transponder.
See DISCRETE CODE

CONTROLLER
See AIR TRAFFIC CONTROL SPECIALIST
FAA definition of **AIR TRAFFIC CONTROL SPECIALIST**:
A person authorized to provide air traffic control service.
See AIR TRAFFIC CONTROL
See FLIGHT SERVICE STATION
See ICAO term CONTROLLER

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 4 / 10 (40%) or more, and hail 3 / 4 inch or greater.
See AIRMET
See CWA
See GRAPHICAL AIRMEN'S METEOROLOGICAL INFORMATION
See SAW
See SIGMET
Refer to AIM ↗

DEAD RECKONING
Dead reckoning, as applied to flying, is the navigation of an airplane solely by means of computations based on airspeed, course, heading, wind direction, and speed, groundspeed, and elapsed time.

DESIRED COURSE
True- A predetermined desired course direction to be followed (measured in degrees from true north).
Magnetic- A predetermined desired course direction to be followed (measured in degrees from local magnetic north).

DEVIATION
A departure from a current clearance, such as an off course maneuver to avoid weather or turbulence.
Where specifically authorized in the CFRs and requested by the pilot, ATC may permit pilots to deviate from certain regulations.

DISTRESS
A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.

ELT
See EMERGENCY LOCATOR TRANSMITTER
FAA definition of **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 ↗

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 ↗

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 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.

FMS
See FLIGHT MANAGEMENT SYSTEM
FAA definition of **FLIGHT MANAGEMENT SYSTEMS**:
A computer system that uses a large data base to allow routes to be preprogrammed and fed into the system by means of a data loader. The system is constantly updated with respect to position accuracy by reference to conventional navigation aids. The sophisticated program and its associated data base ensures that the most appropriate aids are automatically selected during the information update cycle.

GENERAL AVIATION
That portion of civil aviation that does not include scheduled or unscheduled air carriers or commercial space operations.
See ICAO term GENERAL AVIATION

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 ↗

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 ↗

OBSTRUCTION
Any object/obstacle exceeding the obstruction standards specified by 14 CFR part 77, subpart C.

PARALLEL RUNWAYS
Two or more runways at the same airport whose centerlines are parallel. In addition to runway number, parallel runways are designated as L (left) and R (right) or, if three parallel runways exist, L (left), C (center), and R (right).

PIREP
See PILOT WEATHER REPORT
> FAA definition of **PILOT WEATHER REPORT**:
> A report of meteorological phenomena encountered by aircraft in flight.
> Refer to AIM ↗

POSITIVE CONTROL
The separation of all air traffic within designated airspace by air traffic control.

PRECIPITATION
Any or all forms of water particles (rain, sleet, hail, or snow) that fall from the atmosphere and reach the surface.

RADIAL
A magnetic bearing extending from a VOR/VORTAC/TACAN navigation facility.

SEPARATION
In air traffic control, the spacing of aircraft to achieve their safe and orderly movement in flight and while landing and taking off.
See SEPARATION MINIMA
See ICAO term SEPARATION

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

STANDARD RATE TURN
A turn of three degrees per second.

THRESHOLD
The beginning of that portion of the runway usable for landing.
See AIRPORT LIGHTING
See DISPLACED THRESHOLD

TRAFFIC ADVISORIES
Advisories issued to alert pilots to other known or observed air traffic which may be in such proximity to the position or intended route of flight of their aircraft to warrant their attention. Such advisories may be based on:
Visual observation.
Observation of radar identified and nonidentified aircraft targets on an ATC radar display, or
Verbal reports from pilots or other facilities.
Refer to AIM ↗

VORTICES
Circular patterns of air created by the movement of an airfoil through the air when generating lift. As an airfoil moves through the atmosphere in sustained flight, an area of area of low pressure is created above it. The air flowing from the high pressure area to the low pressure area around and about the tips of the airfoil tends to roll up into two rapidly rotating vortices, cylindrical in shape. These vortices are the most predominant parts of aircraft wake turbulence and their rotational force is dependent upon the wing loading, gross weight, and speed of the generating aircraft. The vortices from medium to super aircraft can be of extremely high velocity and hazardous to smaller aircraft.
See AIRCRAFT CLASSES
See WAKE TURBULENCE
Refer to AIM ↗

WAYPOINT
A predetermined geographical position used for route/instrument approach definition, progress reports, published VFR routes, visual reporting points or points for transitioning and/or circumnavigating controlled and/or special use airspace, that is defined relative to a VORTAC station or in terms of latitude/longitude coordinates.