

# Abbreviations and acronyms

<b>Term</b>	<b>Meaning</b>
<b>AAC</b>	aviation advisory circular
<b>AACC</b>	area approach control centre
<b>AAI</b>	Authorised Aeronautical Information
<b>AAIS</b>	automatic aerodrome information service
<b>AAL</b>	above aerodrome level
<b>ABV</b>	above
<b>AC</b>	advisory circular
<b>ACARS</b>	aircraft communication addressing and reporting system
<b>ACAS</b>	airborne collision avoidance system
<b>ACMA</b>	Australian Communications and Media Authority
<b>AD</b>	airworthiness directive (occasionally used for aerodrome)
<b>ADIZ</b>	air defence identification zone
<b>ADF</b>	automatic direction finder
<b>ADF</b>	Australian Defence Force
<b>ADS-B</b>	automatic dependent surveillance-broadcast
<b>ADS-C</b>	automatic dependent surveillance-contract
<b>AERIS</b>	automatic en route information service
<b>AFC</b>	aviation forecasting centre
<b>AFIS</b>	aerodrome flight information service
<b>AFRU</b>	aerodrome frequency response unit
<b>AFTN</b>	aeronautical fixed telecommunication network
<b>AGL</b>	above ground level
<b>AFIL</b>	flight notification filed in the air
<b>AFM</b>	aircraft flight manual
<b>AIC</b>	Aeronautical Information Circular

<b>Term</b>	<b>Meaning</b>
<b>AIP</b>	Aeronautical Information Publication
<b>AIP GEN</b>	General section of the Aeronautical Information Publication
<b>AIREP</b>	air report
<b>AIRMET</b>	information in plain language concerning weather significant to light aircraft operations at or below 10,000 ft
<b>AIRPROX</b>	near collision proximity
<b>AIS</b>	Aeronautical Information Service
<b>ALA</b>	aircraft landing area
<b>AMC/GM</b>	acceptable means of compliance and guidance material
<b>AMD</b>	amendment
<b>AMSA</b>	Australian Maritime Safety Authority
<b>AMSL</b>	above mean sea level
<b>AOC</b>	air operator's certificate
<b>APCH</b>	RNP approach
<b>APU</b>	auxiliary power unit
<b>ARFO</b>	area forecast
<b>ARN</b>	aviation reference number
<b>ARP</b>	aerodrome reference point
<b>ASAO</b>	approved self-administering aviation organisation
<b>ASIC</b>	Aviation Security Identification Card
<b>ASIR</b>	air safety incident report
<b>AS/NZ</b>	Australian New Zealand Standard
<b>ATC</b>	air traffic control
<b>ATIS</b>	automatic terminal information service
<b>ATN</b>	Aeronautical Telecommunication Network

<b>Term</b>	<b>Meaning</b>
<b>ATPL</b>	Airline Transport Pilot Licence
<b>ATS</b>	air traffic services
<b>ATSB</b>	Australian Transport Safety Bureau
<b>AUTO</b>	fully automated report
<b>AVFAX</b>	Aviation Facsimile Service
<b>AVGAS</b>	aviation gasoline
<b>AWB</b>	airworthiness bulletin
<b>AWIS</b>	aerodrome weather information service
<b>AWS</b>	automatic weather station
<b>BA</b>	broadcast area
<b>BAC</b>	blood alcohol concentration
<b>BASE</b>	cloud base
<b>BECMG</b>	becoming
<b>BKN</b>	broken
<b>BLW</b>	below
<b>BoM</b>	Bureau of Meteorology
<b>CAAP</b>	civil aviation advisory publication
<b>CA/GRS</b>	certified air/ground radio service
<b>CAO</b>	Civil Aviation Orders
<b>CAR</b>	Civil Aviation Regulations 1988
<b>CASA</b>	Civil Aviation Safety Authority
<b>CASR</b>	Civil Aviation Safety Regulations 1998
<b>CAVOK</b>	cloud and visibility OK
<b>CB</b>	cumulonimbus (cloud)
<b>CDI</b>	course direction indicator

<b>Term</b>	<b>Meaning</b>
<b>CENSAR</b>	automated centralised SARTIME database
<b>CLD</b>	cloud
<b>CNL</b>	cancel
<b>COBT</b>	calculated off blocks time
<b>COR</b>	corrected, correction, correct
<b>CP(B)L</b>	Commercial Pilot (Balloon) Licence
<b>CPL</b>	Commercial Pilot Licence
<b>CPDLC</b>	controller pilot data link communications
<b>CSF</b>	community service flight
<b>CTA</b>	control area
<b>CTAF</b>	common traffic advisory frequency
<b>CTR</b>	control zone
<b>DA</b>	density altitude
<b>DA/H</b>	decision altitude/height
<b>DAH</b>	Designated Airspace Handbook
<b>DAME</b>	designated aviation medical examiner
<b>DAP</b>	departure and approach procedures
<b>DAT</b>	data
<b>DCT</b>	direct (in relation to flight plan clearance and type of approach)
<b>DEP</b>	departure, departing
<b>DLA</b>	delay
<b>DME</b>	distance measuring equipment
<b>DR</b>	dead reckoning
<b>EASA</b>	European Aviation Safety Authority
<b>EAT</b>	expected approach time
<b>EET</b>	estimated elapsed time

<b>Term</b>	<b>Meaning</b>
<b>ELT</b>	emergency locator transmitter
<b>EMBD</b>	embedded (within a cloud layer)
<b>ENR</b>	en route
<b>EOBT</b>	estimated off blocks time
<b>EPIRB</b>	Emergency Position Indicating Radio Beacons
<b>ERC-H</b>	En route chart-high
<b>ERC-L</b>	En route chart-low
<b>ERR</b>	error
<b>ERSA</b>	En Route Supplement Australia
<b>ETA</b>	estimated time of arrival
<b>ETD</b>	estimated time of departure
<b>FAA</b>	Federal Aviation Administration
<b>FAC</b>	facility
<b>FAF</b>	final approach fix
<b>FANS</b>	future air navigation system
<b>FAP</b>	final approach point
<b>FAR</b>	(US) Federal Aviation Regulations
<b>FCM</b>	flight crew member
<b>FEW</b>	few (cloud descriptor)
<b>FIA</b>	flight information area
<b>FIC</b>	flight information centre
<b>FIR</b>	flight information region
<b>FIS</b>	flight information service
<b>FL</b>	flight level
<b>FLTIDENT</b>	flight identification
<b>FM</b>	from

<b>Term</b>	<b>Meaning</b>
<b>FPR</b>	flight plan route
<b>FRQ</b>	frequent
<b>FZLVL</b>	height of the freezing level
<b>GA</b>	general aviation
<b>GAF</b>	graphical area forecast
<b>GAMET</b>	general aviation meteorological (area forecast)
<b>GEN</b>	general
<b>GEO</b>	geostationary (satellite)
<b>GNSS</b>	global navigation satellite system
<b>GP</b>	glide path
<b>GPS</b>	global positioning system
<b>GPWT</b>	grid point wind and temperature (forecast)
<b>HF</b>	high frequency
<b>HLS</b>	helicopter landing site
<b>IAL</b>	instrument approach and landing
<b>IAP</b>	instrument approach procedure
<b>IAS</b>	indicated air speed
<b>ICAO</b>	International Civil Aviation Organization
<b>IDENT</b>	identification
<b>IFR</b>	instrument flight rules
<b>IFS</b>	In-Flight Information Services
<b>ILS</b>	instrument landing system
<b>IMC</b>	instrument meteorological conditions
<b>IMPR</b>	improvement
<b>INTER</b>	Intermittent, intermittently
<b>IRM</b>	Immediately reportable matter

<b>Term</b>	<b>Meaning</b>
<b>ISA</b>	International Standard Atmosphere
<b>ISOL</b>	isolated
<b>IVSI</b>	instantaneous vertical speed indicator
<b>JRCC</b>	Joint Rescue Coordination Centre
<b>kt</b>	knots (speed)
<b>LAHSO</b>	land and hold short operations
<b>LAME</b>	licensed aircraft maintenance engineer
<b>LDA</b>	landing distance available
<b>LEO</b>	low earth orbit (satellite)
<b>LLZ</b>	localiser
<b>LMT</b>	local mean time
<b>LOC</b>	locally, location, located, local
<b>LSA</b>	light sport aircraft
<b>LSALT</b>	lowest safe altitude
<b>LUT</b>	Local user terminals
<b>MBA</b>	mandatory broadcast area
<b>MCC</b>	mission control centre
<b>MET</b>	meteorological
<b>MET (report)</b>	aviation routine weather report
<b>METAR</b>	aviation routine weather report (in aeronautical meteorological code)
<b>METRAD</b>	meteorological radar
<b>MOA</b>	military operating area
<b>MVA</b>	minimum vector altitude
<b>MOS</b>	Manual of Standards

<b>Term</b>	<b>Meaning</b>
<b>MSA</b>	minimum sector altitude
<b>MTOW</b>	maximum take-off weight
<b>MTW</b>	mountain waves
<b>NAA</b>	national aviation authority
<b>NAIPS</b>	National Aeronautical Information Processing System
<b>NAP</b>	noise abatement procedures
<b>NAV</b>	navigation
<b>NAVAID</b>	navigation aid
<b>NCC</b>	Network Coordination Centre
<b>NCD</b>	no cloud detected
<b>NDB</b>	non-directional beacon
<b>NVFR</b>	night visual flight rules
<b>NIS</b>	NAIPS internet service
<b>NM</b>	nautical miles
<b>NOTAM</b>	Notice to Airmen
<b>NSC</b>	nil significant cloud
<b>NSW</b>	nil significant weather
<b>NVIS</b>	night vision imaging system
<b>OAT</b>	outside air temperature
<b>OBSC</b>	obscured
<b>OCNL</b>	occasional
<b>O/R</b>	on request
<b>OVC</b>	overcast
<b>PA</b>	pressure altitude
<b>PAL</b>	pilot activated lighting
<b>PAPI</b>	precision approach path indicator



<b>Term</b>	<b>Meaning</b>
<b>PBN</b>	performance-based navigation
<b>PCA</b>	Planning Chart Australia
<b>PEG</b>	plain English guide
<b>PF</b>	pre-flight
<b>PIC</b>	pilot in command
<b>PLB</b>	Personal Locator Beacon
<b>POB</b>	persons on board (number)
<b>POE</b>	polar operational environmental (satellite)
<b>POH</b>	pilot operating handbook
<b>PPC</b>	private pilot certificate
<b>PPL</b>	Private Pilot Licence
<b>PRD</b>	prohibited, restricted and danger areas
<b>PRM</b>	precision runway monitor
<b>PROB</b>	probability
<b>PROV</b>	provisional
<b>PSR</b>	primary surveillance radar
<b>QNH</b>	an atmospheric pressure adjusted to sea level and measured in hPa or millibars so that when QNH is set the altimeter will read elevation AMSL
<b>RA</b>	resolution advisory (also used in weather forecasts for rain)
<b>RAAF</b>	Royal Australian Air Force
<b>RAIM</b>	receiver autonomous integrity monitoring
<b>RAPIC</b>	radar picture (meteorological)
<b>RCC</b>	Rescue Coordination Centre
<b>RCP</b>	required communication performance
<b>RE</b>	recent

<b>Term</b>	<b>Meaning</b>
<b>REPCON</b>	aviation confidential reporting scheme
<b>RF</b>	rainfall
<b>RMK</b>	remark
<b>RNAV</b>	area navigation
<b>RNP</b>	required navigation performance
<b>RNP AR</b>	required navigation performance – authorisation required
<b>RPA</b>	remotely piloted aircraft
<b>RPL</b>	Recreational Pilot Licence
<b>RRM</b>	routinely reportable matter
<b>RSP</b>	required surveillance performance
<b>RTF</b>	radio telephony
<b>RV</b>	runway visibility
<b>RVR</b>	runway visual range
<b>RWY</b>	runway
<b>SAR</b>	search and rescue
<b>SARTIME</b>	time that search action is required
<b>SARWATCH</b>	search and rescue watch
<b>SCT</b>	scattered
<b>SFC</b>	surface
<b>SID</b>	standard instrument departure
<b>SIGMET</b>	information concerning en route weather phenomena which may affect the safety of aircraft operations
<b>SIGWX</b>	significant weather (forecast)
<b>SIL</b>	service information letter
<b>SIS</b>	surveillance information service
<b>SKC</b>	sky clear

<b>Term</b>	<b>Meaning</b>
<b>SKED</b>	schedule
<b>SMC</b>	surface movement control
<b>SOP</b>	standard operating procedure
<b>SPECI</b>	special report of meteorological conditions (in aeronautical meteorological code)
<b>SPFIB</b>	specific pre-flight information bulletin
<b>SQL</b>	Squall line (thunderstorm)
<b>SSR</b>	secondary surveillance radar
<b>STAR</b>	standard arrival route
<b>STS</b>	status
<b>SUA</b>	Special Use Airspace
<b>SUP</b>	Supplement
<b>TAC</b>	terminal area chart
<b>TACAN</b>	tactical air navigation aid
<b>TAF</b>	terminal area forecast
<b>TAS</b>	true air speed
<b>TC</b>	tropical cyclone
<b>TCAS</b>	traffic collision avoidance system (pronounced 'tee-kas')
<b>TCU</b>	towering cumulus (cloud)
<b>TEMPO</b>	temporary, temporarily
<b>THR</b>	through
<b>TIL</b>	used in weather forecasts
<b>TODA</b>	take-off distance available
<b>TRANS</b>	Transmits, transmission, transmitter
<b>TS</b>	thunderstorm (followed by: RA = rain; SN = snow; PE = ice pellets; GR = hail; GS=small hail and/or snow pellets; or combinations thereof; for example, TSRASN = thunderstorm with rain and snow)
<b>TSI Act</b>	<i>Transport Safety Investigation Act 2003</i>

<b>Term</b>	<b>Meaning</b>
<b>TSO</b>	technical standard order
<b>TURB</b>	turbulence
<b>TYPO</b>	typographical error
<b>UTC</b>	Coordinated Universal Time
<b>VASIS</b>	visual approach slope indicator system
<b>VC</b>	vicinity (of the aerodrome)
<b>VFR</b>	visual flight rules
<b>VFRG</b>	Visual Flight Rules Guide
<b>VHF</b>	very high frequency (30 to 300 MHz)
<b>VIS</b>	visibility
<b>VMC</b>	visual meteorological conditions
<b>VNC</b>	visual navigation chart
<b>VOR</b>	VHF omni-directional radio range
<b>VRB</b>	variable
<b>VS</b>	vertical speed
<b>VSI</b>	vertical speed indicator
<b>VSO</b>	stall speed with undercarriage down and flap selected
<b>VTC</b>	visual terminal chart
<b>VTOL</b>	vertical take-off and landing
<b>VV</b>	vertical visibility
<b>WAC</b>	world aeronautical chart
<b>WAFS</b>	World Area Forecast System
<b>WAT</b>	weight altitude temperature (limitations)
<b>WATIR</b>	weather and terminal information reciter
<b>WILCO</b>	understand your message and will comply with it
<b>WS</b>	windshear

Term	Meaning
WX	weather

## Definitions

### A

Term	Definition
<b>Act</b>	<i>Civil Aviation Act 1988.</i>
<b>Aerodrome</b>	A defined area of 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.
<b>Aerodrome beacon</b>	An aeronautical beacon used to indicate the location of an aerodrome from the air.
<b>Aerodrome control service</b>	Air traffic control (ATC) service for aerodrome traffic.
<b>Aerodrome control tower</b>	A unit established to provide air traffic control (ATC) services to aerodrome traffic.
<b>Aerodrome elevation</b>	The elevation of the highest point of the landing area.
<b>Aerodrome meteorological minima (ceiling and visibility minima)</b>	The minimum heights of cloud base (ceiling) and minimum values of visibility which are prescribed for the purpose of determining the useability of an aerodrome either for take-off or landing.
<b>Aerodrome meteorological office</b>	An office designated to provide meteorological services for aerodromes serving international air navigation.
<b>Aerodrome proprietor</b>	Any owner, licensee, authority, corporation, or any other body which has a legal responsibility for a particular aerodrome.

Term	Definition
<b>Aerodrome reference point (ARP)</b>	The designated geographical location of an aerodrome.
<b>Aerodrome traffic</b>	All traffic on the manoeuvring area of an aerodrome and all aircraft flying in, entering, or leaving the traffic circuit.
<b>Aerodrome traffic circuit</b>	<p>The specified path to be flown by aircraft flying in, entering, or leaving the traffic circuit.</p> <p><b>Note:</b> At a controlled aerodrome, an aircraft is in the traffic circuit when it is within the control zone (CTR) and established on a leg of the circuit.</p>
<b>Aeronautical beacon</b>	An aeronautical ground light visible at all azimuths, either continuously or intermittently, to designate a particular point on the surface of the Earth.
<b>Aeronautical Information Circular (AIC)</b>	A notice containing information that does not qualify for the issue of a Notice to Airmen (NOTAM), or for inclusion in the Aeronautical Information Publication (AIP), but which relates to flight safety, air navigation, technical, administrative or legislative matters.
<b>Aeronautical Information Publication (AIP)</b>	<p>The AIP is a set of publications provided by Airservices Australia as part of their Aeronautical Information Service (AIS). It includes</p> <ul style="list-style-type: none"> <li>› AIP Book</li> <li>› Departure and Approach Procedures (DAP)</li> <li>› En Route Supplement Australia (ERSA)</li> <li>› Designated Airspace Handbook (DAH)</li> <li>› Maps and Charts.</li> </ul>
<b>AIP supplement (SUP)</b>	Temporary changes to the information contained in the AIP which are published by means of special pages.
<b>Aircraft classification number (ACN)</b>	A number expressing the relative effect of an aircraft on a pavement for a specific standard sub-grade category.

Term	Definition
<b>Aircraft parking position taxi lane</b>	A portion of an apron designated as a taxiway and intended to provide access to aircraft parking positions only.
<b>Air-ground communications</b>	Two-way communications between aircraft and stations on the surface of the Earth.
<b>Airprox</b>	The combination of the two words, air and proximity. An occurrence in which aircraft come into such close proximity that a threat to the safety of the aircraft exists or may exist, in airspace where the aircraft are not subject to an air traffic separation standard, or where separation is a pilot responsibility.
<b>Air report (AIREP)</b>	A report from an aircraft in flight prepared in conformity with requirements for position and operational and/or meteorological reporting.
<b>Air taxiing</b>	Movement of a helicopter/vertical take-off and landing (VTOL) aircraft above the surface of an aerodrome, normally in ground effect and at a speed normally less than 20 kt.
<b>Air traffic control clearance</b>	Authorisation for aircraft to proceed under conditions specified by an air traffic control unit. <b>Note:</b> For convenience, the term 'Air traffic control clearance' is normally abbreviated to 'Clearance' when used in the appropriate context.
<b>Air traffic control instructions</b>	Directives issued by air traffic control (ATC) for the purpose of requiring a pilot to take a specific action.
<b>Air traffic control service</b>	A service provided for the purpose of: a) preventing collisions: » between aircraft, and » on the manoeuvring area between aircraft and obstructions, and b) expediting and maintaining an orderly flow of air traffic.
<b>Air traffic service (ATS)</b>	A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service, or aerodrome control service).

Term	Definition
<b>Air traffic service (ATS) surveillance service</b>	Term used to indicate an air traffic service provided directly by means of an ATS surveillance system.
<b>Air traffic service (ATS) surveillance system</b>	<p>A generic term meaning variously, automatic dependent surveillance-broadcast (ADS-B), primary surveillance radar (PSR), secondary surveillance radar (SSR) or any comparable ground-based system that enables the identification of aircraft.</p> <p><b>Note:</b> A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to, or better than, monopulse SSR.</p>
<b>Air transit</b>	<p>The airborne movement of a helicopter that is:</p> <ul style="list-style-type: none"> <li>› for the quick and efficient transit from one place within an aerodrome to another place within the aerodrome</li> <li>› at or below 100 ft above the surface, and</li> <li>› at speeds greater than those used in air taxiing.</li> </ul>
<b>Airways clearance</b>	A clearance, issued by air traffic control (ATC), to operate in controlled airspace along a designated track or route at a specified level to a specified point or flight-planned destination.
<b>Alerted see-and-avoid</b>	A procedure where flight crew, having been alerted to the existence and approximate location of other traffic in their immediate vicinity, seek to sight and avoid colliding with those aircraft.
<b>Alerting post</b>	An agency designated to serve as an intermediary between a person reporting an aircraft in distress and a rescue coordination centre.
<b>Alerting service</b>	A service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and to assist such organisations as required.
<b>Alternate aerodrome</b>	An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing.



Term	Definition
<b>Altimeter setting</b>	<p>A pressure datum which when set on the sub-scale of a sensitive altimeter causes the altimeter to indicate vertical displacement from that datum. A pressure-type altimeter calibrated in accordance with standard atmosphere may be used to indicate altitude, height or flight levels, as follows:</p> <ul style="list-style-type: none"> <li>› when set to <b>QNH</b> or <b>Area QNH</b> it will indicate altitude</li> <li>› when set to <b>Standard Pressure</b> (1,013.2 hPa) it may be used to indicate <b>flight levels</b>.</li> </ul>
<b>Altimeter setting region</b>	Airspace 10,000 ft and below where the sub-scale of a pressure-sensitive altimeter is set to QNH or Area QNH.
<b>Altitude</b>	The vertical distance of a level, a point or an object, considered as a point, measured from mean sea level.
<b>Approach control service</b>	Air traffic control (ATC) service for arriving or departing flights.
<b>Approach sequence</b>	The order in which two or more aircraft are cleared to approach to land at the aerodrome.
<b>Apron</b>	A defined area on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail, cargo, fuelling, parking or maintenance.
<b>Apron service</b>	A traffic regulatory and information service provided to aircraft using the apron area of an aerodrome.
<b>Apron taxiway</b>	A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.
<b>Area control service</b>	Air traffic control (ATC) service for controlled flights in control areas.
<b>Area navigation (RNAV)</b>	A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground or space-based navigation aids, or within the limits of the capability of self-contained aids, or a combination of these.

<b>Term</b>	<b>Definition</b>
<b>Area navigation route</b>	An air traffic service (ATS) route established for the use of aircraft capable of employing area navigation.
<b>Area QNH</b>	A forecast altimeter setting which is representative of the QNH of any location within a particular area.
<b>ATS route</b>	See: Air traffic services route.
<b>ATS surveillance service</b>	See: Air traffic service surveillance service.
<b>ATS surveillance system</b>	See: Air traffic service surveillance system
<b>Automatic dependent surveillance – broadcast (ADS-B)</b>	A means by which aircraft, aerodrome vehicles and other objects can automatically transmit or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.
<b>Automatic dependent surveillance – contract (ADS-C)</b>	A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports.
<b>Automatic en route information service (AERIS)</b>	The provision of operational information en route by means of continuous and repetitive broadcasts.
<b>Automatic terminal information service (ATIS)</b>	The provision of current, routine information to arriving and departing aircraft by means of continuous and repetitive broadcasts during the hours when the unit responsible for the service is in operation.
<b>Aviation reference number (ARN)</b>	A unique six-digit number used to identify a client who conducts business with the Civil Aviation Safety Authority (CASA). When CASA receives an application for a new licence, certificate, or other service, an ARN is established and all subsequent transactions for the client are recorded against that ARN. In addition to being a client number, the ARN can also be the licence or certificate number. The ARN should be quoted in all correspondence with CASA or with the Airservices publications unit.

## B

Term	Definition
<b>Base turn (Instrument approach)</b>	A turn executed by an aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track. The tracks are not reciprocal. Base turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.
<b>Blind transmission</b>	A transmission from one station to another station in circumstances where two-way communication cannot be established, but where it is believed that the called station is able to receive the transmission.
<b>Block level</b>	A section of airspace with specified upper and lower limits on a specific track, in which cleared aircraft are permitted to manoeuvre.
<b>Break-out procedure(s)</b>	A procedure initiated on instruction from a precision runway monitor (PRM) controller upon which a pilot is required to discontinue an instrument landing system (ILS) approach and immediately commence a turn of approximately 90 degrees from the ILS course, climbing (or descending) as instructed by air traffic control (ATC), in response to an aircraft deviating from the adjacent ILS course.
<b>Briefing</b>	The act of giving in advance, specific pre-flight instructions or information to aircrew.
<b>Broadcast</b>	A transmission of information relating to air navigation for which an acknowledgement is not expected.

## C

<b>Term</b>	<b>Definition</b>
<b>Ceiling</b>	The height above the ground or water of the base of the lowest layer of cloud below 20,000 ft covering more than one-half of the sky.
<b>CENSAR</b>	An automated centralised SARTIME database software package used by air traffic services (ATS) to manage SARTIMES. SARTIME refers to the time that search action is required.
<b>Centre</b>	A generic callsign used in the en route and area environment which can include air traffic control (ATC), advisory, flight information and alerting services, depending on the classification of airspace in which the service is provided.
<b>Certified aerodrome</b>	A place that is certified as an aerodrome under the Civil Aviation Safety Regulations.
<b>Circling approach</b>	An extension of an instrument approach procedure which provides for visual circling of the aerodrome prior to landing.
<b>Clearance expiry time</b>	A time specified by an air traffic control (ATC) unit at which a clearance ceases to be valid.
<b>Clearance limit</b>	The point to which an aircraft is granted an air traffic control (ATC) clearance.
<b>Clearway</b>	A defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height.
<b>Closely spaced runways</b>	Runways that are parallel or near parallel and spaced less than 1,525 m but not less than 1,035 m apart.
<b>Co-located navigation aids</b>	En route way-points or navigation aids that are within 600 m of each other.
<b>Common traffic advisory frequency (CTAF)</b>	A designated frequency on which pilots make positional broadcasts when operating in the vicinity of a non-controlled aerodrome.

Term	Definition
<b>Communicable diseases</b>	Communicable diseases include cholera, typhus (epidemic), smallpox, yellow fever, plague, and such other diseases as the contracting states shall, from time to time, decide to designate.
<b>Community Service Flight (CSF)</b>	<p>A flight that</p> <p>a) involves:</p> <ul style="list-style-type: none"> <li>» the transport of one or more individuals (a patient) to a destination for the purpose of each such individual receiving non-emergency medical treatment or services at the destination, or</li> <li>» the transport of a patient from a destination mentioned in para (i) (the treatment destination) to another treatment destination, or</li> <li>» the transport of a patient from a treatment destination: <ul style="list-style-type: none"> <li>– back to a place from which the patient departed for a treatment destination, or</li> <li>– to a destination at which the patient resides, and</li> </ul> </li> </ul> <p>b) is provided to a patient, and any person who accompanies the patient to provide support and assistance, without a charge being made to any of those persons for their carriage, and</p> <p>c) medical treatment is not provided on board the aircraft for the flight, other than the administering of medication or in response to an unexpected medical emergency, and</p> <p>d) is coordinated, arranged or facilitated by an entity for a charitable purpose or community service purpose.</p>
<b>Company operations representative</b>	The representative of an operating agency who is authorised to act in the capacity of liaison officer between air traffic control (ATC) and the operating agency in respect of the control of an aircraft of that agency.
<b>Control area (CTA)</b>	A controlled airspace extending upwards from a specified limit above the Earth.

<b>Term</b>	<b>Definition</b>
<b>Controlled aerodrome</b>	An aerodrome at which air traffic control (ATC) service is provided to aerodrome traffic.
<b>Controlled airspace</b>	Airspace of defined dimensions within which ATC service is provided in accordance with the airspace classification.
<b>Controller</b>	An air traffic controller, operating within an organisation approved under Civil Aviation Safety Regulations 1998 (CASR) Part 172 and qualified in accordance with CASR Part 65.
<b>Controller pilot data link communications (CPDLC)</b>	A means of communication between controller and pilot using data link for air traffic control (ATC) communications.
<b>Control zone (CTR)</b>	A controlled airspace extending upwards from the surface of the Earth to a specified upper limit.
<b>Cruise climb</b>	An aeroplane cruising technique resulting in a nett increase in altitude as the aeroplane weight decreases.
<b>Cruising level</b>	A level maintained during a significant portion of a flight.

## D

<b>Term</b>	<b>Definition</b>
<b>Danger area</b>	An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.
<b>Day</b>	That period of time from the beginning of morning civil twilight to the end of evening civil twilight.
<b>Dead reckoning (DR) navigation</b>	The estimating or determining of position by advancing an earlier known position by the application of direction, time and speed data.

Term	Definition
<b>Decision altitude/ height (DA/H)</b>	<p>A specified altitude or height in the precision approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.</p> <p><b>Notes</b></p> <ol style="list-style-type: none"> <li>1. Decision altitude (DA) is referenced to mean sea level (MSL) and Decision height (DH) is referenced to the threshold elevation.</li> <li>2. The 'required visual reference' means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path.</li> </ol>
<b>Density altitude</b>	<p>Density altitude is pressure altitude corrected for temperature. The higher the density altitude, the lower the aircraft performance, and vice versa.</p>
<b>Density height</b>	<p>An atmospheric density expressed in terms of height which corresponds to that density in the standard atmosphere.</p>
<b>Dependent parallel approaches</b>	<p>Simultaneous instrument approaches to parallel or near-parallel instrument runways where ATS surveillance system separation minima between aircraft on adjacent extended runway centrelines are prescribed.</p>
<b>Distance measuring equipment (DME)</b>	<p>Equipment which measures in nautical miles, the slant range of an aircraft from the selected DME ground station.</p>
<b>DME Distance</b>	<p>The slant range from the source of a DME signal to the receiving antenna.</p>
<b>Domestic flight</b>	<p>A flight between two points within the Australian FIR.</p>

## E

Term	Definition
<b>Elevation</b>	The vertical distance of a point or a level, on or affixed to the surface of the Earth, measured from mean sea level.
<b>Emergency phases:</b>	<ul style="list-style-type: none"> <li>a) Uncertainty phase               <ul style="list-style-type: none"> <li>» A situation where uncertainty exists as to the safety of an aircraft and its occupants.</li> </ul> </li> <li>b) Alert phase               <ul style="list-style-type: none"> <li>» A situation where apprehension exists as to the safety of an aircraft and its occupants.</li> </ul> </li> <li>c) Distress phase               <ul style="list-style-type: none"> <li>» A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.</li> </ul> </li> </ul>
<b>Equivalent single isolated wheel load</b>	The equivalent load that would be imposed on a pavement by a single wheel if any wheel group on an aircraft were replaced by a single wheel using the same tyre pressure.
<b>Essential radio navigation service</b>	A radio navigation service whose disruption has a significant impact on operations in the affected airspace or aerodrome.
<b>Estimate</b>	The time at which it is estimated that an aircraft will be over a position reporting point or over the destination.
<b>Estimated elapsed time (EET)</b>	The estimated time required to proceed from one significant point to another.
<b>Estimated off blocks time (EOBT)</b>	The estimated time at which the aircraft will commence movement associated with departure.



Term	Definition
<b>Estimated time of arrival (ETA)</b>	For instrument flight rules (IFR) flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For visual flight rules (VFR) flights, the time at which it is estimated that the aircraft will arrive over the aerodrome.
<b>Expected approach time (EAT)</b>	The time at which air traffic control (ATC) expects that an arriving aircraft, following a delay, will leave the holding fix to complete its approach for a landing. <b>Note:</b> The holding fix referred to in the EAT is that shown on the instrument approach chart from which the instrument approach is prescribed to commence.

## F

Term	Definition
<b>Final approach</b>	That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified: <ul style="list-style-type: none"> <li>› at the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified, or</li> <li>› at the point of interception of the last track specified in the approach procedure, and</li> <li>› ends at a point in the vicinity of an aerodrome from which a landing can be made, or a missed approach initiated.</li> </ul>
<b>Final approach altitude</b>	The specified altitude at which a final approach is commenced.
<b>Final approach fix (FAF)</b>	A specified point on a non-precision instrument approach which identifies the commencement of the final segment.

Term	Definition
<b>Final approach point (FAP)</b>	<p>A specified point on the glide path of a precision instrument approach which identifies the commencement of the final segment.</p> <p><b>Note:</b> The final approach fix (FAP) is co-incident with the FAF of a localiser-based non-precision approach.</p>
<b>Final approach segment</b>	<p>That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.</p>
<b>Final leg</b>	<p>The path of an aircraft in a straight line immediately preceding the landing (alighting) of the aircraft.</p>
<b>Fix</b>	<p>A geographical position of an aircraft at a specific time determined by visual reference to the surface, or by navigational aids.</p>
<b>Flight file</b>	<p>A file stored on the National Aeronautical Information Processing System (NAIPS) which contains stored briefings, or a stored flight notification. Flight files are owned by pilots and/or operators and updated at their request.</p>
<b>Flight following</b>	<p>The provision of an ongoing surveillance information service (SIS).</p>
<b>Flight identification (FLT IDENT)</b>	<p>An identification of up to 7 alpha-numeric characters entered by the pilot via a cockpit interface. Where possible, the Flight identification must match the Aircraft identification entered into Item 7 of the Flight Notification.</p>
<b>Flight Information</b>	<p>Information useful for the safe and efficient conduct of flight, including information on air traffic, meteorological conditions, aerodrome conditions and airways facilities.</p>
<b>Flight information area (FIA)</b>	<p>An airspace of defined dimensions, excluding controlled airspace, within which flight information and search and rescue (SAR) alerting services are provided by an air traffic service (ATS) unit.</p> <p><b>Note:</b> FIAs may be sub divided to permit the specified ATS unit to provide its services on a discrete frequency or family of frequencies within particular areas.</p>
<b>Flight information centre (FIC)</b>	<p>A unit established to provide a flight information service and a search and rescue (SAR) alerting service.</p>

Term	Definition
<b>Flight information region (FIR)</b>	An airspace of defined dimensions within which a flight information service (FIS) and a search and rescue (SAR) alerting service are provided.
<b>Flight information service (FIS)</b>	A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.
<b>Flight level (FL)</b>	A surface of constant atmospheric pressure which is related to a specific pressure datum, 1,013.2 hPa, and is separated from other such surfaces by specific pressure intervals.
<b>Flight note</b>	Details of the route and timing of a proposed flight provided by the pilot-in-command of an aircraft, which is other than notification submitted to Airservices Australia, and which is required to be left with a person who could be expected to notify appropriate authorities if the flight becomes overdue.
<b>Flight notification (within Australian FIR)</b>	Specified information provided to air traffic services units, relative to the intended flight or portion of flight of an aircraft.
<b>Flight path monitoring</b>	<p>The use of air traffic services (ATS) surveillance systems for the purpose of providing aircraft with information and advice relative to significant deviations from nominal flight path including deviations from the terms of their air traffic control clearances.</p> <p><b>Note:</b> Some applications may require a specific technology, for example, radar to support the function of flight path monitoring.</p>
<b>Flight visibility</b>	The visibility forward from the cockpit of an aircraft in flight.
<b>Forecast</b>	A statement of expected meteorological conditions for a specified period, and for a specified area or portion of airspace.

Term	Definition
<b>Formation</b>	Two or more aircraft flown in close proximity to each other and operating as a single aircraft with regard to navigation, position reporting and control.  <b>Note:</b> A CASR Part 61 flight activity endorsement is required when aeroplane or helicopter pilots are flying in formation (flying in formation is defined slightly differently to the definition of formation in the Aeronautical Information Package (AIP)). Civil Aviation Safety Regulation (CASR) 91.205 details conditions on formation flights.
<b>Full emergency (in the context of aerodrome emergency plans)</b>	A situation in which the response of all agencies involved in the aerodrome emergency plan will be activated. A full emergency will be declared when an aircraft approaching the airport is known or suspected to be in such trouble that there is danger of an accident. A full emergency will be initiated in response to a MAYDAY call.

## G

Term	Definition
<b>Glide path (GP)</b>	A descent profile determined for vertical guidance during a final approach.
<b>Global navigation satellite system (GNSS)</b>	A satellite-based radio navigation system that uses signals from orbiting satellites to determine precise position and time.  <b>Note:</b> While the term 'GNSS' covers a variety of systems such as global positioning system (GPS), global navigation satellite system (GLONASS), Galileo etc., Australia requires the use of GPS for aviation purposes.
<b>Global positioning system (GPS)</b>	A Global navigation satellite system (GNSS) constellation operated by the United States Government.
<b>Gross weight</b>	The weight of the aircraft together with the weight of all persons and goods (including fuel) on board the aircraft at that time.
<b>Ground-based navigation aid</b>	Refers to non-directional beacon (NDB), VHF omnidirectional radio range (VOR) or distance measuring equipment (DME).
<b>Ground taxiing</b>	The movement of a helicopter under its own power and on its undercarriage wheels.
<b>Ground visibility</b>	The visibility at an aerodrome, as reported by an accredited observer.

## H

Term	Definition
<b>Hazardous conditions</b>	Meteorological conditions which may endanger aircraft or adversely affect their safe operation, particularly those phenomena associated with volcanic ash cloud and thunderstorms – icing, hail and turbulence.
<b>Heading (HDG)</b>	The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from north (true, magnetic, compass or grid).
<b>Height</b>	The vertical distance of a level, a point or an object considered as a point measured from a specified datum.
<b>Helicopter access corridor</b>	A corridor wholly within controlled airspace designed for the exclusive use of helicopters in visual meteorological conditions (VMC). The extent and alignment of the corridor is related to and delineated by prominent geographical/topographical features.
<b>Helicopter landing site (HLS)</b>	A place that is used as an aerodrome for the purposes of the landing and taking off of helicopters.
<b>Helicopter lane</b>	A lane, outside controlled airspace, designed for use by helicopters to facilitate traffic flow.
<b>Helicopter movement area</b>	The movement area for helicopters is that part of an aerodrome that can safely be used for the hovering, taxiing, take-off and landing of helicopters and consists of the manoeuvring area and aprons, but excluding those areas reserved for unrestricted use by the general public.
<b>High capacity aircraft</b>	An aircraft that is certified as having a maximum seating capacity exceeding 38 seats, or a maximum payload exceeding 4,200 kg.
<b>Holding bay</b>	A defined area where aircraft can be held, or bypassed, to facilitate efficient surface movement of aircraft.
<b>Holding fix</b>	A specified location identified by visual or other means in the vicinity of which the position of an aircraft in flight is maintained in accordance with air traffic control (ATC) instructions.

Term	Definition
<b>Holding procedure</b>	A predetermined manoeuvre which keeps an aircraft within a specified airspace whilst awaiting further clearance.
<b>Hospital aircraft</b>	See Medical flight.
<b>Hot spot</b>	A location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

## I

Term	Definition
<b>ICAO 24 bit aircraft address (24 bit code)</b>	See: International Civil Aviation Organization 24-bit aircraft address (24-bit code)
<b>Identification (IDENT)</b>	The situation which exists when the position indication of a particular aircraft is seen on a situation display and positively identified by air traffic control (ATC).
<b>Initial approach fix (IAF)</b>	The fix at the commencement of an instrument approach.
<b>Initial approach segment</b>	That segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or, where applicable, the final approach fix or point.
<b>Instrument approach procedure (IAP)</b>	A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en route obstacle clearance criteria apply.
<b>Integrity</b>	That quality which relates to the trust which can be placed in the correctness of information supplied by a system. It includes the ability of a system to provide timely warnings to users when the system should not be used for navigation.

Term	Definition
<b>International Civil Aviation Organization (ICAO) 24-bit aircraft address (24-bit code)</b>	A unique identification code which is programmed into each specific aircraft's transponder or automatic dependent surveillance-broadcast (ADS-B) transmitter during installation. This code, expressed as six alphanumeric characters, provides a digital identification of the aircraft and is used by the air traffic system to link information contained in a flight notification to aircraft position information received via ADS-B.
<b>In the vicinity</b>	An aircraft is in the vicinity of a non-controlled aerodrome if it is within a horizontal distance of 10 NM, and within a height above the aerodrome reference point that could result in conflict with operations at the aerodrome.

## L

Term	Definition
<b>Land and hold short operations (LAHSO)</b>	A procedure involving dependent operations conducted on two intersecting runways whereby aircraft land and depart on one runway while aircraft landing on the other runway hold short of the intersection.
<b>Landing area</b>	That part of the movement area intended for the landing or take-off of aircraft.
<b>Land rescue unit</b>	A land party equipped to undertake a search for an aircraft within the region of its responsibility.
<b>Level</b>	A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level (FL).
<b>Licensed aerodrome</b>	A place that is licensed as an aerodrome under the Civil Aviation Regulations.
<b>Local standby (in the context of aerodrome emergency plans)</b>	A situation in which activation of only the airport-based agencies involved in an aerodrome emergency plan is warranted. A local standby will be the normal response when an aircraft approaching an airport is known or is suspected to have developed some defect, but the trouble is not such as would normally involve any serious difficulty in effecting a safe landing. A local standby will be initiated in response to a PAN call.
<b>Lowest safe altitude (LSALT)</b>	The lowest altitude which will provide safe terrain clearance at a given place.

## M

Term	Definition
<b>Manoeuvring area</b>	That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.
<b>Marker</b>	An object displayed above ground level in order to indicate an obstacle or delineate a boundary.
<b>Marker Beacon</b>	A type of radio beacon, the emissions of which radiate in a vertical pattern.
<b>Markings</b>	A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.
<b>Maximum take-off weight (MTOW)</b>	The maximum take-off weight of an aircraft as specified in its certificate of airworthiness.
<b>Medical flight</b>	<p>A flight providing transport of medical patients, personnel, and/or equipment, prioritised as follows:</p> <ul style="list-style-type: none"> <li>› MEDEVAC: a life critical medical emergency evacuation e.g. an aircraft proceeding to pick up, or carry, a severely ill patient, or one for whom life support measures are being provided.</li> <li>› HOSP: a medical flight declared by medical authorities e.g. an aircraft transporting or proceeding to pick up medical personnel and/or equipment urgently required for the treatment of a severely ill patient, or returning urgently required medical personnel and/or equipment at the termination of a MEDEVAC flight.</li> </ul>
<b>METBRIEF</b>	A self-help system which delivers meteorological information on the telephone using a computer-generated voice, in response to a tone-generated telephone request.
<b>Meteorological Information</b>	Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.



Term	Definition
<b>Meteorological warning</b>	A statement or meteorological report of the occurrence or expectation of a deterioration or improvement in meteorological conditions or of any meteorological phenomenon which may seriously affect the safe operation of aircraft.
<b>Minimum altitude</b>	The minimum altitude for a particular instrument approach procedure is the altitude specified by AIP DAP at which an aircraft shall discontinue an instrument approach unless continual visual reference to the ground or water has been established and ground visibility is equal to or greater than that specified by the DAP for landing.
<b>Minimum fuel</b>	<p>The term used to describe a situation when an aircraft's fuel supply has reached a state where having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than the fixed fuel reserve for the flight.</p> <p><b>Note:</b> The minimum fuel state is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.</p>
<b>Minimum vector altitude</b>	The lowest altitude which a controller may assign to a pilot in accordance with the radar terrain clearance chart.
<b>Missed approach procedure (MAP)</b>	The procedure to be followed if an approach cannot be continued.
<b>Movement area</b>	That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

## N

N	Definition
<b>National Aeronautical Information Processing System (NAIPS)</b>	A system providing briefings and flight notification functions.
<b>Navigation specification</b>	<p>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:</p> <ul style="list-style-type: none"> <li>› Required navigation performance (RNP) specification:           <p>A navigation specification based on area navigation (RNAV) that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, for example RNP 4, RNP approach (APCH).</p> </li> <li>› Area navigation (RNAV) specification           <p>A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, for example RNAV 5, RNAV 1.</p> </li> </ul> <p><b>Note:</b> The Performance-based Navigation Manual (doc 9613), volume II, contains detailed guidance on navigation specifications.</p>
<b>Night</b>	That period of time between the end of evening civil twilight and the beginning of morning civil twilight.
<b>Non-controlled aerodrome</b>	An aerodrome at which air traffic control is not operating (formerly designated non-towered).
<b>Non-directional beacon (NDB)</b>	A special radio station, the emissions of which are intended to enable a mobile station to determine its radio bearing or direction with reference to that special radio station.
<b>Notice to Airmen (NOTAM)</b>	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

## O

Term	Definition
<b>Operations manual</b>	A manual provided by an operator for the use and guidance of operations staff, containing instructions as to the conduct of flight operations, including the responsibilities of its operations staff.
<b>Operator</b>	A person, organisation or enterprise engaged in or offering to engage in aircraft operation.
<b>Overshoot shear</b>	A wind shear occurrence which produces an initial effect of overshooting the desired approach path and/or increasing airspeed.

## P

Term	Definition
<b>Parking area</b>	A specially prepared or selected part of an aerodrome within which aircraft may be parked.
<b>Performance-based navigation (PBN)</b>	Area navigation based on performance requirements for aircraft operating along an air traffic service (ATS) route, on an instrument approach procedure, or in a designated airspace. <b>Note:</b> that performance requirements are expressed in navigation specifications (area navigation (RNAV) specification or required navigation performance (RNP) specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.
<b>Permissible all-up-weight</b>	The weight to which an aircraft is limited by virtue of the physical characteristics of an aerodrome.
<b>Pilot-in-command</b>	The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.
<b>Preferred runway</b>	A runway nominated by air traffic control (ATC) or listed in the Aeronautical Information Publication (AIP) as the most suitable for the prevailing wind, surface conditions or noise sensitive areas in the proximity of the aerodrome.

Term	Definition
<b>Primary means navigation system</b>	A navigation system that, for a given operation or phase of flight, must meet accuracy and integrity requirements, but need not meet full availability and continuity of service requirements. Safety is achieved by either limiting flights to specific time periods, or through appropriate procedural restrictions and operational requirements.
<b>Procedural service</b>	Term used to indicate that information derived from an air traffic service (ATS) surveillance system is not required for the provision of ATS.
<b>Procedure altitude/height</b>	A specified altitude/height flown at or above the minimum altitude/height and established to accommodate a stabilised descent at a prescribed descent gradient/angle in the intermediate/final approach segment.
<b>Prohibited area</b>	An airspace of defined dimensions, above the land areas or territorial waters of a state, within which the flight of aircraft is prohibited. This designation is appropriate only for reasons of defence.

## Q

Term	Definition
<b>QNH altimeter setting</b>	That pressure setting which, when placed on the pressure setting sub-scale of a sensitive altimeter of an aircraft located at the reference point of an aerodrome, will cause the altimeter to indicate the vertical displacement of the reference point above mean sea level (AMSL).

## R

Term	Definition
<b>Radar/ADS-B Information Service (RIS)</b>	An on-request service provided to assist pilots of visual flight rules (VFR) flights, within air traffic service (ATS) surveillance system coverage in Class E and Class G airspace, to avoid other aircraft or to assist in navigation. [For ADS-B definition, see: Automatic dependent surveillance – broadcast.]
<b>Radio altimeter (RA) height</b>	An indication of vertical distance between a point on the normal glidepath at DA and the terrain directly beneath this point.
<b>Radio navigation service</b>	A service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids.
<b>Rapid exit taxiway</b>	A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at high relative speeds.
<b>Receiver autonomous integrity monitoring (RAIM)</b>	A system whereby an airborne global positioning system (GPS) receiver/processor autonomously monitors the integrity of the navigation signals from GPS satellites.
<b>Repetitive flight plan</b>	A flight plan referring to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by air traffic service (ATS) units.
<b>Reporting point</b>	A specified geographical location in relation to which the position of an aircraft can be reported.
<b>Required navigation performance (RNP)</b>	A statement of the navigation performance necessary for operation within a defined airspace.
<b>Rescue coordination centre (RCC)</b>	A unit established for promoting efficient organisation of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

Term	Definition
<b>Restricted area</b>	<p>An airspace of defined dimensions above the land areas or territorial waters of a state, within which the flight of aircraft is restricted in accordance with certain specified conditions.</p> <p><b>Note:</b> This designation is normally used whenever the activities of the administering authority of the airspace are a hazard to other users; or other users constitute a hazard to the activities of the administering authority.</p>
<b>Route</b>	<p>A way to be taken in flying from a departure to a destination aerodrome, specified in terms of track and distance for each route segment.</p>
<b>Runway (RWY)</b>	<p>A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.</p>
<b>Runway holding position</b>	<p>A designated position intended to protect a runway, an obstacle limitation surface, or an instrument landing system (ILS) critical/sensitive area at which taxiing aircraft and vehicles must stop and hold, unless otherwise authorised by the aerodrome control tower.</p> <p><b>Note:</b> In radiotelephony phrasing, the expression 'holding point' is used to designate the runway holding position.</p>
<b>Runway number</b>	<p>The runway identification associated with a runway direction end.</p>
<b>Runway strip</b>	<p>The defined area, including the runway (and stopway if provided), intended to reduce the risk of damage to aircraft inadvertently running off the runway and to protect aircraft flying over it during take-off, landing or missed approach.</p>
<b>Runway visibility (RV)</b>	<p>The distance along a runway over which a person can see and recognise a visibility marker or runway lights.</p> <p><b>Note:</b> The term runway visibility is used by air traffic control (ATC) or ground personnel to report visibility along a runway as determined by a ground observer.</p>

Term	Definition
<b>Runway visual range (RVR)</b>	<p>The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identify its centre line.</p> <p><b>Note:</b> Within Australia, the term runway visual range or RVR will be used by air traffic control (ATC) or ground personnel exclusively to report RVR determined by electronic means.</p>

## S

Term	Definition
<b>SARTIME</b>	The time nominated by a pilot for the initiation of search and rescue (SAR) action if an arrival report has not been received by the appropriate authority.
<b>SARWATCH</b>	A generic term covering search and rescue (SAR) alerting based either on full-position reporting procedures, scheduled reporting times (SKEDS), or SARTIME.
<b>Search and rescue (SAR)</b>	The act of finding and returning to safety, aircraft and persons involved in an emergency phase.
<b>Search and rescue region (SRR)</b>	The specified area within which search and rescue is coordinated by a particular rescue coordination centre.
<b>Secondary surveillance radar (SSR) code</b>	The number assigned to a particular multiple-pulse reply signal transmitted by a transponder in Mode A or Mode C.
<b>Segment minimum safe altitude</b>	The lowest altitude at which the minimum obstacle clearance is provided.
<b>Segregated parallel operations</b>	Simultaneous operations on parallel or near-parallel instrument runways in which one runway is used exclusively for approaches and the other runway is used exclusively for departures.

Term	Definition
<b>Significant point</b>	<p>A specified geographical location used in defining an air traffic service (ATS) route or the flight path of an aircraft and for other navigation and ATS purposes.</p> <p><b>Note:</b> There are three categories of significant points:</p> <ul style="list-style-type: none"> <li>› ground-based navigation aid</li> <li>› intersection</li> <li>› waypoint.</li> </ul> <p>In the context of this definition, intersection is a significant point expressed as radials, bearings and/or distances from ground-based navigation aids.</p>
<b>Significant weather</b>	<p>Any weather phenomenon which might affect flight visibility or present a hazard to an aircraft.</p>
<b>Situation display</b>	<p>An electronic display depicting the position and movement of aircraft and other information as required.</p>
<b>Sole means navigation system</b>	<p>A navigation system that, for a given phase of flight, must allow the aircraft to meet all four navigation system performance requirements – accuracy, integrity, availability and continuity of service.</p>
<b>Stall speed VS1G</b>	<p>The one-G stall speed at which an aeroplane can develop a lift force (normal to the flight path) equal to its weight.</p>
<b>Standard pressure</b>	<p>The pressure of 1,013.2 hPa which, if set up on the pressure sub-scale of a sensitive altimeter, will cause the latter to read zero when at mean sea level in a standard atmosphere.</p>
<b>Standard pressure region</b>	<p>Airspace above 10,000 ft where the sub-scale of a pressure-sensitive altimeter is set to 1,013.2 hPa.</p>
<b>Stopway</b>	<p>A defined rectangular area on the ground at the end of the take-off run prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off.</p>
<b>Supplemental means navigation system</b>	<p>A navigation system that must be used in conjunction with a sole-means navigation system.</p>



## T

Term	Definition
<b>Tactical air navigation (TACAN)</b>	An ultra-high frequency (UHF) navigation aid which provides a continuous indication of bearing and slant range, in nautical miles, to the selected ground station.
<b>TAF3</b>	An aerodrome forecast (TAF) issued every 3 hours.
<b>Taxiway (TWY)</b>	A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another.
<b>Terrain clearance</b>	The vertical displacement of an aircraft's flight path from the terrain.
<b>Threshold</b>	The beginning of that portion of the runway usable for landing.
<b>Total estimated elapsed time</b>	For visual flight rules (VFR) flights, the estimated time required from take-off to arrival over the destination aerodrome.
<b>Touch-and-go landing</b>	A procedure whereby an aircraft lands and takes off without coming to a stop.
<b>Track</b>	The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from north (true, magnetic or grid).
<b>Transitional surface</b>	An inclined plane associated with the runway strip and the approach surfaces.
<b>Transition altitude</b>	The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.
<b>Transition layer</b>	The airspace between the transition altitude and the transition level.
<b>Transition level</b>	The lowest flight level available for use above the transition altitude.
<b>Transponder</b>	A receiver/transmitter which will generate a reply signal upon proper interrogation, the interrogation and reply being on different frequencies.

## U

Term	Definition
<b>Unalerted see-and-avoid</b>	A procedure where flight crew, who have no specific knowledge of other aircraft in their vicinity, rely solely on their ability to physically see and avoid colliding with aircraft that may be in their vicinity.
<b>Undershoot shear</b>	A wind shear occurrence which produces an initial effect of undershooting the desired approach path and/or decreasing air speed.
<b>Universal Communications (UNICOM)</b>	A non-air traffic service (ATS) communications service provided to enhance the value of information normally available about a non-controlled aerodrome.
<b>Unserviceable area</b>	A portion of the movement area not available for use by aircraft because of the physical condition of the surface, or because of any obstruction on the area.

## V

Term	Definition
<b>Vectoring</b>	Provision of navigational guidance to aircraft in the form of specific headings, based on the use of an air traffic service (ATS) surveillance system.
<b>VHF omni-directional radio range (VOR)</b>	A very high frequency (VHF) radio navigational aid which provides a continuous indication of bearing from the selected VOR ground station.
<b>Visibility</b>	<p>Visibility for aeronautical purposes is the greater of:</p> <ul style="list-style-type: none"> <li>› the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognised when observed against a bright background, or</li> <li>› the greatest distance at which lights of about 1,000 candelas can be seen and identified against an unlit background.</li> </ul>
<b>Visual approach slope indicator system (VASIS)</b>	A system of lights so arranged as to provide visual information to pilots on approach of their position in relation to the optimum approach slope for a particular runway.

Term	Definition
<b>Visual (ATC usage)</b>	Used by air traffic control (ATC) to instruct a pilot to see and avoid obstacles while conducting flight below the MVA or MSA/LSALT.
<b>Visual flight rules (VFR) climb and descent</b>	Air traffic control (ATC) authorisation for an instrument flight rules (IFR) flight in visual meteorological conditions (VMC), at or below FL180, in Classes D and E airspace, to conduct a visual climb or descent.
<b>Visual Flight rules VFR-on-top</b>	Air traffic control (ATC) authorisation for an instrument flight rules (IFR) flight to operate in visual meteorological conditions (VMC), at or below FL180, in Class E airspace at any appropriate VFR altitude or flight level (in accordance with En route (ENR) 1.2 Section 2, and ENR 1.7 Section 5, and as restricted by ATC).
<b>Visual (pilot usage)</b>	Used by a pilot to indicate acceptance of responsibility to see and avoid obstacles while operating below the minimum vector altitude (MVA) or minimum sector altitude/lowest safe altitude (MSA/LSALT).
<b>VMC</b>	Visual meteorological conditions (VMC) are the meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.
<b>VS1G</b>	See: Stall speed

## W

Term	Definition
<b>Way point</b>	<p>A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation. Way points are identified as either:</p> <p>Fly-by way point – A way point which requires turn anticipation to allow tangential interception of the next segment of a route or procedure, or</p> <p>Flyover way point – A way point at which a turn is initiated to join the next segment of a route or procedure.</p>