



# AIRM Glossary

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## Abstract

The AIRM Glossary is generated from the AIRM UML Models. It provides a simple dictionary of terms and definitions that may be used to provide consistency across point-of-view and increase semantic interoperability.

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## Executive summary

The AIRM Glossary is generated from the AIRM UML Models. It provides a simple dictionary of terms and definitions that may be used to provide consistency across point-of-view and increase semantic interoperability.

# 1 Introduction

## 1.1 Purpose of the document

The AIRM Glossary is generated from the AIRM UML Models (the AIRM Information Model and the AIRM Consolidated Logical Data Model). It provides a simple dictionary, in alphabetical order, of the terms and definitions used in the AIRM. The dictionary may be used to provide consistency across multiple points-of-view and increase semantic interoperability.

Each entry contains the following details:

**Term:** The full form of the term to be defined

**Definition:** The definition of the term

**Source:** The definition source e.g. ICAO Annex 15

**Status:**

Proposed: The definition has been created or reworked.

Under Review: The definition is under review by experts.

Approved: The definition has been approved.

Under Rework: The definition has been reviewed and/or approved but is subject to change.

In addition, the following details are given where relevant:

**Abbreviation:** The standard abbreviation or acronym used to shorten the Term

**Synonym:** Any equivalent names e.g. Airport and Aerodrome.

Where the same term and definition appears in the AIRM Information Model and in the AIRM Consolidated Logical Data Model, only one entry is given.

## 1.2 Intended readership

The target audience for the document is:

All related ATM instances that have a need for exchanging ATM information.

ATM experts modellers involved in ATM information harmonisation/consolidation activities

Casual information modellers

Developers of Services

Developers of information systems

Enterprise Architects

## 1.3 Acronyms and Terminology

Term	Definition
AIRM	ATM Information Reference Model
ATM	Air Traffic Management
CONOPS	Concept of Operations
DODAF	Department of Defense Architecture Framework
EAEA	European ATM Enterprise Architecture
ICAO	International Civil Aviation Organization
Information Model	An information model is a model of the information about the concepts in the universe of discourse, relevant to the architecture effort.

Term	Definition
ISO	International Standards Organization
ISRM	Information Services Reference Model
Logical Data Model	The logical data model is a specification of business/operational information requirements as a formal data structure, where relationships and classes (entities) are used to specify the logic which underpins the information.
MODAF	Ministry of Defence Architecture Framework
NAF	NATO Architecture Framework
NATO	North Atlantic Treaty Organisation
NOV	NAF Operations View
NSV	NAF System View
OMG	Object Management Group
Physical Data Model	The physical data model specifies how the logical data model will be instantiated in a particular product or service. It takes into account implementation restrictions and performance issues whilst still enforcing the constraints, relationships and typing of the logical model.
SESAR	Single European Sky Air Traffic Management Research
SJU	SESAR Joint Undertaking
SWP	Sub Work Package
UML	Unified Modelling Language
UPDM	Unified Profile for DODAF/MODAF

## 1.4 Adoption

This section describes external documents and other artefacts that, through reference in this text, provide provisions that are considered as normative of this document. For dated references, subsequent amendments to, or revisions of, any of these publications do not apply. For each publication a description **how** it has been adopted/used in this set of documents is also provided.

*Note:* If a reference is expressed with a date then only that version, of the reference, is valid since it is not possible to guarantee that newer versions, of referenced document, does not adversely impact this document.

## 1.5 Normative

The following publications, documents and artefacts are considered as normative:

NATO Architecture Framework (NAF), v3  
OMG Unified Modelling Language (UML), v2.1

## 1.6 Informative

There are no informative references.

founding members



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## 1.7 Reading instructions

This document is a glossary so should be read where relevant.





## 2 AIRM Glossary

### 2.1 ABIMessage

An OLDI notification message satisfying the following operation requirements: Provide for acquisition of missing flight plan data; Provide advance boundary information and revisions thereto for the next ATC unit; Update the basic flight plan data; Facilitate early correlation of flight plan data; Facilitate accurate short-term sector load assessment; Request the assignment of an SSR code from the unit to which the above notification is sent, if required.

**Source:** EUROCONTROL Specification for On-Line Data Interchange (OLDI) Edition 4.2 (2010);

**Status:** Approved

### 2.2 AccelerateStopDistanceAvailable

The length of the take-off run available plus the length of the stopway, if provided.

**Source:** ICAO Annex 14;

**Status:** Approved

**Abbreviations:** ASDA

### 2.3 AcceptanceMessage

A message transmitted by an accepting unit to the transferring unit to indicate that the data in a current flight plan or estimate message is accepted.

It shall also be transmitted to indicate that the data received in a coordination message is accepted and that the coordination dialogue is completed.

**Source:** ICAO Doc 4444;

**Status:** Approved

### 2.4 AcceptingUnitOrController

Air traffic control unit next to take control of an aircraft.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Doc 4444;

**Status:** Approved

### 2.5 Accuracy

A degree of conformance between the estimated or measured value and the true value.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 14; ICAO Annex 15;

**Status:** Approved

## 2.6 ACDMIrregularity

An irregularity which normally requires one or more partners to make a manual intervention to resolve the irregularity.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

## 2.7 ACDMIrregularityType

Element from the configuration that describes the kind of irregularity that can be raised for A-CDM.

**Source:** SESAR;

**Status:** Proposed

## 2.8 ActiveAdvisoryHorizon

The Arrival Management horizon at which advisories for AMAN sequence implementation presented to the air traffic controller are reliable and useful (i.e. stable).

**Source:** SESAR;

**Status:** Proposed

## 2.9 ActiveRunwayConfiguration

The Runway Configuration that is currently used for flight operations in and out of the airport.

**Source:** SESAR;

**Status:** Proposed

## 2.10 ActiveSectorConfiguration

The sector configuration that is currently used for enabling air traffic control operations within a control area.

**Source:** SESAR;

**Status:** Proposed

## 2.11 ACTMessage

An OLDI coordination message satisfying the following operational requirements: Replace the verbal boundary estimate by transmitting automatically details of a flight from one ATC unit to the next prior to the transfer of control; Update the basic flight plan data in the receiving ATC unit with the most recent information; Facilitate distribution and display of flight plan data within the receiving ATC unit to the working positions involved; Enable display of correlation in the receiving ATC unit; Provide transfer conditions to the receiving ATC unit.

**Source:** EUROCONTROL Specification for On-Line Data Interchange (OLDI) Edition 4.2 (2010);

**Status:** Approved

## 2.12 ActualCommencementOfDeicingTime

The time when de-icing operations on an aircraft starts.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** ACZT

## 2.13 ActualCommenceOfGroundHandlingTime

The time when ground handling on an aircraft starts, can be equal to the Actual In-Block Time (AIBT) (to be determined locally).

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** ACGT

## 2.14 ActualDeicingTime

Time difference between the Actual End of De-icing Time (AEZT) minus the Actual Commencement of De-icing Time (ACZT).

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** ADIT

## 2.15 ActualDemand

Demand evaluated from Airspace Users' requests such as filed flight plans and shared/reference business trajectories.

**Source:** SESAR;

**Status:** Proposed

## 2.16 ActualEndDeboardingTime

The actual time when disembarkation from an aircraft ends.

**Source:** SESAR;

**Status:** Proposed

## 2.17 ActualEndOfDeicingTime

The time when de-icing operations on an aircraft end.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** AEZT

## 2.18 ActualEndOfGroundHandlingTime

The time when ground handling on an aircraft ends, can be equal to Actual Ready Time (ARDT) (to be determined locally).

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** AEGT

## 2.19 ActualGroundHandlingTime

The total duration of the ground handling of the aircraft.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** AGHT

## 2.20 ActualInBlockTime

The actual date and time when the aircraft parking brakes have been engaged at the parking position.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** AIBT

## 2.21 ActualLandingTime

The actual date and time when the aircraft has landed (touch down).

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** Actual Runway Time, Actual Time of Arrival  
**Abbreviations:** ALDT

## 2.22 ActualOffBlockTime

The actual date and time the aircraft has vacated the parking position (pushed back or on its own power).

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** AOBT

## 2.23 ActualReadyForDeicingTime

The time when the aircraft is ready to be de-iced.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** ARZT

## 2.24 ActualReadyTime

The time when the aircraft is ready for start up/push back or taxi immediately after clearance delivery, meeting the requirements set by the TOBT definition.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** ARDT

## 2.25 ActualStartBoardingTime

The time when passengers are entering the bridge or bus to the aircraft.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** ASBT

## 2.26 ActualStartUpApprovalTime

Time that an aircraft receives its start up approval.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** ASAT

## 2.27 ActualStartUpRequestTime

Time the pilot requests start up clearance.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** ASRT

## 2.28 ActualTakeOffTime

The time that an aircraft takes off from the runway.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Synonyms:** Actual Time of Departure

**Abbreviations:** ATOT

## 2.29 ActualTaxiInTime

Time difference between the Actual in-block time (AIBT) minus the Actual landing time (ALDT).

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** AXIT

## 2.30 ActualTaxiOutTime

Time difference between the Actual Take-Off Time (ATOT) minus the Actual Off-Block Time (AOBT).

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** AXOT

## 2.31 ActualTimeOver

The time at which a flight actually arrives over a significant point.

**Source:** SESAR;

**Status:** Proposed

## 2.32 ActualTurnaroundTime

Time difference between the Actual off-block time (AOBT) minus the Actual in-block time (AIBT).

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** ATTT

## 2.33 ADSBAirTargetReport

The definition of a target report for Air Surveillance

**Source:** SESAR;

**Status:** Proposed

## 2.34 ADSBGroundStation

A ground station that may automatically transmit and/or receive ADS-B data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.

**Source:** SESAR;

**Status:** Proposed



## 2.35 ADSBGroundStationService

Service for an ADS-B Ground Station

**Source:** SESAR;

**Status:** Proposed

## 2.36 ADSBGroundStationServiceConfiguration

Information concerning the configuration of an ADS-B Ground Station service.

**Source:** EUROCONTROL ASTERIX;

**Status:** Approved

## 2.37 ADSBGroundStationStatus

Information concerning the status of an ADS-B Ground Station.

**Source:** EUROCONTROL ASTERIX;

**Status:** Approved

## 2.38 ADSBOutCapability

ADS-B out allows the aircraft to broadcast position, speed, altitude, flight ID, Wake Vortex category, etc

**Source:** SESAR;

**Status:** Proposed

## 2.39 ADSBSurfaceTargetReport

Defines which target reports are used by the Surface Multi Sensor Tracking.

**Source:** SESAR;

**Status:** Proposed

## 2.40 ADSBTargetReport

Defines which target reports are used by the Multi Sensor Tracking.

**Source:** SESAR;

**Status:** Proposed

## 2.41 AdvisoryAirspace

An airspace of defined dimensions, or designated route, within which air traffic advisory service is available.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2;

**Status:** Approved

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## 2.42 AdvisoryArea

A designated area within a flight information region where air traffic advisory service is available.

**Source:** ICAO Doc 9426;

**Status:** Approved

## 2.43 AerialRefuelling

A procedure used by the military to transfer fuel from one aircraft to another during flight.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.44 AerialRefuellingAnchor

A prescribed pattern, established by air refuelling points, along which air-to-air refuelling of aircraft is performed.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.45 AerialRefuellingTrack

A sequence of points that define the trajectory to be flown during an aerial refuelling operation.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.46 AerialWork

An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

**Source:** ICAO Annex 1; ICAO Annex 17; ICAO Annex 6;

**Status:** Approved

**Abbreviations:** AW

## 2.47 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 surface movement of aircraft.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 15;

**Status:** Approved

**Synonyms:** AirportHeliport

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## 2.48 AerodromeAvailability

Information about the operational status of the aerodrome.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

**Synonyms:** AirportHeliportAvailability

## 2.49 AerodromeCollocation

The sharing by two aerodromes of some or all of their ground facilities.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

**Synonyms:** AirportHeliportCollocation

## 2.50 AerodromeCondition

Weather observations and or forecast for an aerodrome

**Source:** EUROCONTROL-FAA WXXM v.1.1;

**Status:** Approved

## 2.51 AerodromeContamination

The presence or removal of hazardous conditions due to snow, ice, slush, water, etc. on aerodrome surfaces.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

**Synonyms:** AirportHeliportContamination

## 2.52 AerodromeControlService

Air traffic control service for aerodrome traffic.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2;

**Status:** Approved

## 2.53 AerodromeControlTower

A unit established to provide air traffic control service to aerodrome traffic.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2; ICAO Annex 3;

**Status:** Approved

## 2.54 AerodromeElevation

The elevation of the highest point of the landing area.

**Source:** ICAO Annex 1; ICAO Annex 14; ICAO Annex 3; ICAO Annex 4;  
**Status:** Approved

## 2.55 AerodromeHotSpot

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.

**Source:** ICAO; ICAO Annex 4;  
**Status:** Approved  
**Synonyms:** Hot Spot, Airport Hot Spot

## 2.56 AerodromeIATADesignator

The identifier that is assigned to a location in accordance with rules (resolution 767) governed by the International Air Transport Association (IATA).

**Source:** SESAR;  
**Status:** Proposed

## 2.57 AerodromeInadequacy

A particular inadequacy about an aerodrome.

**Source:** SESAR;  
**Status:** Proposed

## 2.58 AerodromeLocationIndicator

A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the aerodrome.

**Source:** ICAO Annex 10;  
**Status:** Approved

## 2.59 AerodromeMappingData

Data collected for the purpose of compiling aerodrome mapping information.

**Source:** ICAO Annex 15;  
**Status:** Approved  
**Abbreviations:** AMD

## 2.60 AerodromeMappingDatabase

A collection of aerodrome mapping data organized and arranged as a structured data set.

**Source:** ICAO Annex 15;  
**Status:** Approved  
**Abbreviations:** AMDB

## 2.61 AerodromeMarker

An object displayed at an aerodrome above ground level in order to indicate an obstacle or delineate a boundary.

**Source:** ICAO Annex 1; ICAO Annex 14;  
**Status:** Approved

## 2.62 AerodromeMeteorologicalOffice

An office, located at an aerodrome, designated to provide meteorological service for international air navigation.

**Source:** ICAO; ICAO Annex 3;  
**Status:** Approved

## 2.63 AerodromeProtectionArea

An area situated in the vicinity of a runway, Final Approach and Take-Off Area (FATO) or Touchdown and Liftoff Area (TLOF), provided to protect aircraft during manoeuvring, take-off and/or landing operations.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** AirportHeliportProtectionArea

## 2.64 AerodromeProtectionAreaMarking

A symbol or group of symbols displayed on the edge of the landing protection area at an aerodrome.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** AirportProtectionAreaMarking

## 2.65 AerodromeReferencePoint

The designated geographical location of an aerodrome.

**Source:** ICAO Annex 14;  
**Status:** Approved  
**Abbreviations:** ARP

## 2.66 AerodromeRegulation

A measure applied to an aerodrome.

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**Source:** SESAR;  
**Status:** Proposed

## 2.67 AerodromeResponsibilityOrganisation

The role of the organisation which is responsible for the aerodrome.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** AirportHeliportResponsibilityOrganisation

## 2.68 AerodromeSet

Set of aerodromes used in the scope of Air Traffic Flow and Capacity Management (ATFCM).

**Source:** SESAR;  
**Status:** Proposed

## 2.69 AerodromeSign

A sign presenting messages related to aircraft and vehicle movement.

**Source:** ICAO Annex 14, Vol. I, Fifth Edition;  
**Status:** Approved

## 2.70 AerodromeSurfaceRoutingNetwork

A connected and directed graph defined by Node and Edge features that represents logical and physical connections between taxiways, runways and other features related to the movement area of an aerodrome.

**Source:** EUROCAE ED 99D;  
**Status:** Approved  
**Abbreviations:** ASRN

## 2.71 AerodromeSurfaceRoutingNetworkEdge

A directional or bi-directional connection between nodes having an attached geometry which can be used for a graphical depiction of the taxi route.

**Source:** EUROCAE ED 99C;  
**Status:** Approved

## 2.72 AerodromeSurfaceRoutingNetworkNode

Representation of the intersection of two or more aerodrome features related to taxi operations, or other special location such as holding position or entry or exit to a parking area.



**Source:** EUROCAE ED 99C;  
**Status:** Approved

## 2.73 AerodromeSystem

A system at an aerodrome.

**Source:** SESAR;  
**Status:** Proposed

## 2.74 AerodromeTerrain

The terrain near an aerodrome.

**Source:** SESAR;  
**Status:** Proposed

## 2.75 AerodromeTrafficZone

An airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

**Source:** ICAO Annex 2;  
**Status:** Approved  
**Synonyms:** AirportTrafficZone  
**Abbreviations:** ATZ

## 2.76 AerodromeUsage

A rule governing the functions that may be performed on an aerodrome.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** AirportHeliportUsage

## 2.77 AerodromeWarning

Concise information of meteorological conditions which could adversely affect aircraft on the ground, including parked aircraft, and the aerodrome facilities and services.

**Source:** ICAO Annex 3;  
**Status:** Approved

## 2.78 AeronauticalChart

A representation of a portion of the Earth, its culture and relief, specifically designated to meet the requirements of air navigation.

**Source:** ICAO Annex 4;  
**Status:** Approved

## 2.79 AeronauticalGroundLight

A light specifically provided as an aid to air navigation, with the exception of obstacle lights and lights forming part of surface or approach lighting systems

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.80 AeronauticalInformationCircular

A notice containing information that does not qualify for the origination of a NOTAM or for inclusion in the AIP, but which relates to flight safety, air navigation, technical, administrative or legislative matters.

**Source:** ICAO Annex 15;  
**Status:** Approved  
**Abbreviations:** AIC

## 2.81 AeronauticalInformationPublication

A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

**Source:** ICAO Annex 15;  
**Status:** Approved  
**Abbreviations:** AIP

## 2.82 AeronauticalInformationService

A service established within the defined area of coverage responsible for the provision of aeronautical information/data necessary for the safety, regularity and efficiency of air navigation.

**Source:** ICAO Annex 15;  
**Status:** Approved

## 2.83 AeronauticalMeteorologicalStation

A station designated to make observations and meteorological reports for use in international air navigation.

**Source:** ICAO Annex 3;  
**Status:** Approved

## 2.84 AeronauticalTelecommunicationNetwork

A global internetwork architecture that allows ground, air-ground and avionic data subnetworks to exchange digital data for the safety of air navigation and for the regular, efficient and economic operation of air traffic services.

**Source:** ICAO Annex 10, Vol. III, Second Edition;

**Status:** Approved

## 2.85 AeroplaneConfiguration

A particular combination of the positions of the moveable elements, such as wing flaps and landing gear, etc. that affect the aerodynamic characteristics of the aeroplane.

**Source:** ICAO Annex 8;

**Status:** Approved

## 2.86 AerospaceManufacturer

A company or individual involved in the various aspects of designing, building, testing, selling, and maintaining Aircraft, aircraft parts, missiles, rockets, and/or spacecraft.

**Source:** SESAR;

**Status:** Proposed

## 2.87 AfterPassingClimbTo

Instruction that after passing the specified position a climb to the specified level is to commence and once reached the specified level is to be maintained.

**Source:** EUROCAE ED-133 v.1.0;

**Status:** Approved

## 2.88 AfterPassingDescendTo

Instruction that after passing the specified position a descent to the specified level is to commence and once reached the specified level is to be maintained.

**Source:** EUROCAE ED-133 v.1.0;

**Status:** Approved

## 2.89 Agent

Someone who produces or is capable of producing an effect.

**Source:** Merriam-Webster Online Dictionary;

**Status:** Proposed

## 2.90 Agreed4DTrajectory

The current 4D trajectory that is agreed between the airspace user and the ASP after collaboration, or imposition of pre-collaborated rules.

**Source:** ICAO Doc 9965;

**Status:** Approved

## 2.91 Agreement

A negotiated and typically legally binding arrangement between parties as to a course of action.

**Source:** Oxford English Dictionary;

**Status:** Approved

## 2.92 AgreementDocument

Information on an Agreement in the form of a Document.

**Source:** SESAR;

**Status:** Proposed

## 2.93 AIDCMessage

A message used in coordination through ground-ground data link information exchange between ATC units.

**Source:** SESAR;

**Status:** Proposed

## 2.94 AimingPoint

Aiming point for the TouchDownLiftOff zone.

**Source:** Aeronautical Information Feature Data Dictionary (AIFDD);

**Status:** Approved

## 2.95 AIPAmendment

Permanent changes to the information contained in the AIP.

**Source:** ICAO Annex 15;

**Status:** Approved

## 2.96 AIPSupplement

Temporary changes to the information contained in the AIP which are published by means of special pages.

**Source:** ICAO Annex 15;  
**Status:** Approved

## 2.97 AirborneHolding

A tactical ATFM measure requiring aircraft to hold at a waypoint in a predefined standard holding pattern.

**Source:** ICAO Doc 9971;  
**Status:** Approved

## 2.98 AirborneSegment

The airborne segment of the trajectory describes the anticipated 4D path of the aircraft using data elements and resolution necessary to deliver a level of fidelity commensurate with requirements for each portion of the trajectory.

**Source:** ICAO Doc 9965;  
**Status:** Approved

## 2.99 AirborneSpacingApplicationInstruction

An Airborne SpacingApplication (ASPA) instruction, and more specifically an ASPAS and M (for enhanced sequencing and merging) instruction contains an ASPA SandM manoeuvre as an element indicating the way the time spacing has to be acquired.

Three manoeuvres can be requested from the trailer aircraft: - Remain behind, - Merge then Remain behind, and - Vector then Merge (then Remain) behind.

Once the spacing is acquired, the three manoeuvres behave the same way i.e. maintain the requested spacing within the requested tolerance.

**Source:** SESAR;  
**Status:** Proposed

## 2.100 AirborneSpacingApplicationInstructionTermination

Instruction sent by the Controller to the Flight Crew in order to stop the ASPA manoeuvre.

**Source:** SESAR;  
**Status:** Proposed

## 2.101 Aircraft

Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

**Source:** ICAO Annex 1;  
**Status:** Approved

## 2.102 AircraftAcceleration

The acceleration of the aircraft at a given point of the trajectory.

**Source:** SESAR;  
**Status:** Proposed

## 2.103 AircraftAltitude

The altitude of the aircraft at a given point of the trajectory.

**Source:** SESAR;  
**Status:** Proposed

## 2.104 AircraftAvionics

Any electronic device - including its electrical part - for use in an aircraft, including radio, automatic flight control and instrument systems.

**Source:** ICAO Annex 1;  
**Status:** Approved

## 2.105 AircraftCallsign

A group of alphanumeric characters used to identify an aircraft in air-ground communication.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved

## 2.106 AircraftCapability

The ability of an aircraft or an aircraft equipment to provide a service or perform a function that, either on its own or with other services or functions, can deliver a definable level of performance. This level of performance is measurable within a framework of performance indicators and safety requirements.

**Source:** ICAO Doc 9854;  
**Status:** Approved

## 2.107 AircraftCategory

The aircraft categorization according to a set of criteria.

**Source:** SESAR;  
**Status:** Proposed

## 2.108 AircraftColourAndMarking

The colours of the aircraft and a description of the aircraft's significant markings.



**Source:** FIXM Data Dictionary, v.1;  
**Status:** Proposed

## 2.109 AircraftConfiguration

An arrangement of one or more aircraft equipments in a particular form, figure, or combination.

**Source:** Oxford English Dictionary;  
**Status:** Approved

## 2.110 AircraftDerivedData

Avionics data transmitted from the aircraft to the ground and possibly to other aircraft for surveillance application.

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** Downlinked Airborne Parameter (DAP)  
**Abbreviations:** ADD

## 2.111 AircraftDimensions

The measurable extent of an aircraft.

**Source:** Oxford English Dictionary;  
**Status:** Approved

## 2.112 AircraftDirection

The direction of the aircraft at a given point of the trajectory.

**Source:** SESAR;  
**Status:** Proposed

## 2.113 AircraftEarthStation

A mobile earth station in the aeronautical mobile-satellite service located on board an aircraft.

**Source:** ICAO Annex 10, Vol. III, Second Edition;  
**Status:** Approved

## 2.114 AircraftEquipment

Articles, including first-aid and survival equipment and commissary supplies, but not spare parts or stores, for use on board an aircraft during flight.

**Source:** ICAO Annex 9;  
**Status:** Approved

## 2.115 AircraftFlightStatus

Status of an aircraft at an aerodrome combining information about the outbound flight, the inbound flight and the turnaround process.

**Source:** SESAR;  
**Status:** Proposed

## 2.116 AircraftGroundService

The availability of maintenance, support and/or supply operations to aircraft at an aerodrome.

**Source:** DGIWG;  
**Status:** Proposed

## 2.117 AircraftIdentification

A group of letters, figures or a combination thereof which is either identical to, or the coded equivalent of, the aircraft call sign to be used in air-ground communications, and which is used to identify the aircraft in ground-ground air traffic services communications.

**Source:** ICAO Doc 4444, 15th Ed;  
**Status:** Approved

## 2.118 AircraftIntegratedConstraint

Constraints that are published with the points in the EPP, that may be derived as a result of the constraints in the flight script, although they would not be contained within the flight script.

**Source:** SESAR;  
**Status:** Proposed

## 2.119 AircraftIntent

Information on planned future aircraft behaviour, which can be obtained from the aircraft systems (avionics). It is associated with the commanded trajectory and will enhance airborne functions. The aircraft intent data correspond either to aircraft trajectory data that directly relate to the future aircraft trajectory as programmed inside the avionics, or the aircraft control parameters as managed by the automatic flight control system. These aircraft control parameters could either be entered by the flight crew or automatically derived by the flight management system.

**Source:** ICAO Doc 9854;  
**Status:** Approved

## 2.120 AircraftMakeModelSeries

Aircraft model, make and series information as provided by the manufacturer.

**Source:** SESAR;

**Status:** Proposed

## 2.121 AircraftMovement

An aircraft take-off or landing at an airport. For aircraft traffic purposes one arrival and one departure is counted as two aircraft movements.

**Source:** ICAO;

**Status:** Approved

**Synonyms:** GroundMovement

## 2.122 AircraftObservation

The evaluation of one or more meteorological elements made from an aircraft in flight.

**Source:** ICAO; ICAO Annex 3;

**Status:** Approved

## 2.123 AircraftOperatingManual

A manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft.

**Source:** ICAO Annex 6;

**Status:** Approved

## 2.124 AircraftOperator

A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**Source:** ICAO Annex 9;

**Status:** Approved

**Synonyms:** Operator

## 2.125 AircraftPerformance

The performance delivered by an aircraft.

**Source:** SESAR;

**Status:** Proposed

## 2.126 AircraftRegistration

A unique, alphanumeric string that identifies a civil aircraft and consists of the Aircraft Nationality or Common Mark and an additional alphanumeric string assigned by the state of registry or common mark registering authority.

**Source:** FIXM v3.0;

**Status:** Proposed

## 2.127 AircraftReport

A report type of meteorological conditions that includes aerial information, such as pilot reports or reports generated from onboard weather sensors.

**Source:** EUROCONTROL-FAA WXXM v.1.1;

**Status:** Approved

## 2.128 AircraftSpeed

The speed of the aircraft at a given point of the trajectory.

**Source:** SESAR;

**Status:** Proposed

## 2.129 AircraftStand

A designated area on an apron intended to be used for parking an aircraft.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 14;

**Status:** Approved

## 2.130 AircraftStandConfiguration

Configuration of aircraft stands available for use in a given airport operational mode.

**Source:** SESAR;

**Status:** Proposed

## 2.131 AircraftStandContamination

The presence or removal of hazardous conditions due to snow, ice, slush, water, etc. at an Aircraft Stand.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.132 AircraftStandDesignator

The designator of an aircraft stand used to uniquely identify it at an aerodrome.

**Source:** Aeronautical Information Feature Data Dictionary (AIFDD);  
**Status:** Approved

### 2.133 AircraftStandTaxilane

A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.

**Source:** SESAR;  
**Status:** Proposed

### 2.134 AircraftState

A vector describing the current state of an aircraft or a vehicle, e.g. position, speed, acceleration.

**Source:** EUROCONTROL ASTERIX;  
**Status:** Approved  
**Synonyms:** StateVector, AircraftStateVector

### 2.135 AircraftType

The type of an aircraft.

**Source:** ICAO Doc 4444;  
**Status:** Approved

### 2.136 AircraftWeight

A characteristic weight value of an aircraft.

**Source:** SESAR;  
**Status:** Proposed

### 2.137 AirDefenceIdentificationZone

Special designated airspace of defined dimensions within which aircraft are required to comply with special identification and/or reporting procedures additional to those related to the provision of air traffic services (ATS).

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

### 2.138 AIREP

A report from an aircraft in flight prepared in conformity with requirements for position, and operational and/or meteorological reporting.

**Source:** ICAO; ICAO Annex 3;  
**Status:** Approved

## 2.139 AirFiledFlightPlan

A flight plan provided to an air traffic services unit by an aircraft during its flight.

**Source:** ICAO Doc 9426;

**Status:** Approved

**Abbreviations:** AFIL

## 2.140 AirframeEquipment

An individual component of the body of an aircraft as distinct from its engine.

**Source:** Oxford English Dictionary;

**Status:** Approved

## 2.141 AirGroundDataLink

Infrastructure combining radio equipment, antennas, based-station controllers (BSC), cabling to enable air-ground data communication with aircraft via Datalink.

**Source:** SESAR;

**Status:** Proposed

## 2.142 AirGroundVoice

Infrastructure enabling voice communication between FOC, ATC and aircraft.

**Source:** SESAR;

**Status:** Proposed

## 2.143 Airline

As provided in Article 96 of the Convention, any air transport enterprise offering or operating a scheduled international air service.

**Source:** ICAO Annex 9;

**Status:** Approved

## 2.144 AIRMET

Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 11; ICAO Annex 3;

**Status:** Approved

## 2.145 AirOperatorCertificate

A certificate authorizing an operator to carry out specified commercial air transport operations.

**Source:** ICAO Annex 6;

**Status:** Approved

**Abbreviations:** AOC

## 2.146 AirportArrivalSlot

Permission given by a coordinator to use the full range of airport infrastructure necessary to operate an air service at a coordinated airport on a specific date and time for the purpose of landing.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** ASLT

## 2.147 AirportArrivalSlotTime

The time for the Airport Arrival Slot as allocated by the Airport Slot Coordinator

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** AAST

## 2.148 AirportCapacity

The number of arrivals, departures and total aircraft movements, taking into account the composite effect of airside taxiway and landside constraints.

**Source:** SESAR;

**Status:** Proposed

## 2.149 AirportCDMAAlert

A system generated message which alerts the Airport CDM Partners of an irregularity and which normally requires one or more partners to make a manual intervention to resolve the irregularity.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

## 2.150 AirportClearanceService

An airport ground service providing clearance capabilities for airport surfaces.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved



## 2.151 AirportCoordinator

natural or legal person with detailed knowledge of airline scheduling coordination, responsible for the allocation of slots at a coordinated airport.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** AirportSlotCoordinator

## 2.152 AirportDepartureSlot

Permission given by a coordinator to use the full range of airport infrastructure necessary to operate an air service at a coordinated airport on a specific date and time for the purpose of take-off.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** DSLT

## 2.153 AirportGroundService

Services that provide maintenance of the airport infrastructure and direct support to aircraft on the ground.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.154 AirportOperationsManagement

All the airport operational support activities, including analysis of airport resources, long term planning of infrastructures, coordination of airport slots, and management of airport resources on the day of operation.

**Source:** SESAR;

**Status:** Proposed

## 2.155 AirportOperationsParameter

Configuration Parameter used for efficient Airport Operations. Each parameter typically depends on a number of elements such as Aircraft type, Airline procedure. They may also depend on specific conditions such as weather. The parameters listed here, a small subset of what is necessary for Airport Operations, are the ones for which an agreed terminology exists.

**Source:** SESAR;

**Status:** Proposed

## 2.156 AirportOperationsPlan

A single, common and collaboratively agreed rolling plan available to all airport stakeholders whose purpose is to provide common situational awareness and to form the basis upon which stakeholder decisions relating to process optimisation can be made.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** AOP

## 2.157 AirportOperator

The civilian or military agency, group or individual which exercises control over the operations of the civil airport or military airfield.

**Source:** SESAR;

**Status:** Proposed

## 2.158 AirportResourceStatus

The status of airport resources that may limit airport capacity (this may include shortage of staff and equipment).

**Source:** SESAR;

**Status:** Proposed

## 2.159 AirportSlot

The scheduled time of arrival or departure available for allocation by, or as allocated by, a coordinator for an aircraft movement on a specific date at a coordinated airport. For scheduling purposes, the slot is the scheduled time of arrival or departure at the terminal, not the time of landing or take-off from the runway. An allocated slot will take account of all the coordination parameters at the airport e.g. runway(s), taxiways, aircraft parking stands, gates, terminal capacity (e.g. check-in and baggage delivery), environmental constraints e.g. night restrictions etc.

**Source:** IATA Worldwide Scheduling Guidelines, 21st Edition;

**Status:** Approved

## 2.160 AirportSuppliesService

A service that provides supplies (fuel, oil, oxygen, etc.) to aircraft.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.161 AirportTransitView

The path and operations linked to an aircraft during its "visit" to the airport. It starts at the Initial approach fix (STAR) and includes the taxi-in segment, the turn round processes from the airspace user, the taxi-out segment and ends with the handover to the TMA departure controller at the SID.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** ATV

## 2.162 Airspace

A defined three dimensional region of space relevant to air traffic.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.163 AirspaceActivation

Information about the operational status of the airspace.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.164 AirspaceAllocation

Qualification in time (time period) and level (level range) of the pieces of airspace infrastructure allocated to an airspace reservation.

**Source:** SESAR;

**Status:** Proposed

## 2.165 AirspaceClassA

Airspace Classification whereby IFR flights only are permitted, all flights are provided with air traffic control service and are separated from each other.

**Source:** ICAO Annex 11;

**Status:** Approved

## 2.166 AirspaceClassB

Airspace Classification whereby IFR and VFR flights are permitted, all flights are provided with air traffic control service and are separated from each other.

**Source:** ICAO Annex 11;

**Status:** Approved

## 2.167      **AirspaceClassC**

Airspace Classification whereby IFR and VFR flights are permitted, all flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

**Source:** ICAO Annex 11;

**Status:** Approved

## 2.168      **AirspaceClassD**

Airspace Classification whereby IFR and VFR flights are permitted and all flights are provided with air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

**Source:** ICAO Annex 11;

**Status:** Approved

## 2.169      **AirspaceClassE**

Airspace Classification whereby IFR and VFR flights are permitted, IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical. Class E shall not be used for control zones.

**Source:** ICAO Annex 11;

**Status:** Approved

## 2.170      **AirspaceClassF**

Airspace Classification whereby IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

**Source:** ICAO Annex 11;

**Status:** Approved

## 2.171      **AirspaceClassG**

Airspace Classification whereby IFR and VFR flights are permitted and receive flight information service if requested.

**Source:** ICAO Annex 11;

**Status:** Approved

## 2.172      **AirspaceClassification**

A classification of airspace which determines the operating rules, flight requirements, and services provided.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.173      **AirspaceCondition**

Weather-related observations and forecasts of relevance to an airspace.

**Source:** EUROCONTROL-FAA WXXM v.1.1;

**Status:** Approved

## 2.174      **AirspaceEntry**

The event of entering an airspace.

**Source:** SESAR;

**Status:** Proposed

## 2.175      **AirspaceExit**

The event of exiting an airspace.

**Source:** SESAR;

**Status:** Proposed

## 2.176      **AirspaceGeometryComponent**

The role of the component in the airspace geometry.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.177      **AirspaceLayer**

The portion of airspace between two specified vertical levels.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.178      **AirspaceLayerClass**

The airspace class for a portion of airspace between two specified vertical levels.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.179      **AirspaceLocationIndicator**

A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the airspace.

**Source:** ICAO Annex 10;

**Status:** Approved

## 2.180      **AirspaceManagementCell**

A joint civil/military cell responsible for the day-to-day management and temporary allocation of national or sub-regional airspace under the jurisdiction of one or more ECAC state(s).

**Source:** EUROCONTROL ERNIP Part 3 - ASM Handbook v5.1;

**Status:** Approved

**Abbreviations:** AMC

## 2.181      **AirspaceOccupancyPhase**

The phase of flight during which the aircraft flies within a given airspace.

**Source:** SESAR;

**Status:** Proposed

## 2.182      **AirspaceOrganisation**

The organisation responsible for the airspace design and consolidation of airspace needs under consideration of traffic demand forecast.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** AirspaceOrganization

## 2.183      **AirspaceReservation**

The procedure through which a volume is temporary reserved for an activity.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** ARES

## 2.184      **AirspaceReservation**

The result of the procedure through which a volume is temporary reserved for an activity.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** ARES

## 2.185      **AirspaceReservationRequest**

Request for obtaining airspace to be used for a special activity (military or other).

**Source:** SESAR;

**Status:** Proposed

## 2.186      **AirspaceRestriction**

A defined volume of airspace within which, variously, activities dangerous to the flight of aircraft may be conducted at specified times (a 'danger area'); or such airspace situated above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions (a 'restricted area'); or airspace situated above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited (a 'prohibited area').

**Source:** SESAR;

**Status:** Proposed

## 2.187      **AirspaceStatus**

The activation status of the airspace.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.188      **AirspaceUsePlan**

An ASM message of NOTAM status notifying the daily decision of an Airspace Management Cell on the temporary allocation of the airspace within its jurisdiction for a specific time period, by means of a standard message format.

**Source:** EUROCONTROL ERNIP Part 3 - ASM Handbook v5.1;

**Status:** Approved

**Abbreviations:** AUP

## 2.189      **AirspaceUser**

A generic term designating an organization operating aircraft and its pilots, the flight operations centres (FOC) responsible for the strategic planning of a flight and the entity responsible for the execution of a flight which is traditionally a flight deck.

**Source:** ICAO Doc 9965;

**Status:** Approved

## 2.190      **AirspaceVolume**

A defined volume in the air, described as horizontal projection with vertical limits.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

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## 2.191      **AirspaceVolumeDependency**

The relationship between the geometry of an airspace volume and the geometry of another parent airspace.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.192      **AirTraffic**

All aircraft in flight or operating on the manoeuvring area of an aerodrome.

**Source:** ICAO Annex 2;

**Status:** Approved

## 2.193      **AirTrafficAdvisory**

Traffic information and suggestions to a possible course of action provided to aircraft in advisory airspace.

**Source:** SESAR;

**Status:** Proposed

## 2.194      **AirTrafficAdvisoryService**

A service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2;

**Status:** Approved

## 2.195      **AirTrafficControlService**

A service provided for the purpose of: a) preventing collisions: 1. between aircraft, and 2. on the manoeuvring area between aircraft and obstructions; and b) expediting and maintaining an orderly flow of air traffic.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 11; ICAO Annex 2;

**Status:** Approved

## 2.196      **AirTrafficControlUnit**

A generic term meaning variously, area control centre, approach control unit or aerodrome control tower.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2;

**Status:** Approved

## 2.197 AirTrafficFlowAndCapacityManagement

ATFM extended to include the optimisation of traffic patterns and capacity management. Through managing the balance of capacity and demand the aim of ATFCM is to enable flight punctuality and efficiency, according to the available resources with the emphasis on optimising the network capacity through the collaborative decision making process.

**Source:** EUROCONTROL ATFCM Operations Manual;

**Status:** Proposed

**Abbreviations:** ATFCM

## 2.198 AirTrafficFlowManagement

A service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilized to the maximum extent possible and that the traffic volume is compatible with the capacities declared by the appropriate ATS authority.

**Source:** ICAO Annex 1; ICAO Annex 11;

**Status:** Approved

**Abbreviations:** ATFM

## 2.199 AirTrafficFlowManagementUnit

A unit in charge of providing Air Traffic Flow Management.

**Source:** SESAR;

**Status:** Proposed

## 2.200 AirTrafficManagementService

The provision of flight planning and flow management operations.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.201 AirTrafficManagementSystem

A system that provides ATM through the collaborative integration of humans, information, technology, facilities and services, supported by air and ground- and/or space-based communications, navigation and surveillance.

**Source:** ICAO Doc 9854;

**Status:** Approved

## 2.202 AirTrafficService

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).

**Source:** ICAO Annex 1; ICAO Annex 10; ICAO Annex 11; ICAO Annex 2; ICAO Annex 4;

**Status:** Approved

## 2.203 AirTrafficServicesAirspaces

Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2;

**Status:** Approved

## 2.204 AirTrafficServicesReportingOffice

A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2;

**Status:** Approved

## 2.205 AirTrafficServicesUnit

A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2; ICAO Annex 3;

**Status:** Approved

**Abbreviations:** ATSU

## 2.206 Airway

A control area or portion thereof established in the form of a corridor.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2; ICAO Annex 4;

**Status:** Approved

**Abbreviations:** AWY

## 2.207 Alert

Indication of an actual or potential hazardous situation that requires particular attention or action.

**Source:** SESAR;

**Status:** Proposed

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## 2.208 AlertArea

An airspace which may contain a high volume of pilot training activities or unusual type of aerial activity, neither of which is hazardous to aircraft.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.209 AlertingService

A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2;

**Status:** Approved

## 2.210 AlertMessage

Message transmitted when an ATS Unit considers that an aircraft is in a state of emergency. Message is transmitted to all ATS Units that may be concerned with the flight and to the associated coordination centres.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.211 AlertPhase

A situation wherein apprehension exists as to the safety of an aircraft and its occupants.

**Source:** ICAO Annex 12;

**Status:** Approved

## 2.212 AlertSeverityLevel

The severity level of the alert.

**Source:** SESAR;

**Status:** Proposed

## 2.213 AlertStatus

A code describing the activation status of the alert.

**Source:** SESAR;

**Status:** Proposed

## 2.214 AltimeterSettingRegion

An airspace of defined dimensions within which standardized altimeter setting procedures apply.

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**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.215 AltimeterSource

An instrument which measures vertical distance with respect to a reference level.

**Source:** NATO AAP-6 (2004);  
**Status:** Approved

## 2.216 AltimeterSourceStatus

The operational status of an altimeter source.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.217 Altitude

The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).

**Source:** ICAO Annex 1; ICAO Annex 10; ICAO Annex 11; ICAO Annex 2; ICAO Annex 3; ICAO Annex 4;  
**Status:** Approved  
**Abbreviations:** ALT

## 2.218 AltitudeAdjustment

Operational factors applied to obstacle clearance altitudes to produce the safest usable altitude.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.219 Altocumulus

White or grey, or both white and grey, patch, sheet or layer of cloud, generally with shading, composed of laminae, rounded masses, rolls, etc., which are sometimes partly fibrous or diffuse and which may or may not be merged; most of the regularly arranged small elements usually have an apparent width of between one and five degrees.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.220 Altostratus

Greyish or bluish cloud sheet or layer of striated, fibrous or uniform appearance, totally or partly covering the sky, and having parts thin enough to reveal the Sun at least vaguely, as through ground glass. Altostratus does not show halo phenomena.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.221 AMANGroundDelayAdvisory

An arrival management advisory in the form of an indication of a Ground Delay to be applied at the departure aerodrome in order to land at the AMAN Planned Threshold Time (APTT).

**Source:** SESAR;

**Status:** Proposed

## 2.222 AMANPlannedThresholdTime

The time, calculated by the Arrival Manager tool, at which the aircraft is planned to cross the runway threshold.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Optimal Time of Arrival

**Abbreviations:** APTT

## 2.223 AMANProcedureAdvisory

An arrival management advisory in the form of an ATC procedure to be followed in order to land at the AMAN Planned Threshold Time (APTT).

**Source:** SESAR;

**Status:** Proposed

## 2.224 AMANRouteAdvisory

An arrival management advisory in the form of a route to be followed in order to land at the AMAN Planned Threshold Time (APTT).

**Source:** SESAR;

**Status:** Proposed

## 2.225 AMANSpeedAdvisory

An arrival management advisory in the form of an airspeed or groundspeed to be applied in order to land at the AMAN Planned Threshold Time (APTT).

**Source:** SESAR;

**Status:** Proposed

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## 2.226 AMCManageableArea

An area subject to management and allocation by an AMC at ASM Level 2 and level 3.

**Source:** EUROCONTROL ERNIP Part 3 - ASM Handbook v5.1;

**Status:** Approved

**Synonyms:** AirspaceReservation

## 2.227 AMDAR

An automated meteorological report from an aircraft during flight.

**Source:** EUROCONTROL-FAA WXXM;

**Status:** Approved

## 2.228 Ampere

The ampere is that constant electric current which, if maintained in two straight parallel conductors of infinite length, of negligible circular cross-section, and placed 1 metre apart in a vacuum, would produce between these conductors a force equal to  $2 \times 10^{-7}$  newton per metre of length.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** A

## 2.229 AngleIndication

An angular reference from a significant point.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.230 AngleUse

The role of the angle indication in the point reference.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.231 ANPTypeCode

Type of aircraft corresponding to the Aircraft Noise Performance (ANP) database list.

**Source:** SESAR;

**Status:** Proposed



## 2.232 ApproachAltitudeTable

Altitude not defined by a segment that is to be depicted on the profile view, such as the height above touchdown for ILS CAT II approaches.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.233 ApproachClearance

Authorization for an aircraft to proceed with the approach under conditions specified by an air traffic control unit.

**Source:** SESAR;

**Status:** Proposed

## 2.234 ApproachCondition

The final approach condition that must be met to use the set of minima.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.235 ApproachControlService

Air traffic control service for arriving or departing controlled flights.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2;

**Status:** Approved

## 2.236 ApproachControlUnit

A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2; ICAO Annex 3;

**Status:** Approved

## 2.237 ApproachDistanceTable

Distance not defined by a segment that is to be depicted on the profile view, such as the height above touchdown for ILS CAT II approaches.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.238 ApproachHolding

The phase of flight in which a pre-determined ad-hoc manoeuvre during the approach keeps the aircraft within a specified airspace awaiting further instructions.

**Source:** ICAO ADREP 2000;  
**Status:** Approved

## 2.239 ApproachLeg

A portion of a terminal approach procedure as defined by two consecutive significant points.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.240 ApproachLightingSystem

An airport lighting facility which provides visual guidance to landing aircraft by radiating light beams in a directional pattern by which the pilot aligns the aircraft with the final approach path for landing.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.241 ApproachPhase

The phase of flight from the outer marker to the to the point of transition from nose-low to nose-high attitude immediately prior to the flare above the runway [ifr]; or [vfr] from 1500 feet (450 metres) above the runway end elevation or from the point of vfr pattern entry to the flare above the runway.

**Source:** ICAO ADREP 2000;  
**Status:** Approved

## 2.242 ApproachProcedureWithVerticalGuidance

An instrument approach procedure which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.

**Source:** ICAO;  
**Status:** Approved  
**Abbreviations:** APV

## 2.243 ApproachSequence

The order in which two or more aircraft are cleared to approach to land at the aerodrome.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.244 ApproachTimingTable

Table of timings usually between final approach fix and the missed approach point.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.245 AppropriateATSAuthority

The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2; ICAO Annex 3;

**Status:** Approved

## 2.246 AppropriateAuthority

- a) Regarding flight over the high seas: The relevant authority of the State of Registry.
- b) Regarding flight other than over the high seas: The relevant authority of the State having sovereignty over the territory being overflown.

**Source:** ICAO Annex 2;

**Status:** Approved

## 2.247 AppropriateMilitaryUnit

The relevant military authority responsible for providing air traffic services in the airspace concerned.

**Source:** SESAR;

**Status:** Proposed

## 2.248 Apron

A defined area, on a land aerodrome/heliport, intended to accommodate aircraft/helicopters for purposes of loading and unloading passengers, mail or cargo, and for fuelling, parking or maintenance.

**Source:** ICAO Annex 1;

**Status:** Approved

## 2.249 ApronAreaAvailability

Information about the operational status of an element situated in an aerodrome apron area.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.250 ApronAreaUsage

A rule governing the usage of an element situated in the apron area.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.251 ApronContamination

The presence or removal of hazardous conditions due to snow, ice, slush, water, etc. on the Apron surface.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.252 ApronElement

A part of a defined apron area.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.253 ApronInadequacy

A particular inadequacy about an apron.

**Source:** SESAR;

**Status:** Proposed

## 2.254 ApronLightSystem

The lighting system provided for illuminating apron areas of an aerodrome.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.255 ApronManagementService

A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 14;

**Status:** Approved

## 2.256 ApronMarking

A symbol or group of symbols displayed on the surface of an apron of an aerodrome.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.257 ApronTaxiway

A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

## 2.258 AreaControlCentre

A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2; ICAO Annex 3;

**Status:** Approved

**Abbreviations:** ACC

## 2.259 AreaControlService

Air traffic control service for controlled flights in control areas.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2;

**Status:** Approved

## 2.260 AreaNavigationRoute

An ATS route established for the use of aircraft capable of employing area navigation.

**Source:** ICAO Annex 1; ICAO Annex 11;

**Status:** Approved

## 2.261 AreaOfCommonInterest

A route or portion of a route that is in close proximity to flight information boundaries. The extent is usually determined by the required separation minima.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.262 AreaReport

A meteorological report that includes information related to a region rather than a single point.

**Source:** ICAO Annex 3;

**Status:** Approved

## 2.263 ArrestingGear

A series of devices (for example: engaging or catching devices and energy absorption devices) that are used to stop an aircraft by absorbing its momentum in a routine landing, emergency landing or aborted take-off.

**Source:** DGIWG;

**Status:** Proposed

**Synonyms:** Arresting System

## 2.264 ArrivalAirspaceEntry

The event of entering an arrival management airspace.

**Source:** SESAR;

**Status:** Proposed

## 2.265 ArrivalFeederLeg

A segment leg designed in accordance with the rules for arrival feeder segments.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.266 ArrivalLeg

A portion of an arrival procedure (STAR) as defined by two consecutive significant points.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.267 ArrivalManagementAdvisory

An arrival management advisory to a flight to achieve its landing at the AMAN Planned Threshold Time (APTT).

**Source:** SESAR;

**Status:** Proposed

## 2.268 ArrivalManagementHorizon

A geometrical distance, flight time or set of airspace segment or points related to a Significant Point and used to define the geographical scope of an AMAN operation.

**Source:** SESAR;

**Status:** Proposed

## 2.269 ArrivalManagementStrategy

The name of the set of operational rules and procedures underlying the AMAN tool optimisation algorithm. The strategy implements the trade-off between the goals of equity, high throughput, and trajectory efficiency which has agreed between the stakeholders.

**Source:** SESAR;  
**Status:** Proposed

## 2.270 ArrivalManagementTool

Software based system used to improve arrival flows at one or more aerodromes by calculating an optimised landing sequence and flight specific time information at other significant points, taking into account all applicable constraints.

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** Arrival Manager  
**Abbreviations:** AMAN

## 2.271 ArrivalMessage

A message transmitted by the appropriate ATS unit on receiving an arrival report.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.272 ArrivalOperations

The set of flight operations following procedures associated with the destination aerodrome.

**Source:** SESAR;  
**Status:** Proposed

## 2.273 ArrivalPair

Identifier of the lead and the following aircraft for a pair in the arrival sequence.

**Source:** SESAR;  
**Status:** Proposed

## 2.274 ArrivalRunwayOccupancyPhase

The phase of flight between the aircraft crossing the threshold and its tail vacating the runway.

**Source:** SESAR;  
**Status:** Proposed



## 2.275 ArrivalRunwayOccupancyTime

The time interval between the aircraft crossing the threshold and its tail vacating the runway.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** AROT

## 2.276 ArrivalSurfaceSegment

This segment describes the elements of the trajectory from the arrival runway, if applicable, to the arrival gate/stand. This segment reuses the same information items as for the departure surface segment, but in reverse.

**Source:** ICAO Doc 9965;

**Status:** Approved

## 2.277 ASHTAM

A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations.

**Source:** ICAO Annex 15;

**Status:** Approved

## 2.278 Assessment

The description of a specific assessment.

**Source:** SESAR;

**Status:** Proposed

## 2.279 AssessmentArea

The area for which the assessment is performed.

**Source:** SESAR;

**Status:** Proposed

## 2.280 AssessmentCriterion

A criterion to be used for a specific assessment.

**Source:** SESAR;

**Status:** Proposed

## 2.281 AssessmentEndTime

The date and time when the assessment ends.

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**Source:** SESAR;  
**Status:** Proposed

## 2.282      **AssessmentOutput**

The output for a specific assessment.

**Source:** SESAR;  
**Status:** Proposed

## 2.283      **AssessmentStartTime**

The date and time when the assessment starts.

**Source:** SESAR;  
**Status:** Proposed

## 2.284      **ATCBlindSpot**

A location on an aerodrome movement area that is not visible to ATC personnel due to obstructions and is not designated as a Hot Spot.

**Source:** EUROCAE ED 99D;  
**Status:** Approved

## 2.285      **ATCClearance**

Authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.286      **ATCDeparturePlanningInformation**

Departure Planning Information message sent between off-blocks and take-off. It serves to supply the Network Operations with a very accurate Target Take-Off Time (TTOT) based on the ATC established and stable departure sequence. It will allow a better monitoring of departures and will facilitate the identification of late updates requiring specific attention.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** A-DPI

## 2.287      **ATCFrequencyInadequacy**

A particular inadequacy about an ATC frequency, such as the unavailability of a frequency or some noise heard on a frequency.

**Source:** SESAR;  
**Status:** Proposed

## 2.288 ATCInstruction

Directives issued by air traffic control for the purpose of requiring a pilot to take a specific action.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.289 ATCRequest

ATC request of information from an aircraft.

**Source:** SESAR;  
**Status:** Proposed

## 2.290 ATFCMInformationMessage

A message transmitted by the Network Manager Operations Centre (NMOC) to provide information, advice and to promulgate instructions relating to the application of current Air Traffic Flow and Capacity Management (ATFCM) measures. It is also used for the initial publication of the Network Operations ATFCM operating procedures that affect all users.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** AIM

## 2.291 ATFCMNotificationMessage

The official medium for the notification of Air Traffic Flow and Capacity Management (ATFCM) measures, published by the Network Manager Operations Centre (NMOC) during the day before the day of operation (D-1), in order to provide a summary of planned ATFCM measures, and to promulgate any specific instructions or communication requirements associated with those measures.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** ANM

## 2.292 ATFCMSlotMessage

A message involved in ATFCM slot allocation

**Source:** SESAR;  
**Status:** Proposed

## 2.293      **ATFMBehaviour**

The behaviour of the flight when concerned by ATFM Measures.

**Source:** SESAR;

**Status:** Proposed

## 2.294      **ATFMDailyPlan**

The set of tactical air traffic flow management measures prepared during the Pre-Tactical phase.

**Source:** EUROCONTROL ATFCM Operations Manual;

**Status:** Proposed

**Synonyms:** ATFCMDailyPlan

**Abbreviations:** ADP

## 2.295      **ATFMDelay**

The duration between the last take-off time requested by the aircraft operator and the take-off slot allocated by the Central Flow Management Unit following a regulation communicated by the FMP, in relation to an airport (airport delay) or sector (en-route delay) location.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

## 2.296      **ATFMDepartureSlot**

A calculated take-off time attributed by the central unit for ATFM with a time tolerance managed by the local ATS unit.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

## 2.297      **ATFMDepartureSlotImprovementProposal**

ATFM Slot amendment proposal in which a new Calculated Take-Off Time (CTOT) is provided which improves the original slot.

**Source:** EUROCONTROL CFMU-B2B;

**Status:** Proposed

## 2.298      **ATFMEvent**

A situation involving a loss of EATMN capacity, or an imbalance between EATMN capacity and demand, or a failure in the information flow in one or several parts of EATMN.

**Source:** SESAR;

**Status:** Proposed

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## 2.299      **ATFMHotspot**

A time period on a traffic volume indicating that there is too much traffic according to occupancy counts or complexity analysis for a specific occupancy traffic count duration.

**Source:** EUROCONTROL CFMU-B2B;

**Status:** Proposed

## 2.300      **ATFMMeasure**

The actions taken to perform air traffic flow management and capacity management.

**Source:** SESAR;

**Status:** Proposed

## 2.301      **ATFMPhase**

A phase in which ATFM is carried out.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.302      **ATFMPreAllocatedSlotSwap**

Possibility for an AU to swap a regulated flight being in the slot-allocated status with another flight still in the pre-allocated status.

**Source:** SESAR;

**Status:** Proposed

## 2.303      **ATFMRegulation**

An ATFCM measure implemented by means of a departure slot in order to balance traffic demand against available ATC capacity.

**Source:** EUROCONTROL CFMU\_B2B\_FlowServices;

**Status:** Proposed

**Synonyms:** SlotAllocationMeasure

## 2.304      **ATFMRegulationSlot**

A slot within a regulation defined according to the regulation rate and period.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** ATFM slot

## 2.305      **ATFMRegulationSlotStatus**

Status of an ATFM Regulation Slot (free, pre-allocated, allocated, forced).

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**Source:** SESAR;  
**Status:** Proposed

### 2.306      **ATFMSlotSubstitutionOnCancellation**

Possibility for an AU of keeping the ATFM slot of a cancelled flight for another flight until a time-out.

**Source:** SESAR;  
**Status:** Proposed

### 2.307      **ATISMessage**

May contain: - meteorological information to be extracted from the local routine report (MET Report) or the local special report (SPECIAL) - aeronautical info from the NOTAM

**Source:** ICAO; ICAO Annex 1; ICAO Annex 11;  
**Status:** Approved

### 2.308      **AtLevelProceedDirectToPosition**

Instruction to proceed, upon reaching the specified level, directly to the specified position.

**Source:** ICAO Doc 4444;  
**Status:** Approved

### 2.309      **ATMCommunity**

The aggregate of organizations, agencies or entities that may participate, collaborate and cooperate in the planning, development, use, regulation, operation and maintenance of the ATM system.

**Source:** ICAO Doc 9854;  
**Status:** Approved

### 2.310      **AtmosphereModel**

The atmosphere model used in an assessment. The atmospheric model is defined by a meteorological report: A reference area that is covered by the report; The area is a ground defined area (latitudes and longitudes); A list of flight levels on which the observation is relevant within the area; The meteorological observation at the considered flight level

**Source:** SESAR;  
**Status:** Proposed

## 2.311      **ATMPhase**

A period in time grouping related collaborative ATM activities relative to a flight or a group of flights.

**Source:** SESAR;  
**Status:** Proposed

## 2.312      **ATMPlanning**

The ATFM phase during which the following measures are taken: a) reviewing airspace design (route structure and ATS sectors) and airspace utilization policies to look for potential capacity improvements; b) reviewing the technical infrastructure to assess the possibility of improving capacity. This is typically accomplished by upgrading various ATM support tools or enabling navigation, communications or surveillance infrastructure; c) reviewing and updating ATM procedures induced by changes to airspace design and technical infrastructure; d) reviewing staffing practices to evaluate the potential for matching staffing resources with workload and the eventual need for adjustments in staffing levels; and e) reviewing the training that has been developed and delivered to ATFM stakeholders.

**Source:** ICAO Doc 9971;  
**Status:** Approved

## 2.313      **ATMProcedureImplementation**

Implementation level defined at an airport for an Air Traffic Management procedure.

**Source:** SESAR;  
**Status:** Proposed

## 2.314      **AtNode**

The event of arriving at an aerodrome surface routing network node.

**Source:** SESAR;  
**Status:** Proposed

## 2.315      **AtPositionClearedProcedure**

Instruction to proceed from the specified position via the specified procedure.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.316      **AtPositionClearedRoute**

Instruction to proceed from the specified position via the specified route.

**Source:** ICAO Doc 4444;  
**Status:** Approved

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## 2.317 AtPositionClimbToLevel

Instruction that at the specified time or position (exclusive) a climb to the specified level is to commence and once reached the specified level is to be maintained.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.318 AtPositionDescendToLevel

Instruction that at the specified position a descent to the specified level is to commence and once reached the specified level is to be maintained.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.319 AtPositionProceedDirectToPosition

Instruction to proceed, at the specified position, directly to the next specified position.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.320 ATSRoute

A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services.

**Source:** ICAO Annex 1;

**Status:** Approved

## 2.321 ATSSurveillanceService

A term used to indicate a service provided directly by means of an ATS surveillance system.

**Source:** ICAO Annex 1; ICAO Annex 15;

**Status:** Approved

## 2.322 ATSSurveillanceSystem

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

**Source:** ICAO Annex 1; ICAO Annex 15;

**Status:** Approved

## 2.323 ATSEntityLocationIndicator

A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the ATS unit.

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**Source:** ICAO Annex 10;  
**Status:** Approved

### 2.324      **AtTimeClimbToLevel**

Instruction that at the specified time a climb to the specified level is to commence and once reached the specified level is to be maintained.

**Source:** ICAO Doc 4444;  
**Status:** Approved

### 2.325      **AtTimeCrossPositionAtAndMaintainLevel**

Instruction that at the specified time the specified position is to be crossed at the specified level and the level is to be maintained.

**Source:** ICAO Doc 4444;  
**Status:** Approved

### 2.326      **AtTimeCrossPositionAtAndMaintainLevelAtSpeed**

Instruction that at the specified time the specified position is to be crossed at the specified level and speed, and the level and speed are to be maintained.

**Source:** ICAO Doc 4444;  
**Status:** Approved

### 2.327      **AtTimeDescendToLevel**

Instruction that at a specified time a descent to a specified level is to commence and once reached the specified level is to be maintained.

**Source:** ICAO Doc 4444;  
**Status:** Approved

### 2.328      **AtTimeProceedDirectToPosition**

Instruction to proceed, at the specified time, directly to the specified position.

**Source:** ICAO Doc 4444;  
**Status:** Approved

### 2.329      **AuthorityForAerialRefuelling**

The type of authority that the organisation has over the aerial refuelling route.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.330 AuthorityForAirspace

The responsibility that one organisation has for an airspace.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.331 AuthorityForNavaidEquipment

The level of responsibility of an organisation for a radio navigation aid.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.332 AuthorityForSpecialNavigationStation

The level of responsibility of an organisation for a special navigation station.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.333 AuthorityForSpecialNavigationSystem

The level of responsibility of an organisation for a special navigation system.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.334 AuthorizedAgent

A person who represents an aircraft operator and who is authorized by or on behalf of such operator to act on formalities connected with the entry and clearance of the operator's aircraft, crew, passengers, cargo, mail, baggage or stores and includes, where national law permits, a third party authorized to handle cargo on the aircraft.

**Source:** ICAO Annex 9;

**Status:** Approved

## 2.335 AutomaticDependentSurveillance

A function for use by air traffic services (ATS) in which aircraft automatically transmit, via a data link, data derived from on-board navigation systems. As a minimum, the data include aircraft identification and three-dimensional position. Additional data may be provided as appropriate.

**Source:** ICAO Annex 3;

**Status:** Approved

## 2.336 Automatic Dependent Surveillance Broadcast

A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.

**Source:** ICAO Annex 10, Vol. III, Second Edition;

**Status:** Approved

**Abbreviations:** ADS-B

## 2.337 Automatic Dependent Surveillance Contract

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.

**Source:** ICAO; ICAO Annex 2;

**Status:** Approved

**Abbreviations:** ADS-C

## 2.338 Automatic Deployable ELT

An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided.

**Source:** ICAO Doc 9713;

**Status:** Approved

**Abbreviations:** ELT(AD)

## 2.339 Automatic Fixed ELT

An automatically activated ELT which is permanently attached to an aircraft.

**Source:** ICAO Doc 9713;

**Status:** Approved

**Abbreviations:** ELT(AF)

## 2.340 Automatic Portable ELT

An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft.

**Source:** ICAO Doc 9713;

**Status:** Approved

**Abbreviations:** ELT(AP)

## 2.341 Automatic Terminal Information Service

The automatic provision of current, routine information to arriving and departing aircraft throughout 24 hours or a specified portion thereof.

**Source:** ICAO Annex 1;

**Status:** Approved

**Abbreviations:** ATIS

## 2.342 Auxiliary Power Unit

A self-contained power-unit on an aircraft providing electrical/pneumatic power to aircraft systems during ground operations.

**Source:** ICAO Annex 1;

**Status:** Approved

**Abbreviations:** APU

## 2.343 Aviation Condition

Weather observations and or forecast for a specific aeronautical location or airspace volume.

**Source:** EUROCONTROL-FAA WXXM v.1.1;

**Status:** Approved

## 2.344 BADA Type Code

The identifier of the aircraft in the Base Of Aircraft Data (BADA) database.

**Source:** SESAR;

**Status:** Proposed

## 2.345 Baggage Flow

The loading and unloading of baggage.

**Source:** SESAR;

**Status:** Proposed

## 2.346 Basic Emissions Assessment

The measurement of the emissions of green house gases from air traffic.

**Source:** SESAR;

**Status:** Proposed

## 2.347 Basic Emissions Assessment Criterion

A criterion used for the basic emissions assessment, such as: - The environmental model (methods and processes which decode the subject to generate the metric

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result that is required by the assessment. - The Assessment area (the geographical and temporal context, in which the assessment is done).

**Source:** SESAR;  
**Status:** Proposed

## 2.348 BasicEmissionsAssessmentOutput

The set of emissions metrics which are computed by the following indicators: - The amount of gaseous emissions - The amount of particles emissions - The values of the emissions proxies indicators, such as the flown distance or the fuel burn. The metrics can be inefficiency metrics, determined by optimal trajectories comparisons, or simple sums.

**Source:** SESAR;  
**Status:** Proposed

## 2.349 BasicEmissionsSubjectOfAssessment

The subject for assessment for green house emissions is air traffic, in terms of flights and associated entities.

**Source:** SESAR;  
**Status:** Proposed

## 2.350 Becquerel

The activity of a radionuclide having one spontaneous nuclear transition per second.

**Source:** ICAO Annex 5;  
**Status:** Approved  
**Abbreviations:** Bq

## 2.351 BeginStayPoint

The point at which the flight is expected to begin an operation at which the flight will remain for some time.

**Source:** SESAR;  
**Status:** Proposed

## 2.352 BirdConcentrationObservation

The presence of birds on or around the airport constituting a potential hazard to aircraft operations, observed by a pilot during the flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.353 Boarding

The boarding of an aircraft for the purpose of commencing a flight, except by such crew or passengers as have embarked on a previous stage of the same through-flight.

**Source:** ICAO Annex 9;

**Status:** Approved

**Synonyms:** Embarkation

## 2.354 BoardingTime

Time at which the boarding operation starts.

**Source:** SESAR;

**Status:** Proposed

## 2.355 BottomOfClimb

A trajectory point marking the transition from a cruise phase to a climb phase.

**Source:** SESAR;

**Status:** Proposed

## 2.356 BottomOfDescent

A trajectory point marking the transition from a descent phase to a cruise phase.

**Source:** SESAR;

**Status:** Proposed

## 2.357 BoundaryPoint

A trajectory point at which the 4D Trajectory intersects the boundary of an airspace.

**Source:** SESAR;

**Status:** Proposed

## 2.358 BrakingActionObservation

An observation of the actual deceleration made by a pilot when stopping an aircraft.

**Source:** Flight Safety Foundation (FSF)/RSI Pilot Braking Action Report;

**Status:** Approved

## 2.359 Bridge

A structure forming or carrying a road over a river, a ravine, etc., or affording passage between two points at a height above the ground.



**Source:** Oxford English Dictionary;  
**Status:** Approved

## 2.360 BridgeSide

Line representing the side extent of aerodrome feature(s) associated with the vertical drop section of an overpass.

**Source:** EUROCAE ED 99D;  
**Status:** Approved

## 2.361 BriefingService

Pre-flight and post-flight briefing service.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.362 BuildingBlock

Elementary sections of modularised airspace (as defined by the appropriate airspace provider) that are too small individually for controlling purposes, but instead form the basic constituent parts of a controlling block as part of an optimising process.

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** Pixel

## 2.363 BusinessDevelopmentTrajectory

The trajectory initially planned by the civil airspace user to be shared with the wider aviation community only once the corporate plans are sufficiently mature.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** BDT

## 2.364 BusinessService

The provision of tangible goods, information, instructions or guidance.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.365 BusinessTrajectory

A trajectory enriched with other information that expresses the business intentions of civil airspace users (respectively scheduled, non-scheduled and general aviation).

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** BT

## 2.366 CabinCrewMember

A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.

**Source:** ICAO Annex 6;  
**Status:** Approved

## 2.367 CalculatedTakeOffTime

A time calculated and issued by the appropriate Central Management Unit, as a result of tactical slot allocation, at which a flight is expected to become airborne.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** CTOT

## 2.368 CalculatedTimeOver

A time calculated by the appropriate air traffic services unit at which an aircraft will arrive at a specified significant point.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved

## 2.369 Calendar

Discrete temporal reference system that provides the basis for defining temporal position to a resolution of one day (ISO 19108).

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 14; ICAO Annex 15; ICAO Annex 4;  
**Status:** Approved

## 2.370 CalibratedAirspeed

Indicated airspeed corrected for instrument errors and position error (due to incorrect pressure at the static port caused by airflow disruption).

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** CAS

## 2.371 CancelDeparturePlanningInformation

Departure Planning Information message informing Network Operations that previously sent DPI is no longer valid.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** C-DPI

## 2.372 CancellationMessage

A message transmitted when a flight, for which basic flight plan data (FPL) has been previously distributed, has been cancelled.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.373 Candela

The luminous intensity, in the perpendicular direction, of a surface of 1/600 000 square metre of black body at the temperature of freezing platinum under a pressure of 101 325 newtons per square metre.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** cd

## 2.374 Capability

A particular aircraft capability.

**Source:** SESAR;

**Status:** Proposed

## 2.375 Capacity

The maximum number of aircraft that can be accommodated in a given time period by the system or one of its components (throughput).

**Source:** ICAO Doc 9854;

**Status:** Approved

## 2.376 CapacityPlan

The capacity of a Traffic Volume over a given period of time.

**Source:** SESAR;

**Status:** Proposed

## 2.377 Cargo

Any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage.

**Source:** ICAO Annex 1;

**Status:** Approved

## 2.378 CDNMessage

A message transmitted during the coordination dialogue by an accepting unit to the transferring unit when the former wishes to propose a change to coordination data as contained in a previous current flight plan or estimate message.

If the transferring unit wishes to propose a change to the data contained in a Coordination message, a coordination message shall be transmitted to the accepting unit.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.379 CentralisedAirspaceDataFunction

A function that has been established within the Network Manager Operations Centre (NMOC) to collect Airspace Use Plan (AUP) information from the Airspace Management Cells (AMC).

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** CADF

## 2.380 Certificate

A document certifying the status or acquirements of the bearer, or his fulfillment of conditions which authorize him to act or practise in a specified way.

**Source:** Oxford English Dictionary;

**Status:** Approved

## 2.381 ChangeMessage

A message transmitted when any change is to be made to the basic flight plan data (FPL). It is sent to all recipients of basic flight plan data affected by the change.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.382 ChangeOfCruiseLevelPhase

The phase of flight during which the aircraft climbs, or descends, from one cruising flight level or altitude to the next cruising flight level or altitude.

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**Source:** ICAO ADREP 2000;  
**Status:** Approved

### 2.383 ChangeOverPoint

The point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2; ICAO Annex 4;  
**Status:** Approved  
**Abbreviations:** COP

### 2.384 CircleSector

A 3D pattern based on start angle, stop angle, inner distance, outer distance and upper/lower altitude.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

### 2.385 CirclingApproach

An extension of an instrument approach procedure which provides for visual circling of the aerodrome prior to landing.

**Source:** ICAO Doc 8168, Vol. I, 5th Ed;  
**Status:** Approved

### 2.386 CirclingArea

The area in which aircraft circle to land under visual conditions after completing an instrument landing approach.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

### 2.387 CirclingRestriction

A (sub)sector used to restrict flight within a circling area.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

### 2.388 Cirrocumulus

Thin, white patch, sheet or layer of cloud without shading, composed of very small elements in the form of grains, ripples, etc., merged or separated, and more or less

regularly arranged; most of the elements have an apparent width of less than one degree.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.389 Cirrostratus

Transparent, whitish cloud veil of fibrous (hair-like) or smooth appearance, totally or partially covering the sky, and generally producing halo phenomena.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.390 Cirrus

Detached clouds in the form of white, delicate filaments or white or mostly white patches or narrow bands. These clouds have a fibrous (hair-like) appearance, or a silky sheen, or both.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.391 City

A town or other inhabited place.

**Source:** Oxford English Dictionary;

**Status:** Approved

## 2.392 CivilMilitaryCrossing

The agreed and proposed civil military crossing conditions of an aircraft.

**Source:** FOIPS;

**Status:** Proposed

## 2.393 CivilRPASOperation

Aircraft operation performed by a civil unmanned aerial vehicle.

**Source:** SESAR;

**Status:** Proposed

## 2.394 ClearAirTurbulence

Upper-atmospheric turbulence encountered by an aircraft when flying through clear air.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

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## 2.395 ClearedRoute

Instruction to proceed via the specified route.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.396 Clearway

A defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height.

**Source:** ICAO Annex 14, Vol. I, Fifth Edition;

**Status:** Approved

## 2.397 ClimbAtVerticalRateMaximum

Instruction to climb at not above the specified rate.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.398 ClimbAtVerticalRateMinimum

Instruction to climb at not less than the specified rate.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.399 ClimbPerformanceProfile

The optimum and unconstrained climbing capability of the aircraft.

**Source:** SESAR;

**Status:** Proposed

## 2.400 ClimbToCruisingLevelOrAltitude

The phase of flight in which the climb from the completion of the initial climb to cruising level or altitude occurs.

**Source:** ICAO ADREP 2000;

**Status:** Approved

## 2.401 ClimbToLevel

Instruction that a climb to a specified level is to commence and once reached the specified level is to be maintained.



**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.402 ClimbToReachLevelByPosition

Instruction that a climb is to commence at a rate such that the specified level is reached at or before the specified position. When this message element is not concatenated with another vertical clearance, the level specified is the assigned level which is to be maintained.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.403 ClimbToReachLevelByTime

Instruction that a climb is to commence at a rate such that the specified level is reached at or before the specified time. When this message element is not concatenated with another vertical clearance, the level specified is the assigned level which is to be maintained.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.404 ClockTime

A time is given by an hour, minute and second.

**Source:** ISO 19103:2005;  
**Status:** Approved

## 2.405 ClosedLoopClearance

A clearance resulting in a revision of one portion of the RBT, e.g. a direct route from a point of the original RBT to another point of the original RBT.

**Source:** SESAR;  
**Status:** Proposed

## 2.406 Cloud

A hydrometeor consisting of minute particles of liquid water or ice, or of both, suspended in the free air and usually not touching the ground. It may also include larger particles of liquid water or ice and non-aqueous liquid or solid particles such as those present in fumes, smoke and dust.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved  
**Synonyms:** Cloud Layer

## 2.407 CommencementDeicingTime

Time at which the deicing operation commences.

**Source:** SESAR;

**Status:** Proposed

## 2.408 CommercialAirTransportOperation

An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

**Source:** ICAO Annex 1; ICAO Annex 17; ICAO Annex 6;

**Status:** Approved

**Synonyms:** Commercial air transport flight

## 2.409 CommercialFlightPlan

Flight plan produced by schedule departments at early stage of the planning, for commercial purposes and for planning coordination with airports.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Flight Schedule, IATA Flight Plan

## 2.410 CommonMark

A mark assigned by the International Civil Aviation Organization to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.

**Source:** ICAO Annex 7;

**Status:** Approved

## 2.411 CommonMarkRegisteringAuthority

The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.

**Source:** ICAO Annex 7;

**Status:** Approved

## 2.412 CommonPoint

A point on the surface of the earth common to the tracks of two aircraft, used as a basis for the application of separation (e.g. significant point, waypoint, navigation aid, fix).

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.413 ComplexityCount

Indicator reflecting the number of simultaneous or near- simultaneous interactions of trajectories in a given Reference Location and instant of time. Together with the Occupancy Count, it supports the identification of flows highly contributing to the traffic complexity.

**Source:** SESAR;  
**Status:** Proposed

## 2.414 ConditionalRoute

A non-permanent ATS route or portion thereof which can be planned and used under specified conditions.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved

## 2.415 ConditionalRouteCategoryOne

A permanently plannable Conditional Route.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved

## 2.416 ConditionalRouteCategoryThree

A not plannable Conditional Route.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved

## 2.417 ConditionalRouteCategoryTwo

A non-permanently plannable Conditional Route.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved

## 2.418 ConfigurationDeviationList

A list established by the organization responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction.

**Source:** ICAO Annex 6;  
**Status:** Approved  
**Abbreviations:** CDL

## 2.419 Conflict

Any situation involving an aircraft and a hazard in which the applicable separation minima may be compromised.

**Source:** ICAO Doc 9854;

**Status:** Approved

## 2.420 ConflictHorizon

The extent to which hazards along the aircraft's future trajectory are considered for separation provision.

**Source:** ICAO Doc 9854;

**Status:** Approved

## 2.421 ConstrainingAirspaceActivity

A qualification of the impact of an airspace reservation over a route segment.

**Source:** SESAR;

**Status:** Proposed

## 2.422 ContactInformation

Information required to enable contact with the responsible person and/or organisation.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.423 ContinuePresentHeading

Instruction to continue to fly on the current heading.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.424 Contour

An estimated or observed outline of a particular weather situation.

**Source:** EUROCONTROL-FAA WXXM v.1.1;

**Status:** Approved

## 2.425 Contract

A written or spoken agreement that is intended to be enforceable by law.

**Source:** Oxford English Dictionary;

**Status:** Approved

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## 2.426 ControlArea

A controlled airspace extending upwards from a specified limit above the earth.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2; ICAO Annex 3;

**Status:** Approved

## 2.427 ControlAreaBoundaryPoint

A defined point on the control area boundary common to adjacent Air Traffic Service Units.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.428 ControlledAirspace

An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

**Source:** ICAO Annex 1;

**Status:** Approved

## 2.429 ControlledTimeOfArrival

An ATM imposed time constraint on a defined point associated to an arrival runway.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** CTA

## 2.430 ControlledTimeOver

An ATM imposed constraint over a point.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Controlled Time of Arrival (CTA)

**Abbreviations:** CTO

## 2.431 ControllerRoleAuthorization

The aggregated authorizations (licences and ratings) required to fill the agent roles in question.

**Source:** SESAR;

**Status:** Proposed

## 2.432 ControlSector

A subdivision of a designated control area within which responsibility is assigned to one controller or to a small group of controllers.

**Source:** ICAO Doc 9426;

**Status:** Approved

## 2.433 ControlZone

A controlled airspace extending upwards from the surface of the earth to a specified upper limit.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2;

**Status:** Approved

## 2.434 Convection

In the atmosphere, convection is the dominant vertical transport process in convective boundary layers, which are common over tropical oceans and, during sunny days, over continents. Moist convection in the atmosphere is characterized by deep, saturated updrafts and downdrafts, and unsaturated downdrafts driven by the evaporation and melting of precipitation. This form of convection is made visible by cumulus clouds and cumulonimbus clouds in the case of precipitation convection.

**Source:** EUROCONTROL-FAA WXXM v.1.1;

**Status:** Approved

## 2.435 ConvectionCell

A volume of convective air.

**Source:** SESAR;

**Status:** Proposed

## 2.436 CoordinatedAirport

Any airport where, in order to land or take-off, it is necessary for an aircraft operator to have been allocated a slot by an appropriate authority.

**Source:** ICAO Doc 9965;

**Status:** Approved

## 2.437 CoordinateReferenceSystem

Coordinate system that is related to the real world by a datum.

**Source:** SESAR;

**Status:** Proposed

## 2.438 CoordinationAndTransfer

A dialogue procedure between ATC Units successively in control of a flight, comprising - notification of the flight - coordination of conditions of transfer by the transferring ATC unit - coordination, if necessary, and acceptance of conditions of transfer by the accepting ATC unit - transfer of control to the accepting ATC unit.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.439 CoordinationAndTransferConstraint

A constraint used during the coordination dialog through a WIFO.

**Source:** EUROCAE ED-133 v.1.0;

**Status:** Approved

## 2.440 CoordinationConditions

The trajectory data coordinated for handover between adjacent ATC sectors or units. Coordination conditions (point, level, entry time ...) are of two types : standard and non-standard conditions. Non-standard conditions require an explicit acceptance by controllers, whereas standard ones are automatically accepted.

**Source:** FOIPS;

**Status:** Proposed

## 2.441 CoordinationMessage

A message transmitted in support of the coordination dialogue between ATS Units.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.442 CoordinationProceduresAgreement

Agreement between ATC units on the procedures to be used in coordinating their respective ATC services.

**Source:** SESAR;

**Status:** Proposed

## 2.443 Copilot

A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.

**Source:** ICAO Annex 1;

**Status:** Approved



## 2.444 CORAPreference

The aircraft operator preferences to be used in case of conflict resolutions: a preferred route associated with a preferred cruise level. These preferences are only used for conflict resolution.

**Source:** FOIPS;  
**Status:** Proposed

## 2.445 Coulomb

The quantity of electricity transported in 1 second by a current of 1 ampere.

**Source:** ICAO Annex 5;  
**Status:** Approved  
**Abbreviations:** C

## 2.446 CrewMember

A person assigned by an operator to duty on an aircraft during a flight duty period.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 18; ICAO Annex 6; ICAO Annex 9;  
**Status:** Approved

## 2.447 CrisisManagement

Set of activities described in the Manage Crisis Event process.

**Source:** SESAR;  
**Status:** Proposed

## 2.448 CriticalEvent

An unusual situation or crisis involving a major loss of EATMN capacity, or a major imbalance between EATMN capacity and demand, or a major failure in the information flow in one or several parts of EATMN.

**Source:** EUROCONTROL ATFCM Operations Manual;  
**Status:** Proposed

## 2.449 CrossBorderArea

Airspace of defined dimensions, above the land areas or territorial waters of more than one state.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Abbreviations:** CBA

## 2.450 CrossingIntoConstrainedAirspacePoint

The point at which the trajectory is projected to cross into a constrained airspace.

**Source:** SESAR;  
**Status:** Proposed

## 2.451 CrossoverAltitudePoint

The point in climb or descent where the aircraft will transition between Mach and IAS control.

**Source:** SESAR;  
**Status:** Proposed

## 2.452 CrossPositionAtAndMaintainLevel

Instruction that the specified position is to be crossed at the specified level and that level is to be maintained when reached.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.453 CrossPositionAtAndMaintainLevelAtSpeed

Instruction that the specified position is to be crossed at the specified level and speed, and the level and speed are to be maintained.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.454 CrossPositionAtLevel

Instruction that the specified position is to be crossed at the specified level. This may require the aircraft to modify its climb or descent profile.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.455 CrossPositionAtOrAboveLevel

Instruction that the specified position is to be crossed at or above the specified level.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.456 CrossPositionAtOrAfterTime

Instruction that the specified position is to be crossed at or after the specified time.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.457 CrossPositionAtOrBeforeTime

Instruction that the specified position is to be crossed at or before the specified time.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.458 CrossPositionAtOrBelowLevel

Instruction that the specified position is to be crossed at or below the specified level.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.459 CrossPositionAtSpeed

Instruction that the specified position is to be crossed at the specified speed and the specified speed is to be maintained until further advised.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.460 CrossPositionAtTime

Instruction that the specified position is to be crossed at the specified time.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.461 CrossPositionBetweenLevelAndLevel

Instruction that the specified position is to be crossed at a level between the specified levels.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.462 CrossPositionBetweenTimeAndTime

Instruction that the specified position is to be crossed at a time between the specified times.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.463 CruiseClimb

An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.464 CruiseClimbSpeed

The true airspeed to be maintained during cruise climb.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.465 CruisePhase

The phase of flight from the top of climb to cruise altitude, or flight level, to the start of the descent toward the destination aerodrome or landing site.

**Source:** ICAO ADREP 2000;

**Status:** Approved

## 2.466 CruiseReliefPilot

A flight crew member who is assigned to perform pilot tasks during cruise flight, to allow the pilot-in-command or a co-pilot to obtain planned rest.

**Source:** ICAO Annex 6;

**Status:** Approved

## 2.467 CruisingAltitude

Altitude at which an aircraft flies during the cruise phase.

**Source:** SESAR;

**Status:** Proposed

## 2.468 CruisingLevel

Flight level at which an aircraft flies during the cruise phase.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** EnRouteCruiseLevel

## 2.469 CruisingSpeed

The true airspeed at which an aircraft flies during the cruise phase.

**Source:** SESAR;  
**Status:** Proposed

## 2.470 CTACancellationInstruction

An ATC instruction requiring the pilot to cancel a CTA constraint.

**Source:** SESAR;  
**Status:** Proposed

## 2.471 CTAInstruction

An ATC instruction requiring the pilot to meet a CTA constraint.

**Source:** SESAR;  
**Status:** Proposed

## 2.472 Cumulonimbus

Dense and heavy cloud with a considerable mountain- or tower-shaped vertical extension. These clouds, the base of which is quite dark, may give rise to thunderstorms and generally heavy precipitation in the form of rain, snow, fine or large hail, sometimes accompanied by strong wind gusts.

**Source:** ICAO IWXXM;  
**Status:** Approved

## 2.473 Cumulus

Detached cloud, generally dense and with sharp outlines, developing vertically in the form of rising mounds, domes or towers, of which the bulging upper part is often like a cauliflower. The sunlit parts are mostly brilliant white and the base is relatively dark and nearly horizontal. Sometimes Cumulus clouds are ragged.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.474 CurrentFlightPlan

The flight plan, including changes, if any, brought about by subsequent clearances.

This information is transmitted by each ATSU to the next ATSU in case no basic flight plan data (FPL) has already been distributed.

**Source:** ICAO; ICAO Annex 2;  
**Status:** Approved  
**Abbreviations:** CPL

## 2.475 CurrentTacticalFlightModel

A mathematical model containing a point profile and airspace volume profile for a flight which has been activated. (Called Actual Profile on CHMI.)

**Source:** EUROCONTROL CFMU-B2B;

**Status:** Proposed

**Abbreviations:** CTFM

## 2.476 DangerArea

An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

**Source:** ICAO Annex 1; ICAO Annex 15; ICAO Annex 2; ICAO Annex 4;

**Status:** Approved

## 2.477 DataLinkAutomaticTerminalInformationService

The provision of ATIS via data link.

**Source:** ICAO Annex 1; ICAO Annex 10;

**Status:** Approved

**Abbreviations:** D-ATIS

## 2.478 DataLinkCapability

Notification provided from flight deck to the first ANSP including connection details and aircraft capabilities for data link connection (e.g. CPDLC, ADS-C, FIS / D-OTIS via ATN).

**Source:** SESAR;

**Status:** Proposed

## 2.479 DataLinkGroundInfrastructure

The ground segment of the A/G datalink infrastructure supporting both ACARS and ATN.

**Source:** SESAR;

**Status:** Proposed

## 2.480 DataLinkVOLMETService

The provision of VOLMET via DataLink.

**Source:** ICAO Annex 11;

**Status:** Approved

## 2.481 DataQuality

A degree or level of confidence that the data provided meet the requirements of the data user in terms of accuracy, resolution and integrity.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 14; ICAO Annex 15; ICAO Annex 4;

**Status:** Approved

## 2.482 Date

A date gives values for year, month and day.

**Source:** ISO 19103:2005;

**Status:** Approved

## 2.483 DateTime

A DateTime is a combination of a date and a time type.

**Source:** ISO 19103:2005;

**Status:** Approved

## 2.484 DatumCrossingPoint

The DCP is a point on the glide path directly above the LTP or FTP at a height specified by the RDH.

**Source:** ICAO Doc 8168, Vol. II, 5th Ed;

**Status:** Approved

**Abbreviations:** DCP

## 2.485 DayEveningNightLevel

A (Leq-based) noise index adopted by the European Commission which weights evening noise by 5dB and night-time noise by 10dB.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** Lden

## 2.486 DecisionAltitude

A specified altitude in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

**Source:** ICAO Annex 6;

**Status:** Approved

**Abbreviations:** DA



## 2.487 DecisionHeight

A specified height in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

**Source:** ICAO Annex 6;

**Status:** Approved

**Abbreviations:** DH

## 2.488 DeclaredCapacity

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

**Source:** ICAO Annex 1; ICAO Annex 11;

**Status:** Approved

## 2.489 DefaultCapacity

The default capacity value is given for one hour not specifying a period. It applies when there is no permanent or temporary values defined for a particular period.

**Source:** SESAR;

**Status:** Proposed

## 2.490 DegreeCelsius

The special name for the unit kelvin for use in stating values of Celsius temperature.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** C

## 2.491 Deicing

De-icing operation on an aircraft that may consist of removal of snow, ice or frost from the aircraft (de-icing), and/or also application of chemicals that remain on a surface and continue to delay the reformation of ice up (anti-icing).

**Source:** FOIPS;

**Status:** Proposed

## 2.492 DeicingArea

An area comprising an inner area for the parking of an aeroplane to receive de-icing / anti-icing treatment and an outer area for the manoeuvring of two or more mobile de-icing / anti-icing equipment.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 14;

**Status:** Approved

## 2.493 DeicingAreaMarking

A symbol or group of symbols displayed on the surface of a deicing area

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.494 DeicingGroup

A group of deicing areas.

**Source:** EUROCAE ED 99D;

**Status:** Approved

## 2.495 DeicingTime

Duration of the deicing operation.

**Source:** SESAR;

**Status:** Proposed

## 2.496 DelayApportionment

The apportionment of an AMAN or EMAN delay.

**Source:** EUROCAE ED-133 v.1.0;

**Status:** Approved

## 2.497 DelayMessage

A message transmitted when the departure of an aircraft, for which basic flight plan data (FPL) has been sent, is delayed by more than 30 minutes after the estimated off-block time contained in the basic flight plan data.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.498 DeltaEmission

The change in noise and gaseous emissions measured at a given waypoint.

**Source:** SESAR;  
**Status:** Proposed

## 2.499 Demand

The number of aircraft requesting to use the ATM system in a given time period.

**Source:** ICAO Doc 9854;  
**Status:** Approved

## 2.500 DepartureAirportSlotTime

The time of the Airport Departure Slot as allocated by the Airport Slot Coordinator

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** ADST

## 2.501 DepartureClearance

Authorization for an aircraft to take-off under conditions specified by an air traffic control unit.

**Source:** ICAO Doc 4444, 15th Ed;  
**Status:** Approved

## 2.502 DepartureLeg

A portion of a departure procedure as defined by two consecutive significant points.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.503 DepartureLegCondition

A condition which is established for a departure leg.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** DepartureArrivalCondition

## 2.504 DepartureManagementTool

A tool for managing departure operations.

**Source:** SESAR;  
**Status:** Proposed

## 2.505 DepartureMessage

A message transmitted (unless otherwise prescribed on the basis of regional air navigation agreements) immediately after the departure of an aircraft for which basic flight plan data (FPL) has been previously distributed.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.506 DepartureOperations

The set of flight operations following procedures associated with the departure aerodrome.

**Source:** SESAR;

**Status:** Proposed

## 2.507 DeparturePlanningInformation

Message which supplies the Network Operations with flight data related updates. The DPI messages contain accurate Estimated Take-Off Times (ETOT), Target Take-Off Times (TTOT), Taxi Times and Standard Instrument Departures (SID) information. Subsequent DPI messages work as updates to previously sent information, containing progressively more accurate information. The automated transmission of the DPI messages is triggered by system events derived from the Milestone Approach processes at the airport. Each DPI message relates to a single flight only. The Network Operations processes the DPI messages received and if necessary, the CTOT is re-calculated (improved or deteriorated). A Flight Update Message (FUM, see below) is sent by the Network Operations to the flight's next destination airport.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** DPI

## 2.508 DepartureReferenceTimeReordering

Substitution between the reference time within a pre-departure sequence of two or more flights resulting in a reduced delay for some flights at the expense of an increased delay for the others.

**Source:** SESAR;

**Status:** Proposed

## 2.509 DepartureRunwayOccupancyPhase

The phase of flight between the aircraft crossing the stop bar at the holding point and the main gear lift-off from the runway.

**Source:** SESAR;  
**Status:** Proposed

## 2.510 DepartureRunwayOccupancyTime

The time interval between the aircraft crossing the stop bar at the holding point and the main gear lift-off from the runway.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** DROT

## 2.511 DepartureSequence

An ordered set of departures.

**Source:** SESAR;  
**Status:** Proposed

## 2.512 DepartureSurfaceSegment

This segment describes the elements of the overall trajectory from the departure gate up to and including the departure runway.

**Source:** ICAO Doc 9965;  
**Status:** Approved

## 2.513 DepartureSuspension

The action through which a flight departure is suspended either by the AO (e.g. when the aircraft meets a severe technical problem) or by the APOP for any reason.

**Source:** SESAR;  
**Status:** Proposed

## 2.514 DescendAtVerticalRateMaximum

Instruction to descend at not above the specified rate.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.515 DescendAtVerticalRateMinimum

Instruction to descend at not less than the specified rate.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.516 DescendToLevel

Instruction that a descent to a specified level is to commence and once reached the specified level is to be maintained.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.517 DescendToReachLevelByPosition

Instruction that a descent is to commence at a rate such that the specified level is reached at or before the specified position. When this message element is not concatenated with another vertical clearance, the level specified is the assigned level which is to be maintained.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.518 DescendToReachLevelByTime

Instruction that a descent is to commence at a rate such that the specified level is reached at or before the specified time. When this message element is not concatenated with another vertical clearance, the level specified is the assigned level which is to be maintained.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.519 DescentClearance

Authorization for an aircraft to proceed with the descent under conditions specified by an air traffic control unit.

**Source:** SESAR;

**Status:** Proposed

## 2.520 DescentFix

A fix established in a precision approach at the FAP to eliminate certain obstacles before the FAP, which would otherwise have to be considered for obstacle clearance purposes.

**Source:** ICAO Doc 8168, Vol. I, 5th Ed;

**Status:** Approved

## 2.521 DescentPerformanceProfile

The optimum and unconstrained descending capability of the aircraft.

**Source:** SESAR;

**Status:** Proposed

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## 2.522 DesignatedPoint

A geographical location not marked by the site of a radio navigation aid, used in defining an ATS route, the flight path of an aircraft or for other navigation or ATS purposes.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.523 Desired4DTrajectory

The current 4D trajectory that is requested and generated by the airspace user with knowledge of the ATM system's operational constraints and resource contention.

**Source:** ICAO Doc 9965;

**Status:** Approved

## 2.524 DeSuspensionMessage

A message sent by ETFMS to a suspended flight when the reason for a suspension no longer applies and the flight is not regulated.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** DES

## 2.525 DiplomaticClearance

A special permission for military transport aircraft of the participants to fly over each other country's territory and to land at and take-off from military and civilian airports (to the exception of the airports and/or areas specifically mentioned in a list of exempted airports and/or areas to be completed by each participant) whilst adhering to all national rules, international agreements, ICAO rules, restrictions described in the national military and civilian Aeronautical Information Publications, ATC regulations, NOTAMs or other special requirements.

**Source:** EU/EC European Defence Agency;

**Status:** Approved

**Abbreviations:** DIC

## 2.526 DirectFlightSegment

A direct flight (DCT) between two specified significant points.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** DirectFlight

**Abbreviations:** DCT



## 2.527 DirectionFinder

An electronic device used to determine the position of a radio source by means of directional antennas, which receives the strongest radio signal when it is pointing directly at the transmitter.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

**Abbreviations:** DF

## 2.528 DirectRoute

A direct route that can be added to heterogeneous flight plan routes and can participate in route proposal triggering.

**Source:** SESAR;

**Status:** Proposed

## 2.529 DirectRouting

A published segment of a great circle between two published waypoints.

**Source:** SESAR;

**Status:** Proposed

## 2.530 DirectRoutingAirspace

Airspace defined laterally and vertically with a set of entry/exit conditions where published direct routings are available within this airspace, flights remain subject to air traffic control.

**Source:** SESAR;

**Status:** Proposed

## 2.531 Disembarkation

The leaving of an aircraft after a landing, except by crew or passengers continuing on the next stage of the same through-flight.

**Source:** ICAO Annex 9;

**Status:** Approved

**Synonyms:** Deboarding

## 2.532 DispersionModel

The dispersion model used to compute the geo-referenced evolution of the pollutants, on a time base, in the assessed area.

A dispersion model is used for a mathematical simulation of how air pollutants disperse in the ambient atmosphere.

**Source:** SESAR;  
**Status:** Proposed

### 2.533 DistanceIndication

A distance reference from a significant point.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

### 2.534 DistressPhase

A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

**Source:** ICAO Annex 12;  
**Status:** Approved

### 2.535 DME

Ultra High Frequency (UHF) ground equipment that is used in conjunction with airborne equipment to determine distance between the airborne and ground equipment.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** Distance Measuring Equipment

### 2.536 Document

A piece of written, printed, or electronic matter that provides information or evidence or that serves as an official record.

**Source:** Oxford English Dictionary;  
**Status:** Approved

### 2.537 Drizzle

Fairly uniform precipitation in very fine drops of water (diameter less than 0.5 mm) very close to one another, falling from a cloud.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

### 2.538 Duration

Lasting, continuance in time; the continuance or length of time; the time during which a thing, action, or state continues.

**Source:** Oxford English Dictionary;  
**Status:** Approved

## 2.539 Dust

Earth or other solid matter in a minute and fine state of subdivision, so that the particles are small and light enough to be easily raised and carried in a cloud by the wind; any substance comminuted or pulverized; powder.

**Source:** Oxford English Dictionary;  
**Status:** Approved

## 2.540 DustStorm

An ensemble of particles of dust energetically lifted to great heights by a strong and turbulent wind.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.541 DustWhirl

An ensemble of particles of dust or sand, sometimes accompanied by small litter, raised from the ground in the form of a whirling column of varying height with a small diameter and an approximately vertical axis.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.542 DynamicMobileArea

A temporary mobile airspace exclusion area which aims to minimise the impact on the network while satisfying the needs of military airspace users.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** DMA

## 2.543 DynamicMobileAreaType1

An area with defined with lateral and vertical dimensions and time frame allocation needs at variable geographic location negotiated through CDM process.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** DMA1

## 2.544      **DynamicMobileAreaType2**

An area with defined lateral, vertical dimensions and time frame allocations needs at variable geographic location along a defined trajectory.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** DMA2

## 2.545      **DynamicMobileAreaType3**

An area with defined lateral and vertical dimensions around moving activities requiring extra lateral and vertical separation from other trajectories.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** DMA3

## 2.546      **EarlyDeparturePlanningInformation**

Departure Planning Information message which notifies the ETOT 2 to 3 hours before off-block time. The main purpose of the E-DPI is to confirm that the flight is going to occur, thus eliminating ghost and duplicated flights. Before an E-DPI is sent, it is required that the Airport CDM Platform matches the flight plan and airport slot.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** E-DPI

## 2.547      **ElectronicAIP**

The AIP, AIP Amendment, AIP Supplement and AIC published in a format that allows for displaying on a computer screen and printing on paper.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** eAIP

## 2.548      **ElevatedHeliport**

A heliport located on a raised structure on land.

**Source:** ICAO Annex 1; ICAO Annex 14; ICAO Annex 6;

**Status:** Approved

## 2.549      **Elevation**

The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.

**Source:** ICAO Annex 1; ICAO Annex 10; ICAO Annex 3; ICAO Annex 4;  
**Status:** Approved  
**Synonyms:** gravity-related height  
**Abbreviations:** ELEV

## 2.550 EligibilityHorizon

The boundary of the airspace within which Arrival Management receives flight progress information for every aircraft bound for the arrival managed airport.

**Source:** SESAR;  
**Status:** Proposed

## 2.551 Embarkation

The boarding of an aircraft for the purpose of commencing a flight, except by such crew or passengers as have embarked on a previous stage of the same through-flight.

**Source:** ICAO Annex 9;  
**Status:** Approved  
**Synonyms:** Boarding

## 2.552 EmergencyLocatorTransmitter

A generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated.

**Source:** ICAO Annex 6;  
**Status:** Approved  
**Abbreviations:** ELT

## 2.553 EmergencyMessage

Message used during emergency phases as per ICAO Annex 12, or other emergency (such as radio communications failure, unlawful interference or passenger illness).

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.554 EmergencyPhase

A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.

**Source:** ICAO Annex 11;  
**Status:** Approved

## 2.555 EmissionCapability

The declared environmental emissions impact of the aircraft.

**Source:** SESAR;

**Status:** Proposed

## 2.556 EmissionFactor

Measure of the average amount of a specific pollutant or material discharged into the atmosphere by a specific process, fuel, equipment, or source.

**Source:** SESAR;

**Status:** Proposed

## 2.557 EmissionsModel

The model used for calculations of emissions based on the fuel burn. The model is the set of tools and methods that enable to compute an aircraft emissions impact assessment. It models the subject of assessment (the traffic), includes the assessment criteria and generates the emissions indicators to be used within the required metrics.

**Source:** SESAR;

**Status:** Proposed

## 2.558 EndDeboardingTime

The time when disembarkation from an aircraft ends.

**Source:** SESAR;

**Status:** Proposed

## 2.559 EndDeicingTime

Time at which the deicing operation ends.

**Source:** SESAR;

**Status:** Proposed

## 2.560 EndOfLandingRollPoint

The point at which the aircraft is predicted to come to a full stop on the arrival runway.

**Source:** SESAR;

**Status:** Proposed

## 2.561 EndPredictionPoint

The final point at which a prediction was made.

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**Source:** SESAR;  
**Status:** Proposed

## 2.562 EndStayPoint

The point at which the flight is expected to terminate an operation at which it remained for some time.

**Source:** SESAR;  
**Status:** Proposed

## 2.563 Engine

A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable).

**Source:** ICAO; ICAO Annex 6; ICAO Annex 8;  
**Status:** Approved

## 2.564 EngineOperationMode

Modes of operations for engine thrust settings

**Source:** SESAR;  
**Status:** Proposed

## 2.565 EngineRegime

The engine regime (throttle position) of an aircraft.

**Source:** SESAR;  
**Status:** Proposed

## 2.566 EnRouteClearance

A clearance covering the flight path of an aircraft after take-off to the point at which an approach to land is expected to commence.

Note.- In some circumstances it may be necessary to subdivide this clearance, e.g. into sections divided by control area boundaries or into the departure, climb, or descent phases of flight.

**Source:** ICAO Doc 9426;  
**Status:** Approved

## 2.567 EnRouteDelay

A delay planned to occur while en-route.



**Source:** SESAR;  
**Status:** Proposed

## 2.568 EnRouteHolding

The phase of flight, in which a pre-determined ad-hoc manoeuvre occurs, which keeps the aircraft within a specified airspace en-route awaiting further instructions.

**Source:** ICAO ADREP 2000;  
**Status:** Approved

## 2.569 EnRoutePhase

The phase of flight from the completion of initial climb at the departure aerodrome to the completion of controlled descent to the outer marker [ifr] or [vfr] to completion of the controlled descent to the vfr pattern or 1,500 feet [450 metres] above runway end elevation, whichever comes first.

**Source:** ICAO ADREP 2000;  
**Status:** Approved

## 2.570 EntryCount

The number of aircraft requesting to enter in a Reference Location in a given time period.

**Source:** SESAR;  
**Status:** Proposed

## 2.571 Equipment833Restriction

The 8.33 restricted level band information relevant for an airspace when it includes 8.33 restricted airspace. Separation between radio frequencies is minor and therefore only they can be crossed by planes equipped with radios that they support.

**Source:** SESAR;  
**Status:** Proposed

## 2.572 EquipmentCapability

A particular aircraft equipment capability.

**Source:** SESAR;  
**Status:** Proposed

## 2.573 EquipmentUnavailableAdjustment

Adjustments to minima when equipment is not available.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.574 EquipmentUnavailableAdjustmentColumn

Adjustments that need to be applied in case equipment is inoperative.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.575 EstimatedCommencementOfDeicingTime

The estimated time when de-icing operations on an aircraft are expected to start.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** ECZT

## 2.576 EstimatedDeicingTime

Time difference between the Estimated End of De-icing Time (EEZT) minus the Estimated Commencement of De-icing Time (ECZT).

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** EDIT

## 2.577 EstimatedElapsedTime

The estimated time required to proceed from one significant point to another.

**Source:** ICAO Doc 4444;  
**Status:** Approved  
**Abbreviations:** EET

## 2.578 EstimatedEndOfDeicingTime

The estimated time when de-icing operations on an aircraft are expected to end.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** EEZT

## 2.579 EstimatedInBlockTime

The estimated time that an aircraft will arrive in-block.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved

**Synonyms:** Airline/Handler ETA  
**Abbreviations:** EIBT

## 2.580 EstimatedLandingTime

The estimated time that an aircraft will land.

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** Estimated Runway Time; Estimated Time of Arrival  
**Abbreviations:** ELDT

## 2.581 EstimatedOffBlockTime

The estimated time at which the aircraft will commence movement associated with departure.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** EOBT

## 2.582 EstimatedOutboundTaxiTime

The expected taxi period from Off-Block to Runway Holding Point, with no buffer or delay.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** EXOP

## 2.583 EstimatedReadyForDeicingTime

The estimated time when the aircraft is expected to be ready for de-icing operations.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** ERZT

## 2.584 EstimatedTakeOffTime

The estimated take-off time taking into account the Estimated Off-Block Time plus the Estimated Taxi-Out Time.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** ETOT

## 2.585 EstimatedTaxiInTime

The estimated taxi time between landing and in-block.

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**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** EXIT

## 2.586 EstimatedTaxiOutTime

The estimated taxi time between off-block and take-off. This estimate includes any delay buffer time at the holding point or remote deicing prior to take-off.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** EXOT

## 2.587 EstimatedTaxiTimeToRemoteDeicing

The estimated time to taxi from departure stand to the de-icing stand at which remote de-icing takes place.

**Source:** SESAR;  
**Status:** Proposed

## 2.588 EstimatedTimeOfArrival

For IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome.

**Source:** ICAO; ICAO Annex 2;  
**Status:** Approved

## 2.589 EstimatedTimeOver

The time at which it is estimated that the flight will pass a point on its intended trajectory.

**Source:** ICAO Doc 4444;  
**Status:** Approved  
**Synonyms:** Estimated Time of Arrival  
**Abbreviations:** ETO

## 2.590 EstimatedTurnaroundTime

The time estimated by the AO/GH (aircraft operator/ground handler) on the day of operation to turn-round a flight taking into account the operational constraints.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** ETTT

## 2.591 EstimateMessage

A message transmitted by each ACC for flight information centre to the next ACC or flight information centre along the route of flight. It is transmitted at least 20 minutes before the time at which the aircraft is estimated to pass the transfer of control point or boundary point at which it comes under the control of such unit, unless another period of time has been prescribed by the appropriate ATS authority.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.592 ETAMinMax

Earliest/latest Estimated Time of Arrival at a waypoint, provided the aircraft flies the 4D Trajectory at its max/min allowable speed. Wind/temperature error is also taken into account, in order to guarantee that any CTA defined within associated ETA min/max interval will be satisfied with high probability.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Reliable RTA Interval

## 2.593 ETAMinMaxDemand

Ground request to the aircraft system to get the ETA min / max for the provided Fix point. This represents the ADS-C ETA Minimum Maximum Demand message

**Source:** SESAR;

**Status:** Proposed

## 2.594 ETAMinMaxPeriodicDemand

Ground request to the aircraft system to get the ETA min / max for the provided Fix point with periodic updates. This represents the ADS-C ETA Minimum Maximum Periodic message

**Source:** SESAR;

**Status:** Proposed

## 2.595 EuropeanAispaceUsePlan

An AUP published by Network Operations daily at 17:00 local and disseminated for operators for flight planning purpose. It contains information on availability of CDR1 and CDR2 routes for a 24-hour period.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** E-AUP

## 2.596 EuropeanATMNetwork

The collection of systems listed in Annex I to Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European air traffic management network (the interoperability Regulation) (2) enabling air navigation services in the Community to be provided, including the interfaces at boundaries with third countries

**Source:** EU/EC REGULATION (EC) No 549/2004;  
**Status:** Approved  
**Abbreviations:** EATMN

## 2.597 EuropeanNetworkManager

The Network Manager acts as catalyst and facilitator for an efficient overall network management by all ATM stakeholders. The Network Manager role will be enabling, facilitating and promoting the Network Operations Plan, providing a framework to allow Local/Sub-regional Network Manager and Airspace Users actors to share information (Network View), to coordinate (CDM) and to prepare scenarios to be used at network level when necessary.

**Source:** SESAR;  
**Status:** Proposed

## 2.598 EuropeanUpdatedAirspaceUsePlan

An UUP published by Network Operations to update and supersede E-AUP/previous E-UUP information.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** E-UUP

## 2.599 EveningCivilTwilight

Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon.

**Source:** SESAR;  
**Status:** Proposed

## 2.600 Event

An action which occurs at an Instant.

**Source:** ISO 19108:2002;  
**Status:** Approved

## 2.601 ExceptionalCondition

A mechanism whereby the regulation also applies to traffic that is usually exempted.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** XCD

## 2.602 Executed4DTrajectory

The actual 4D trajectory of the aircraft from the start-up to the present position.

**Source:** ICAO Doc 9965;  
**Status:** Approved

## 2.603 ExitFromConstrainedAirspacePoint

The point at which the trajectory is projected to exit from designated constrained airspace.

**Source:** SESAR;  
**Status:** Proposed

## 2.604 ExpectedRunwayDelayBuffer

The buffer of delay planned at runway hold to maintain pressure on runway.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** ERBP

## 2.605 ExpectedRunwayWaitingPeriod

The planned delay at the runway holding point.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** ERWP

## 2.606 ExpectedStandWaitingPeriod

The planned delay waiting on the aircraft stand.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** ESWP

## 2.607 ExtendedFlightPlan

An extension of the (ICAO) Flight Plan that contains also flight trajectory information in the form of a 4D Profile, as calculated by the operator of the flight, as well as Performance Data specific to the flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.608 ExtendedProjectedProfileReport

The list of aircraft parameters transmitted by the aircraft, including the FMS trajectory expressed as a sequence of trajectory points with constraints and estimates, and other parameters such as the gross mass, the min/max speed schedule.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** EPP

## 2.609 FacilityForHandicappedPersonService

Facilities available at the airport for handicapped persons.

**Source:** SESAR;  
**Status:** Proposed

## 2.610 Farad

The capacitance of a capacitor between the plates of which there appears a difference of potential of 1 volt when it is charged by a quantity of electricity equal to 1 coulomb.

**Source:** ICAO Annex 5;  
**Status:** Approved  
**Abbreviations:** F

## 2.611 FFICEInformation

A generic construct representing the information that is exchanged globally between Airspace users, Aerodrome operators, ATM service providers, Airspace providers and Emergency service providers, as prescribed by ICAO Doc 9965.

**Source:** SESAR;  
**Status:** Proposed

## 2.612 FictitiousThresholdPoint

The FTP is a point over which the final approach segment path passes at a relative height specified by the reference datum height. It is defined by the WGS-84 latitude, longitude and ellipsoid height. The FTP replaces the LTP when the final approach

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course is not aligned with the runway extended centreline or when the threshold is displaced from the actual runway threshold. For non-aligned approaches the FTP lies on the intersection of the perpendicular from the FAS to the runway threshold. The FTP elevation is the same as the actual runway threshold elevation.

**Source:** ICAO Doc 8168, Vol. II, 5th Ed;

**Status:** Approved

**Abbreviations:** FTP

## 2.613 FieldConditionInadequacyAtDestination

A possible inadequacy of some field conditions at destination.

**Source:** SESAR;

**Status:** Proposed

## 2.614 FiledFlightPlan

The flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes.

**Source:** ICAO;

**Status:** Approved

**Abbreviations:** FPL

## 2.615 FiledTacticalFlightModel

A mathematical model containing a point and airspace volume profile for a flight when Flight plan details, and any subsequent changes, are received from Network Operations.

**Source:** EUROCONTROL CFMU-B2B;

**Status:** Proposed

**Abbreviations:** FTFM

## 2.616 FinalApproach

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

**Source:** ICAO ADREP 2000; ICAO Annex 1; ICAO Annex 11; ICAO Annex 4;

**Status:** Approved

## 2.617 FinalApproachAndTakeOffArea

A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by helicopters operating in performance Class 1, the defined area includes the rejected take-off area available.

**Source:** ICAO Annex 14;

**Status:** Approved

**Abbreviations:** FATO

## 2.618 FinalApproachFix

That fix or point of an instrument approach procedure where the final approach segment commences.

**Source:** ICAO Annex 4;

**Status:** Approved

**Synonyms:** FinalApproachPoint

**Abbreviations:** FAF

## 2.619 FinalApproachSegment

That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

**Source:** ICAO; ICAO Annex 4;

**Status:** Approved

## 2.620 FinalApproachSegmentDataBlock

The additional information about the Precision Final Segment. Most attributes describe the LPV path point record required for WAAS procedures.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.621 FinalApproachTrack

The flight track in the final approach segment that is normally aligned with the runway centreline. For offset final approach segments, the final approach track is aligned with the orientation of the FTP and the FPAP.

**Source:** ICAO Doc 8168, Vol. II, 5th Ed;

**Status:** Approved

## 2.622 FinalArrivalSafetyMitigationAdvice

In the context of final arrival sequence, the advice for safety mitigation.

**Source:** SESAR;  
**Status:** Proposed

## 2.623 FinalArrivalSeparationAdvice

In the context of final arrival sequence, the advice to ensure additional spacing required between each arrival pair taking into account their respective landing stabilisation speed profile intentions or characteristics.

**Source:** SESAR;  
**Status:** Proposed

## 2.624 FinalLeg

A segment leg designed in accordance with the rules for final segments.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.625 FinalProfile

The profile view of a final segment defined for an approach procedure.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.626 FIRBoundaryCrossingPoint

The point at which the trajectory crosses from one FIR into another.

**Source:** SESAR;  
**Status:** Proposed

## 2.627 FireFightingService

An airport service that provides rescue and fire fighting capabilities for aircraft in emergency at and around the airport.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.628 FixBalancing

A tactical ATFM measure aiming at distributing demand and avoiding delays whereby the aircraft is assigned a different arrival or departure fix than the one indicated in the flight plan.

**Source:** ICAO Doc 9971;  
**Status:** Approved

## 2.629      FixToleranceArea

An area surrounding an intersection within which the corresponding point may be. The dimensions of the fix tolerance area are determined by the system use accuracy of the navigation aid(s) on which the fix is based.

**Source:** ICAO Doc 8168, Vol. II, 5th Ed;

**Status:** Approved

## 2.630      Flight

The operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.

**Source:** ICAO Annex 13;

**Status:** Approved

## 2.631      FlightCapability

The capabilities of the flight comprising of the: a) presence of relevant serviceable equipment on board the aircraft; b) equipment and capabilities commensurate with flight crew qualifications; and c) where applicable, authorization from the appropriate authority.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.632      FlightConditionCircumstance

Circumstance related to the elementary condition (such as departing from an aerodrome), which is used to further refine the selection of flights being affected by the restriction.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.633      FlightConditionCombination

A combination of conditions involving: 1) an operator such as \"AND\", \"OR\", \"AND NOT\", \"SEQUENCE\", \"NONE\" and 2) one or more operands, each of these being either a condition element or another combination of conditions.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.634 FlightConditionElement

An operand in a flight condition combination.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.635 FlightConfiguration

Configuration of aircraft in operation.

**Source:** SESAR;

**Status:** Proposed

## 2.636 FlightConfirmationMessage

A message to be sent to the network manager confirming the operation of the flight or announcing the Runway Visual Range (RVR) value.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Synonyms:** FCM

## 2.637 FlightControlUnit

A unit that allows for the selection and parameter setting of the different autoflight functions.

**Source:** SESAR;

**Status:** Proposed

## 2.638 FlightCrewApplicationAndApproval

Equipment and procedures for which the air crew is qualified.

**Source:** ICAO Doc 9965;

**Status:** Approved

## 2.639 FlightCrewMember

A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 18; ICAO Annex 2; ICAO Annex 3; ICAO Annex 6;

**Status:** Approved

## 2.640 FlightDataContributor

A Flight Object Management role that has the following responsibilities: - Locally sets the value to a subset of the information constituting the Flight Object. - Sends the

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proposed update of the topic, deriving from operationally agreed changes (constraints, orders, messages,), to the concerned Flight Data Manager Publisher for partial contribution..

Agents in this role are typically ATSUs that will or may be affected by the flight in question in the future.

**Source:** EUROCAE ED 133;

**Status:** Approved

## 2.641 FlightDataManagerPublisher

A Flight Object Management role that has the following responsibilities: - Collects operationally agreed changes on one or more subset (Topic) of Flight Object from contributors. - Updates the value of the changed Topics of Flight Object, being responsible for the consistency of Flight Object Publishes the Flight Object to the subscribed partners Entitlement to hold the reference value of the Flight Object, and responsibility for publishing this reference value as the FO.

The agent in this role is typically the agent operationally responsible for the flight

**Source:** SESAR;

**Status:** Proposed

## 2.642 FlightDeck

Term encompassing the flight crew and/or aircraft systems.

**Source:** ICAO Doc 9854;

**Status:** Approved

## 2.643 FlightDesignator

Identifier of one or several consecutive IATA flight leg(s) operated by an airline.

**Source:** SESAR;

**Status:** Proposed

## 2.644 FlightDesignatorSuffix

Complementary character used to distinguish between two flights with the same IATA flight number and airline designator.

**Source:** SESAR;

**Status:** Proposed

## 2.645 FlightEnvelope

The range of airspeeds, altitudes and normal load factors at which the aircraft can (safely) operate.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved

## 2.646 FlightExecution

The ATM phase capturing the collaborative ATM activities that typically occurring on the day of operations. From a Trajectory perspective, this is marked by the use of the reference Business Trajectory.

**Source:** SESAR;  
**Status:** Proposed

## 2.647 FlightInformationCentre

A unit established to provide flight information service and alerting service.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2; ICAO Annex 3;  
**Status:** Approved

## 2.648 FlightInformationRegion

An airspace of defined dimensions within which flight information service and alerting service are provided.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2; ICAO Annex 3; ICAO Annex 4;  
**Status:** Approved  
**Abbreviations:** FIR

## 2.649 FlightInformationService

A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

**Source:** ICAO Annex 1; ICAO Annex 10; ICAO Annex 11; ICAO Annex 2;  
**Status:** Approved  
**Abbreviations:** FIS

## 2.650 FlightInMeasure

Impact of an ATFM measure on a flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.651 FlightIntent

The flight data used as the basis for planning by various ATM roles that describes the operational requirements and constraints that need to be respected by the trajectory.

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**Source:** SESAR;  
**Status:** Proposed

## 2.652 FlightIntent

The future aircraft trajectory expressed as a 4-D profile until destination (taking account of aircraft performance, weather, terrain, and ATM service constraints), calculated and "owned" by the aircraft flight management system, and agreed by the pilot.

**Source:** ICAO Doc 9854;  
**Status:** Approved

## 2.653 FlightLevel

A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals.

**Source:** ICAO Annex 1;  
**Status:** Approved

## 2.654 FlightLevelChange

A change of Flight Level during the execution of the Flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.655 FlightManagementSystem

1. An integrated system, consisting of an airborne sensor, receiver and computer with both navigation and aircraft performance databases, which provides performance and RNAV guidance to a display and automatic flight control system.
2. An on-board multi-purpose navigation, performance, and aircraft operations computer designed to provide virtual data and operational harmony between closed and open elements associated with a flight from pre-engine start and take-off, to landing and engine shut-down.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** FMS

## 2.656 FlightManual

A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.

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**Source:** ICAO Annex 6;  
**Status:** Approved

## 2.657 FlightObjectDataset

The system instance view of a flight, shared between the IOP stakeholders. Conceptually the Flight Object is intended to hold all ATM related flight data pertaining to individual flights that needs to be shared between any interested stakeholders.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved

## 2.658 FlightOperationsOfficerOrFlightDispatcher

A person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Annex 1, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.

**Source:** ICAO Annex 6;  
**Status:** Approved

## 2.659 FlightPathAlignmentPoint

A point in the same lateral plane as the LTP or FTP that is used to define the alignment of the final approach segment. For approaches aligned with the runway centreline, the FPAP is located at or beyond the opposite threshold of the runway. The delta length offset from the opposite threshold of the runway defines its location.

**Source:** ICAO Doc 8168, Vol. II, 5th Ed;  
**Status:** Approved  
**Abbreviations:** FPAP

## 2.660 FlightPerformance

The climbing and descending capabilities of the aircraft specific to the flight, taking into account the performance of the airframe that is used to operate the flight as well as any other parameters that may influence it such as engine settings and status, cost factor applied by the operator etc. The Flight Performance Data may be provided either as climb and descent performance profiles or as the total weight of aircraft as part of the 4D trajectory.

**Source:** SESAR;  
**Status:** Proposed

## 2.661 FlightPhase

A period-in-time occurrence during a Flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.662 FlightPhaseEfficiency

Environmental related information for a specific phase of a flight. Different interpretations of phase exists. From the environmental point of view, phases are defined to include pre-flight and post-flight parts of a flight. This is needed to capture fuel burn, gaseous emissions and noise from the auxiliary power unit while aircraft is at stand.

**Source:** SESAR;  
**Status:** Proposed

## 2.663 FlightPhaseEfficiencyAssessment

Assessment of the fuel efficiency for a specific flight phase.

**Source:** SESAR;  
**Status:** Proposed

## 2.664 FlightPlan

Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

**Source:** ICAO;  
**Status:** Approved  
**Synonyms:** ICAO Flight Plan, ATC Flight Plan

## 2.665 FlightPlannedRoute

The description of the trajectory of a flight as filed in a flight plan.

**Source:** SESAR;  
**Status:** Proposed

## 2.666 FlightPlanning

The ATM phase capturing the collaborative ATM activities that typically occurring prior to the day of operations. From a Trajectory perspective, this phase is marked by the use of the Shared Business Trajectory to communicated intended flight operations.

**Source:** SESAR;  
**Status:** Proposed

## 2.667 FlightPriority

The priority of the flight inside the Airspace. Priority is established through the UDPP (User Driven Prioritization Process). This priority shall exist mainly when there is an imbalance between the demand for using the airspace and the control capacity available for the airspace.

**Source:** SESAR;  
**Status:** Proposed

## 2.668 FlightRestriction

A rule meant to regulate the use of the route network, by identifying a set of flights which fulfil a combination of elementary flow conditions and either forbidding them on a particular routing or obliging them to follow one routing out of a set of mandatory alternatives.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** FlowRestriction

## 2.669 FlightRestrictionLevel

A single level or a level band associated with a flight restriction, either condition or routing element.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.670 FlightRestrictionRoute

A sequence of routing elements (points, route portions or airspace) that must/must not appear in the specified order in the flight plan of an aircraft fulfilling the conditions of the related Flight Restriction.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.671 FlightRoutingElement

An airspace, route or point that is concerned by a specified flight restriction.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.672 FlightRules

The regulations that govern all aspects of operations under which the pilot flies.

**Source:** FIXM Data Dictionary, v.1;  
**Status:** Proposed

founding members



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## 2.673 FlightRulesChange

A change of Flight Rules during the execution of the Flight.

**Source:** SESAR;

**Status:** Proposed

## 2.674 FlightSafetyDocumentsSystem

A set of interrelated documentation established by the operator, compiling and organizing information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operator's maintenance control manual.

**Source:** ICAO Annex 6;

**Status:** Approved

## 2.675 FlightScript

The flight data required as the input to the local 4D IOP trajectory prediction process; it contains the starting conditions for the trajectory calculation (e.g. 4D aircraft position), the 2D route, and the set of constraints that the flight must comply with; it also contains the coordination data agreed/in negotiation between two ATC Systems.

**Source:** SESAR;

**Status:** Proposed

## 2.676 FlightSequence

A set of flights ordered by the planned actual time of an event.

**Source:** SESAR;

**Status:** Proposed

## 2.677 FlightSuspension

An action performed on a flight as a result of an ATFM Measure

**Source:** EUROCONTROL ATFCM Operations Manual;

**Status:** Proposed

## 2.678 FlightSuspensionMessage

A message sent by the network manager suspending a flight, which thereafter should not get take-off clearance.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Synonyms:** FLS

## 2.679 FlightTypeChange

A change of flight type during the execution of the Flight.

**Source:** SESAR;

**Status:** Proposed

## 2.680 FlightUpdateMessage

Message sent by the Network Operations which supplies airports of destination with an Estimated Landing Time (ELDT). In addition to the ELDT, the FUM contains the last point in the flight plan route with the corresponding Estimated Time Over (ETO) and also a flight status. A FUM is sent for the first time at 3 hours before the ELDT. FUM updates will be sent each time a significant update of the flight occurs in ETFMS. It contains the most recent information known to the Network Operations, based upon its own flight profile calculation, flight data and radar position updates received from ATC and DPI messages concerning the flight if it is not yet airborne.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** FUM

## 2.681 FligthDataUser

A Flight Object Management role that has the following responsibilities: - Subscribes the FO - Receives the updates of the FO

**Source:** EUROCAE ED 133;

**Status:** Approved

## 2.682 FligthObjectManagementRole

A role played by an Agent in relation to information exchange using the Flight Object.

**Source:** EUROCAE ED 133;

**Status:** Approved

## 2.683 FloatingDockSite

Floating facility which can serve as a mooring place for vessels or as a floating dry dock.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.684 Flow

A pattern of traffic catching flights by origin, destination and crossings.

**Source:** SESAR;

**Status:** Proposed

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## 2.685 FlowElement

A location being either an aerodrome, a set of aerodromes, an airspace or a significant point.

**Source:** EUROCONTROL CFMU-B2B;

**Status:** Proposed

## 2.686 FlowManagementPosition

A working position established in appropriate air traffic control units to ensure the necessary interface between local ATFCM partners (i.e. ATCs, AOs and Airports) and a central management unit on matters concerning the provision of the air traffic flow and capacity management service.

**Source:** EUROCONTROL ATFCM Operations Manual;

**Status:** Proposed

**Abbreviations:** FMP

## 2.687 FlyByWaypoint

A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure.

**Source:** ICAO Doc 9713;

**Status:** Approved

## 2.688 FlyHeading

Instruction to fly on the specified heading.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.689 FlyoverWaypoint

A waypoint at which a turn is initiated in order to join the next segment of a route or procedure.

**Source:** ICAO Doc 9713;

**Status:** Approved

## 2.690 FlyTrack

Instruction to fly on the specified track.

**Source:** EUROCAE ED-133 v.1.0;

**Status:** Approved

## 2.691 FMSTrajectory

The aircraft predicted path, including time predictions at relevant location, computed by the FMS and constantly updated with the aircraft position (by reference to available navigation aids) and with pilot entries.

**Source:** SESAR;  
**Status:** Proposed

## 2.692 Fog

A suspension of very small, usually microscopic water droplets in the air, reducing visibility at the Earth's surface.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.693 Foot

The length equal to 0.304 8 metre exactly.

**Source:** ICAO Annex 5;  
**Status:** Approved  
**Abbreviations:** ft

## 2.694 Forecast

A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.

**Source:** ICAO Annex 1;  
**Status:** Approved

## 2.695 ForecastDataset

A system instance view of the predicted traffic, including repetitive flights, taking into account wind predictions, North Atlantic Track traffic predictions, airport slots, airline schedules and the traffic from a similar day in the past.

**Source:** SESAR;  
**Status:** Proposed

## 2.696 ForecastDemand

Demand estimated from initial information, such as schedules, and/or historical data.

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** ProjectedDemand

## 2.697 Formal Organisation

An organisation which is recognized in the world at large, in particular in legal jurisdiction, with associated rights and responsibilities

**Source:** W3C Organization Ontology;

**Status:** Approved

## 2.698 Formation Component

A set of airframes that belong to one Unit and are of the same type.

**Source:** SESAR;

**Status:** Proposed

## 2.699 Formation Flight

A flight consisting of more than one aircraft which, by prior arrangement between the pilots, operates as a single aircraft with regard to navigation and position reporting, as well as clearances issued by ATC.

**Source:** SESAR;

**Status:** Proposed

## 2.700 Free Routing

The ability of an Airspace User to plan/re-plan a route according to the User defined segments.

**Source:** SESAR;

**Status:** Proposed

## 2.701 Free Routing Airspace

Airspace defined laterally and vertically, allowing Free routing with a set of entry/exit features. Within this airspace, flights remain subject to air traffic control.

**Source:** SESAR;

**Status:** Proposed

## 2.702 Free Text Emergency Message

Generic message applicable in all situations when no standardised emergency of AIDC message can be applied.

**Source:** ICAO Doc 4444;

**Status:** Approved



## 2.703 FrequencyChangeInstruction

Instruction issued by air traffic control to the flight crew for the purpose of transferring control from one control unit or control position to the next.

**Source:** SESAR;  
**Status:** Proposed

## 2.704 FromGATtoOAT

A change of flight type from GAT to OAT during the execution of the Flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.705 FromGATtoOATPoint

A trajectory point at which the flight passes from GAT to OAT rules, indicating the start of a military portion of the route.

**Source:** SESAR;  
**Status:** Proposed

## 2.706 FromIFRtoVFR

A change of Flight Rules from IFR to VFR during the execution of the Flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.707 FromIFRtoVFRPoint

A trajectory point at which the flight passes from IFR to VFR rules, indicating the start of a VFR portion of the route.

**Source:** SESAR;  
**Status:** Proposed

## 2.708 FromOATtoGAT

A change of flight type from OAT to GAT during the execution of the Flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.709 FromOATtoGATPoint

A trajectory point at which the flight passes from OAT to GAT rules, indicating the end of a military portion of the route.

**Source:** SESAR;  
**Status:** Proposed

## 2.710 FromVFRtoIFR

A change of Flight Rules from VFR to IFR during the execution of the Flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.711 FromVFRtoIFRPoint

A trajectory point at which the flight passes from VFR to IFR rules, indicating the end of VFR portion of the route.

**Source:** SESAR;  
**Status:** Proposed

## 2.712 FrozenHorizon

The horizon within which no automatic swapping of flights in the sequence, and no update of landing time will occur.

**Source:** SESAR;  
**Status:** Proposed

## 2.713 Fuel

The type(s) of fuel available for aircraft and helicopters.

**Source:** AIHWG;  
**Status:** Approved  
**Synonyms:** Aviation Fuel Type

## 2.714 FuelEndurance

The estimated maximum length of time the aircraft can spend in the cruise phase of flight, determined by the amount of fuel at take-off.

**Source:** FIXM v3.0;  
**Status:** Proposed

## 2.715 FunnelCloud

Cloud formed at the core of a waterspout or tornado vortex, sometimes extending right down to the ground, caused by the reduction of pressure at the centre of the vortex.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.716 G-AIRMET

A graphical AIRMET report.

**Source:** ICAO; ICAO Annex 3;

**Status:** Approved

## 2.717 G-SIGMET

A graphical SIGMET report.

**Source:** ICAO; ICAO Annex 3;

**Status:** Approved

## 2.718 GAMET

An area forecast in abbreviated plain language for low-level flights for a flight information region or sub-area thereof, prepared by the meteorological office designated by the meteorological authority concerned and exchanged with meteorological offices in adjacent flight information regions, as agreed between the meteorological authorities concerned.

**Source:** ICAO Annex 3;

**Status:** Approved

## 2.719 GaseousEmission

The amount of emissions of a specific gaseous substance.

**Source:** SESAR;

**Status:** Proposed

## 2.720 Gate

Access to an airport terminal on the passenger side.

**Source:** SESAR;

**Status:** Proposed

## 2.721 GBASAzimuthReferencePoint

The GARP is defined to be beyond the FPAP along the procedure centreline by a fixed offset of 305 m (1 000 ft). It is used to establish the lateral deviation display limits.

**Source:** ICAO Doc 8168, Vol. II, 5th Ed;

**Status:** Approved

**Abbreviations:** GARP

## 2.722 GeneralAirTraffic

A flight conducted in accordance with the rules and procedures of ICAO.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** GAT

## 2.723 GeneralAviationOperation

An aircraft operation other than a commercial air transport operation or an aerial work operation.

**Source:** ICAO Annex 1;

**Status:** Approved

## 2.724 GeoBorder

A physical or political border.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.725 GeometricalTaxiRoute

Geometrical representation of "TaxiRoute". The geometrical route consists of Nodes and Edges.

**Source:** SESAR;

**Status:** Proposed

## 2.726 Geometry

Geometry constructs used to describe the physical shape of entities.

**Source:** SESAR;

**Status:** Proposed

## 2.727 GlidePath

A descent profile determined for vertical guidance during a final approach.

**Source:** ICAO Annex 4;

**Status:** Approved

## 2.728 GloballyUniqueFlightIdentifier

The reference of a flight that is unique for all eligible members of the global ATM Community.

**Source:** ICAO Doc 9965;  
**Status:** Approved  
**Abbreviations:** GUF

## 2.729 GlobalNavigationSatelliteSystem

A worldwide position and time determination system that includes one or more satellite constellations, aircraft receivers and system integrity monitoring, augmented as necessary to support the required navigation performance for the intended operation.

**Source:** ICAO Doc 9881;  
**Status:** Approved  
**Abbreviations:** GNSS

## 2.730 GregorianCalendar

Calendar in general use; first introduced in 1582 to define a year that more closely approximates the tropical year than the Julian calendar (ISO 19108).

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 14; ICAO Annex 15; ICAO Annex 4;  
**Status:** Approved

## 2.731 GridCell

An evaluation structure for the elevated points that comprise the dataset.

**Source:** SESAR;  
**Status:** Proposed

## 2.732 GroundAgreedTrajectory

A trajectory used by the ground systems when the trajectory has already been amended in the ground system but does not yet have been proposed to the Flight Crew.

**Source:** SESAR;  
**Status:** Proposed

## 2.733 GroundDelayProgramme

A strategic, pre-tactical, or tactical ATFM measure where aircraft are held on the ground in order to manage capacity and demand in a specific volume of airspace or at a specific airport.

**Source:** ICAO Doc 9971;  
**Status:** Approved  
**Abbreviations:** GDP

## 2.734 GroundEarthStation

An earth station in the fixed satellite service, or, in some cases, in the aeronautical mobile-satellite service, located at a specified fixed point on land to provide a feeder link for the aeronautical mobile satellite service.

**Source:** ICAO Annex 10, Vol. III, Second Edition;

**Status:** Approved

**Synonyms:** AeronauticalEarthStation

## 2.735 GroundHandling

Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.

**Source:** ICAO Annex 6;

**Status:** Approved

## 2.736 GroundLightingAvailability

Information about the operational status of a ground light.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.737 GroundLightSystem

One or more light sources located on the ground that provide visual assistance for air and ground navigation.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.738 GroundStop

A tactical ATFM measure where some selected aircraft remain on the ground.

**Source:** ICAO Doc 9971;

**Status:** Approved

**Abbreviations:** GS

## 2.739 GroundSystemTrajectory

A trajectory calculated by a ground system.

**Source:** SESAR;

**Status:** Proposed

## 2.740 GroundTrafficControlService

An ATC service provided for the purpose of: (a) preventing collisions on the manoeuvring area between aircraft and between aircraft and obstacles or vehicles; and (b) expediting and maintaining an orderly flow of aircraft operating on the manoeuvring area.

**Source:** Transport Canada;

**Status:** Proposed

**Synonyms:** Ground control

## 2.741 GuidanceLine

A line used to guide aircraft on and between airport movement areas.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.742 GuidanceLineLightSystem

The lighting system for the centreline guidance line.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.743 GuidanceLineMarking

A symbol or group of symbols displayed as the guidance line.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.744 Hail

Precipitation of either transparent, or partly or completely opaque particles of ice (hailstones), usually spheroidal, conical or irregular in form and of diameter very generally between 5 and 50 millimetres, which falls from a cloud either separately or agglomerated into irregular lumps.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.745 HandlingAgent

Ground Handler: A Ground Handler is the company or person(s) that perform ground handling.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

## 2.746 Hazard

The objects or elements that an aircraft can be separated from. These are: other aircraft, terrain, weather, wake turbulence, incompatible airspace activity and, when the aircraft is on the ground, surface vehicles and other obstructions on the apron and manoeuvring area.

**Source:** ICAO Doc 9854;

**Status:** Approved

## 2.747 Haze

Suspension in the atmosphere of extremely small, dry particles which are invisible to the naked eye but numerous enough to give the sky an opalescent appearance.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.748 HeadingChange

A change of heading during the execution of the Flight.

**Source:** SESAR;

**Status:** Proposed

## 2.749 Height

The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.

**Source:** ICAO Annex 10; ICAO Annex 11; ICAO Annex 15; ICAO Annex 2; ICAO Annex 3; ICAO Annex 4;

**Status:** Approved

**Abbreviations:** HGT

## 2.750 HelicopterAirTaxiwayAndTaxiRoute

A defined path on the surface established for the air taxiing of helicopters.

**Source:** ICAO Annex 14;

**Status:** Approved

## 2.751 HelicopterClearway

A defined area on the ground or water, selected and/or prepared as a suitable area over which a helicopter operated in performance class 1 may accelerate and achieve a specific height.

**Source:** ICAO Annex 1; ICAO Annex 14;

**Status:** Approved



## 2.752 HelicopterGroundTaxiwayAndTaxiRoute

A ground taxiway and taxi route intended for the ground movement of wheeled undercarriage helicopters.

**Source:** ICAO Annex 1; ICAO Annex 14;

**Status:** Approved

## 2.753 Helideck

A heliport located on an offshore structure such as an exploration or production platform used for the exploitation of oil or gas.

**Source:** ICAO Annex 1; ICAO Annex 14; ICAO Annex 6;

**Status:** Approved

## 2.754 Heliport

An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.

**Source:** ICAO Annex 1;

**Status:** Approved

## 2.755 Henry

The inductance of a closed circuit in which an electromotive force of 1 volt is produced when the electric current in the circuit varies uniformly at a rate of 1 ampere per second.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** H

## 2.756 Hertz

The frequency of a periodic phenomenon of which the period is 1 second.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** Hz

## 2.757 HighFrequencyDataLink

A constituent mobile subnetwork of the aeronautical telecommunication network (ATN), operating in the aeronautical mobile (R) high frequency bands. In addition, the HF DL may provide non-ATN functions, such as direct link service (DLS). The HF DL system must enable aircraft to exchange data with ground-based users.

**Source:** ICAO Annex 10, Vol. III, Second Edition;

**Status:** Approved

**Abbreviations:** HFDL

## 2.758 HighLevelAirspacePolicyBody

The organization responsible for coordinating ARES with NM, creating ARES according to the VPA principle, associated route network and management rules of the ARES, and publishing ARES in national AIP.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** HLAPB

## 2.759 HoldAtPositionAsPublishedMaintainLevel

Instruction to enter a holding pattern with the published characteristics at the specified position and level.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.760 HoldEntryPoint

The point at which the flight is expected to enter into planned holding.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Entry of hold

## 2.761 HoldExitPoint

The point at which the flight is expected to exit from planned holding.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Exit of hold

## 2.762 HoldingArea

A defined area within which aircraft performs an en-route or approach holding.

**Source:** SESAR;

**Status:** Proposed

## 2.763 HoldingAssessment

The geometry of surfaces that define altitude levels and the structure of an area used to evaluate obstacles for determining holding patterns.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.764 HoldingBay

A defined area where aircraft can be held, or bypassed, to facilitate efficient surface movement of aircraft.

**Source:** ICAO Annex 14;  
**Status:** Approved  
**Synonyms:** Holding

## 2.765 HoldingFix

A geographical location that serves as a reference for a holding procedure.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.766 HoldingProcedure

A predetermined manoeuvre which keeps an aircraft within a specified airspace while awaiting further clearance.

**Source:** ICAO Annex 4;  
**Status:** Approved  
**Synonyms:** HoldingPattern

## 2.767 HoldingUse

The usage of the holding procedure on a segment.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.768 HorizontalFlightEfficiencyAssessment

A metric that compares the real trajectory and the great circle distance trajectory of the en-route part of flight, between the departure and arrival areas.

**Source:** SESAR;  
**Status:** Proposed

## 2.769 HorizontalFlightEfficiencyAssessmentCriterion

A criterion for the Horizontal Flight Efficiency Assessment, such as: - The assessment area - The emissions model - The trajectory generator model - The meteorological observation - The emissions pollutants (gaseous and particles).

**Source:** SESAR;  
**Status:** Proposed

## 2.770 HorizontalFlightEfficiencyAssessmentOutput

The output of the Horizontal Flight Efficiency Assessment is: - Great circle distance trajectory - Fuel burn efficiency - Gaseous emissions inefficiency - Distance inefficiency

**Source:** SESAR;  
**Status:** Proposed

## 2.771 HorizontalFlightEfficiencySubjectOfAssessment

The subject for the assessment are flights.

**Source:** SESAR;  
**Status:** Proposed

## 2.772 HorizontalVisibility

An aggregation of horizontal visibility conditions typically reported together at an aerodrome, including the prevailing visibility and minimum visibility.

**Source:** ICAO IWXXM;  
**Status:** Approved

## 2.773 IATAAircraftTypeCode

IATA code used to identify the aircraft type.

**Source:** SESAR;  
**Status:** Proposed

## 2.774 IATAFlightNumber

Number used in conjunction with the airline designator in order to build the flight designator.

**Source:** SESAR;  
**Status:** Proposed

## 2.775 IATALocationIdentifier

A unique three-letter code assigned by IATA in order to identify an airport.

**Source:** SESAR;  
**Status:** Proposed

## 2.776 IATAUniqueFlightIdentifier

A composed key whose fields together define a unique IATA flight leg.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** UFI

## 2.777 ICAOAircraftAddress

The unique 24-bits address of the aircraft allocated by the registering authority of the State within which the aircraft is registered.

**Source:** EUROCAE ED-133 v.1.0;

**Status:** Approved

**Synonyms:** 24-Bits Address

## 2.778 ICAOAircraftCategory

Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.

**Source:** ICAO Annex 1;

**Status:** Approved

## 2.779 ICAOAircraftClassification

Classification of aircraft based on 1.3 times stall speed in landing configuration at certified maximum landing mass.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.780 ICAOAircraftTypeCode

ICAO code used to identify the aircraft type.

**Source:** SESAR;

**Status:** Proposed

## 2.781 ICAOEngineType

The ICAO engine type designator

**Source:** SESAR;

**Status:** Proposed

## 2.782 ICAOFlightID

Flight identification structure based on usual ICAO fields present in the Flight Plan.

**Source:** SESAR;  
**Status:** Proposed

## 2.783 IceCrystals

Any one of a number of macroscopic crystalline forms of ice including hexagonal columns and platelets, dendritic crystals, ice needles and their combinations.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.784 IcePellets

Precipitation of transparent particles of ice which are spherical or irregular, rarely conical, and which have a diameter of 5 mm or less.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.785 Icing

Formation of ice, rime, or hoarfrost on an aircraft in flight.

**Source:** EUROCONTROL-FAA WXXM v.1.1;  
**Status:** Approved

## 2.786 IFPLIdentifier

A unique flight plan identifier allocated by the IFPS.

**Source:** EUROCAE ED-133 v.1.0;  
**Status:** Approved

## 2.787 ILSGlidepath

A component of an ILS consisting of a UHF transmitter radiating signals and providing a straight line descent path in the vertical plane containing the centre line of the runway served by the ILS, and thereby furnishing descent information down to the lowest authorized decision height or to the surface of a runway, depending on the Facility Performance Category of the ILS.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.788 Imbalance

An occurrence when the traffic demand exceeds the available capacity.

**Source:** SESAR;  
**Status:** Proposed

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## 2.789 ImprovedOATFlightPlan

A flight plan based on the ICAO 2012 FPL format, improved with initial Mission Trajectory data and harmonised military information items, managed centrally at European level and filed by military organisations operating IFR in European airspace.

**Source:** SESAR;  
**Status:** Proposed

## 2.790 InBlock

The arrival of the aircraft at its parking position.

**Source:** SESAR;  
**Status:** Proposed

## 2.791 InBlockTime

The time that an aircraft arrives in-blocks.

**Source:** SESAR;  
**Status:** Proposed

## 2.792 InboundClearance

Authorization for an aircraft to proceed under conditions specified by an air traffic control unit. This clearance includes the STAR and Approach to be flown.

**Source:** SESAR;  
**Status:** Proposed

## 2.793 InCloudTurbulence

Upper-atmospheric turbulence encountered by an aircraft when flying through a cloud.

**Source:** SESAR;  
**Status:** Proposed

## 2.794 IncreaseSpeedToSpeed

Instruction that the present speed is to be increased to the specified speed and maintained until further advised.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.795 IncreaseSpeedToSpeedOrGreater

Instruction that the present speed is to be increased to the specified speed or greater, and maintained at or above the specified speed until further advised.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.796 IndicatedAirspeed

The uncorrected reading on the airspeed indicator.

**Source:** ICAO Doc 9426;

**Status:** Approved

**Abbreviations:** IAS

## 2.797 IndicatorAndSignalingDevice

Indicator enabling visual communication to a pilot, in particular in case of two ways communications failure, of some information important for landing (wind direction, runway in use direction).

**Source:** ICAO Annex 14;

**Status:** Approved

## 2.798 InformationService

A service that consists in the provision of aeronautical, meteorological, traffic and related information to aircraft crew and other actors involved in flight operations, in flight or on the ground.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.799 InfrastructurePointUsage

The usage of a point when describing the Airspace or Base Infrastructure.

**Source:** SESAR;

**Status:** Proposed

## 2.800 InitialApproachFix

A fix that marks the beginning of the initial segment and the end of the arrival segment, if applicable.

**Source:** ICAO Doc 8168, Vol. I, 5th Ed;

**Status:** Approved

**Abbreviations:** IAF



## 2.801 Initial Approach Segment

That segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or, where applicable, the final approach fix or point.

**Source:** ICAO Annex 4;

**Status:** Approved

## 2.802 Initial Condition

Data typically transmitted by the aircraft concerning its current state (current position, current mass, etc) given as initial input to the Trajectory Predictor.

**Source:** SESAR;

**Status:** Proposed

## 2.803 Initial Landing Sequence

The order in which two or more aircraft are initially (i.e. without considering constraints) planned to land, i.e. the order by ELDT.

**Source:** SESAR;

**Status:** Proposed

## 2.804 Initial Leg

A segment leg designed in accordance with the rules for initial segments.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.805 Initial Metering Fix

A point on a route at which flights can be pre-sequenced for an arrival-managed airport.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** IMP

## 2.806 Initial Metering Fix Sequence

The order in which two or more aircraft are planned to fly over an Initial Metering Fix, i.e. the ordering by TTOIM.

**Source:** SESAR;

**Status:** Proposed

## 2.807 InitialMeteringHorizon

The horizon where aircraft are given a target time for the Initial Metering Point

**Source:** SESAR;

**Status:** Proposed

## 2.808 InitialPredictionPoint

The initial point at which a prediction was made.

**Source:** SESAR;

**Status:** Proposed

## 2.809 InitialReferenceBusinessTrajectory

The Reference Business Trajectory which does not contain in step 1 all the necessary elements to enable the full implementation of Trajectory Based Operation that will be in use during step 2, among others ground routing is not an integrated part of the iRBT.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** iRBT

## 2.810 InitialReferenceMissionTrajectory

The Reference Mission Trajectory which does not contain in step 1 all the necessary elements to enable the full implementation of Trajectory Based Operation that will be in use during step 2, among others ground routing is not an integrated part of the iRMT.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** iRMT

## 2.811 InitialSharedBusinessTrajectory

The Shared Business Trajectory which does not contain in step 1 all the necessary elements to enable the full implementation of Trajectory Based Operation that will be in use during step 2, among others ground routing is not an integrated part of the iSBT.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** iSBT

## 2.812 InitialSharedMissionTrajectory

The Shared Mission Trajectory which does not contain in step 1 all the necessary elements to enable the full implementation of Trajectory Based Operation that will be in use during step 2, among others ground routing is not an integrated part of the iSMT.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** iSMT

## 2.813 Instant

The 0-dimensional primitive in time, equivalent to a point in space. An instant occupies a single temporal position in a given temporal reference system.

**Source:** ISO 19108:2002;

**Status:** Approved

## 2.814 InstrumentApproachProcedure

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.

**Source:** ICAO; ICAO Annex 2; ICAO Annex 4;

**Status:** Approved

**Abbreviations:** IAP

## 2.815 InstrumentFlightRules

A set of rules governing the conduct of flight under instrument meteorological conditions.

**Source:** ICAO Doc 9426;

**Status:** Approved

**Abbreviations:** IFR

## 2.816 InstrumentLandingSystem

A combination of radio navigation services intended to facilitate aircraft in landing by providing lateral and vertical guidance including indications of distance from the optimum point of landing.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** ILS

## 2.817 Integrated Aeronautical Information Package

A package which consists of the following elements: - AIP, including amendment service; - Supplements to the AIP; - NOTAM and PIB; - AIC; and - checklists and lists of valid NOTAM.

**Source:** ICAO Annex 15;

**Status:** Approved

## 2.818 Integrity

A degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 14; ICAO Annex 15;

**Status:** Approved

## 2.819 Intermediate Approach Segment

That segment of an instrument approach procedure between either the intermediate approach fix and the final approach fix or point, or between the end of a reversal, racetrack or dead reckoning track procedure and the final approach fix or point, as appropriate.

**Source:** ICAO Annex 4;

**Status:** Approved

## 2.820 Intermediate Fix

A fix that marks the end of an initial segment and the beginning of the intermediate segment.

**Source:** ICAO Doc 8168, Vol. I, 5th Ed;

**Status:** Approved

**Abbreviations:** IF

## 2.821 Intermediate Leg

A segment leg designed in accordance with the rules for intermediate segments.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.822 International NOTAM Office

An office designated by a State for the exchange of NOTAM internationally.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 15;

**Status:** Approved

**Abbreviations:** NOF

## 2.823 International Operating Agency

An agency of the kind contemplated in Article 77 of the Convention.

**Source:** ICAO Annex 7;

**Status:** Approved

## 2.824 Intersection

A geographical location expressed as radials, bearings and/or distances from points.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.825 Joule

The work done when the point of application of a force of 1 newton is displaced a distance of 1 metre in the direction of the force.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** J

## 2.826 Kelvin

A unit of thermodynamic temperature which is the fraction  $1/273.16$  of the thermodynamic temperature of the triple point of water.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** K

## 2.827 Kilogram

The unit of mass equal to the mass of the international prototype of the kilogram.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** kg

## 2.828 Knot

The speed equal to 1 nautical mile per hour.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** kt

## 2.829 Land And Hold Short Operations Marking

Marking used for Land and Hold Short Operations (LAHSO).

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**Source:** SESAR;  
**Status:** Proposed

## 2.830 Landing

Event in which an aircraft touches down.

**Source:** SESAR;  
**Status:** Proposed

## 2.831 LandingAndTakeoffFlightPhases

The LTO flight phases are composed by the Take-off, Landing, Climb Out, Approach, Taxi in, and Taxi Out. For Emissions impact assessments, the LTO phases are commonly associated to flight levels under FL30.

**Source:** ICAO Annex 16;  
**Status:** Approved

## 2.832 LandingClearance

Authorization for an aircraft to proceed with the landing at a certain arrival airport under conditions specified by an air traffic control unit.

**Source:** SESAR;  
**Status:** Proposed

## 2.833 LandingDistanceAvailable

The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

**Source:** ICAO Annex 14;  
**Status:** Approved  
**Abbreviations:** LDA

## 2.834 LandingDistanceAvailableForHelicopter

The length of the FATO plus any additional area declared available and suitable for helicopters to complete the landing manoeuvre from a defined height.

**Source:** ICAO Annex 14;  
**Status:** Approved  
**Abbreviations:** LDAH

## 2.835 LandingPhase

The phase of flight from the point of transition from nose-low to nose-up attitude, immediately before landing (flare), through touchdown and until aircraft exits landing runway or comes to a stop, whichever occurs first.

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**Source:** ICAO ADREP 2000;  
**Status:** Approved

## 2.836 LandingRate

The number of aircraft allowed to approach the Active Runway Configuration per hour, taking all operational constraints into account.

**Source:** SESAR;  
**Status:** Proposed

## 2.837 LandingRoll

The phase of flight from touchdown until the aircraft exits the landing runway or comes to a stop, whichever occurs first.

**Source:** ICAO ADREP 2000;  
**Status:** Approved

## 2.838 LandingSequence

The order in which two or more aircraft are planned to land taking into account ATM constraints.

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** ArrivalSequence

## 2.839 LandingSequencing

Descriptors of the flight status in the arrival management process.

**Source:** SESAR;  
**Status:** Proposed

## 2.840 LandingThresholdPoint

The LTP is a point over which the glide path passes at a relative height specified by the reference datum height. It is defined by the WGS-84 latitude, longitude and ellipsoid height. The LTP is normally located at the intersection of the runway centreline and threshold.

**Source:** ICAO Doc 8168, Vol. II, 5th Ed;  
**Status:** Approved  
**Abbreviations:** LTP

## 2.841 LandingTime

Time at which an aircraft touches down.

**Source:** SESAR;  
**Status:** Proposed

## 2.842 LateralConstraint

A restriction brought to the lateral component of the trajectory of an aircraft.

**Source:** SESAR;  
**Status:** Proposed

## 2.843 LateralSeparationMinima

The minimum distance (plus buffer) between intended routes of the aircraft being separated.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.844 LetterOfAgreement

Document defining coordination procedures to be applied between two Air Traffic Service Units when providing Air Traffic Control Services

**Source:** FOIPS;  
**Status:** Proposed

## 2.845 Level

A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2; ICAO Annex 3; ICAO Annex 4;  
**Status:** Approved  
**Abbreviations:** LVL

## 2.846 LevelConstraint

A constraint defined by an objective to set the cleared flight level for the flight. This constraint can be: - A Cleared Flight Level. The category is "executive". - A Requested Flight Level. The category is "planning" - An En-route Cruise Level. The category is "flight\_plan".

**Source:** EUROCAE ED-133 v.1.0;  
**Status:** Approved

## 2.847 LevelOffTouchdown

The phase of flight from the point of transition from nose-low to nose-up attitude, just before landing, until touchdown.

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**Source:** ICAO ADREP 2000;  
**Status:** Approved

## 2.848 Licensing Authority

The Authority designated by a Contracting State as responsible for the licensing of personnel.

**Source:** ICAO Annex 1;  
**Status:** Approved

## 2.849 Light Activation

The status and the intensity of an airborne controlled lighting system when activated by the pilot.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.850 Light Element

An elementary light source, part of a lighting system.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.851 Lightning

Luminous manifestation accompanying a sudden electrical discharge which takes place from or inside a cloud or, less often, from high structures on the ground or from mountains.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.852 Light Status

The operational status of the light(s).

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.853 Line

A connected sequence of points.

**Source:** ICAO Doc 9881;  
**Status:** Approved

## 2.854 LineUpInstruction

Instruction to align the aircraft and runway longitudinal axes before take-off. The time when this instruction is provided is dependant on the departing sequence (synchronisation).

**Source:** SESAR;  
**Status:** Proposed

## 2.855 Litre

A unit of volume restricted to the measurement of liquids and gases which is equal to 1 cubic decimetre.

**Source:** ICAO Annex 5;  
**Status:** Approved  
**Abbreviations:** L

## 2.856 LocalAirQualityAssessment

The local air quality assessment identifies the environmental impact assessment for airport emissions: it is the set of proceedings to evaluate the fuel burn, the gaseous and particle emissions resulting from a set of flight movements.

**Source:** SESAR;  
**Status:** Proposed

## 2.857 LocalAirQualityAssessmentCriterion

The criteria for the local air quality assessment are: - The impacted area (meteorological observations, aerodrome characteristics, assessment grid) - The atmosphere model - The emissions model - The dispersion model - The emissions pollutants (gaseous, particles)

**Source:** SESAR;  
**Status:** Proposed

## 2.858 LocalAirQualityAssessmentOutput

The outputs of the advanced local air quality assessment are: - Aircraft emissions inventories - Airport emissions inventories - Airport emissions dispersion - Gaseous emissions - Particles emissions

**Source:** SESAR;  
**Status:** Proposed

## 2.859 LocalAirQualitySubjectOfAssessment

The subject for advanced assessment of local air quality is a set of flight movements. In addition the number of movements, a comprehensive set of aspects related to flights are used as input for the analysis.

**Source:** SESAR;  
**Status:** Proposed

## 2.860 LocalCapacityManagement

Forecast and plan network resources and capabilities activities.

**Source:** SESAR;  
**Status:** Proposed

## 2.861 Localizer

A component of an ILS consisting of a VHF transmitter, radiating signals in the direction served by the ILS, to provide a straight line descent path in the vertical plane containing the centre line of the runway.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** Instrument Landing System Localizer

## 2.862 LocalOrSubRegionalAirspaceManagement

Set of airspace allocation activities for the airspace organization and management.

**Source:** SESAR;  
**Status:** Proposed

## 2.863 LocalOrSubRegionalNetworkManagement

Set of DCB/dDCB, airspace management and crisis activities.

**Source:** SESAR;  
**Status:** Proposed

## 2.864 LocalReport

Local report message being routine or special.

**Source:** EUROCONTROL-FAA WXXM v.1.1;  
**Status:** Approved

## 2.865 Location

An office or other premises at which the organization is located.

**Source:** W3C Organization Ontology;  
**Status:** Approved

## 2.866 LocationIndicator

A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the location of an aeronautical fixed station.

**Source:** ICAO Annex 1; ICAO Annex 10;  
**Status:** Approved

## 2.867 LogicalAcknowledgementMessage

A message transmitted by the computer of the accepting unit to indicate that a current flight plan or estimate message has been received and processed up to the point where the operational content will be received by the appropriate controller.

This message shall only be used between ATC computers.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.868 LongitudinalSeparationMinima

The minimum spacing between the estimated positions of the aircraft being separated. The spacing may be based on time or distance.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.869 LongTermPlanning

The stakeholder specific period of time during which the operational activities are planned on a granularity of years and months.

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** Strategic Planning Phase (ATFCM)

## 2.870 LowVisibilityConditions

An occurrence at an aerodrome when the visibility is below a given threshold.

**Source:** SESAR;  
**Status:** Proposed

## 2.871 LowVisibilityProcedure

A procedure applied at an aerodrome for the purpose of ensuring safe operations during Category II and III approaches and Low Visibility Take-offs.

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**Source:** EUROCONTROL ATFCM Operations Manual;

**Status:** Proposed

**Abbreviations:** LVP

## 2.872 Low Visibility Regulation

An ATFCM measure implemented in case Low Visibility Operations require a minimum runway visual range.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** RVR Regulation

## 2.873 LTO Cycle

The thrust settings to be used when making emissions and smoke measurements and the time to be used for each mode in the subsequent calculations of gaseous emissions.

**Source:** ICAO Annex 16, Vol. II, Third Edition;

**Status:** Approved

## 2.874 LTO Emissions Index

The index for emission of a specific gas from an engine for a specific LTO phase. Based on the ICAO Engine Exhaust Emissions Data Bank.

**Source:** SESAR;

**Status:** Proposed

## 2.875 LTO Fuel Flow Index

The index for fuel flow for an engine for a specific LTO phase. Based on the ICAO Engine Exhaust Emissions Data Bank.

**Source:** ICAO Annex 16, Vol. II, Third Edition;

**Status:** Approved

## 2.876 LTO Index

The engine LTO indices are provided by the ICAO emissions databank, and can be reused for both en-route and LTO flight phases.

**Source:** ICAO Annex 16, Vol. II, Third Edition;

**Status:** Approved

## 2.877 LTO Time

The time spent by the aircraft during each LTO phase of the flight.

**Source:** ICAO Annex 16, Vol. II, Third Edition;  
**Status:** Approved

## 2.878 Lumen

The luminous flux emitted in a solid angle of 1 steradian by a point source having a uniform intensity of 1 candela.

**Source:** ICAO Annex 5;  
**Status:** Approved  
**Abbreviations:** lm

## 2.879 MACMessage

An OLDI coordination message used to indicate to the receiving unit that the coordination or notification previously effected for a flight is being abrogated

**Source:** EUROCONTROL Specification for On-Line Data Interchange (OLDI) Edition 4.2 (2010);  
**Status:** Approved

## 2.880 MaintainLevel

Instruction to maintain the specified level.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.881 MaintainSpeed

Instruction that the specified speed is to be maintained.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.882 MaintainSpeedOrGreater

Instruction that the specified speed or a greater speed is to be maintained.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.883 MaintainSpeedOrLess

Instruction that the specified speed or a lesser speed is to be maintained.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.884 ManagedAirspace

Airspace in which all traffic and its intent is known to the Air Traffic System.

**Source:** SESAR;  
**Status:** Proposed

## 2.885 ManoeuvringArea

That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 14;  
**Status:** Approved

## 2.886 ManoeuvringAreaAvailability

Information about the operational status of the manoeuvring area elements.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.887 ManoeuvringAreaInadequacy

A particular inadequacy about a manoeuvring area, such as missing information about a runway closure.

**Source:** SESAR;  
**Status:** Proposed

## 2.888 ManoeuvringAreaUsage

A rule governing the usage of the manoeuvring area element.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.889 ManufacturerConfiguration

Predefined aircraft configuration specified and delivered by the manufacturer of the aircraft or aircraft equipment(s).

**Source:** SESAR;  
**Status:** Proposed

## 2.890 MarkerBeacon

A radio navigation service identifying a particular location in space by means of a 75 megahertz (MHz) transmitter which transmits a directional signal to be received by aircraft flying overhead.

**Source:** Aeronautical Information Feature Data Dictionary (AIFDD);  
**Status:** Approved  
**Synonyms:** Marker Radio Beacon  
**Abbreviations:** MKR

## 2.891 Marking

A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 14; ICAO Annex 4;  
**Status:** Approved  
**Synonyms:** Aerodrome Markings

## 2.892 MarkingBuoy

A floating object moored to the bottom in a particular place, as an aid to navigation or for other specific purposes.

**Source:** DGIWG;  
**Status:** Proposed

## 2.893 MarkingElement

A symbol displayed on an aerodrome surface in order to convey aeronautical information.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.894 MatterEmission

The emanation of gas or particle pollutants due to the operation of aircraft.

**Source:** SESAR;  
**Status:** Proposed

## 2.895 MaximumTakeOffWeight

The maximum weight at which the aircraft is certified for take-off due to structural or other limits.

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** Maximum Take-off Mass, Maximum mass  
**Abbreviations:** MTOW



## 2.896 MaximumValue

The maximum value of the sound level at time t during a period, using the slow setting.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** LAm<sub>ax</sub>

## 2.897 MCDMCoordination

Coordination, in the context of Measure Collaborative Decision Making, for an ATFM measure or an action on a flight.

**Source:** SESAR;

**Status:** Proposed

## 2.898 MCDMCoordinationActor

**Source:** SESAR;

**Status:** Proposed

## 2.899 MCDMCoordinationUserCategoryInvolvement

The involvement of an organisation within an MCDM Coordination for an ATFM measure.

**Source:** EUROCONTROL CFMU-B2B;

**Status:** Proposed

## 2.900 MeanSeaLevel

The average location of the interface between the ocean and the atmosphere, over a period of time sufficiently long so that all random and periodic variations of short duration average to zero.

**Source:** ICAO Doc 9881;

**Status:** Approved

**Abbreviations:** MSL

## 2.901 MediumTermPlanning

The stakeholder specific period of time during which the operational activities are planned on a granularity of weeks and days.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Pre Tactical Planning Phase (ATFCM)

## 2.902 Membership

The nature of the membership of the agent.

**Source:** W3C Organization Ontology;

**Status:** Approved

## 2.903 METAR

Aerodrome report on routine observations for dissemination beyond the aerodrome of origin.

**Source:** ICAO; ICAO Annex 3;

**Status:** Approved

## 2.904 MeteorologicalAuthority

The authority providing or arranging for the provision of meteorological service for international air navigation on behalf of a Contracting State.

**Source:** ICAO; ICAO Annex 3;

**Status:** Approved

## 2.905 MeteorologicalForecast

A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.

**Source:** ICAO; ICAO Annex 3;

**Status:** Approved

## 2.906 MeteorologicalObservation

The evaluation of one or more meteorological elements.

**Source:** ICAO; ICAO Annex 3;

**Status:** Approved

## 2.907 MeteorologicalOffice

An office designated to provide meteorological service for international air navigation.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 3;

**Status:** Approved

## 2.908 MeteorologicalReport

A statement of observed meteorological conditions related to a specified time and location.

**Source:** ICAO; ICAO Annex 3;  
**Status:** Approved

## 2.909 Meteorological Watch Office

An office designated to provide information concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations within its specified area of responsibility.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 3;  
**Status:** Approved  
**Abbreviations:** MWO

## 2.910 Metering Fix

A reference point over which traffic is metered, i.e measured and/or spaced in time.

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** Metering Point, CTA Point  
**Abbreviations:** MP

## 2.911 Metering Fix Sequence

The order in which two or more aircraft are planned to fly over an Metering Fix, i.e. the ordering by TTOM.

**Source:** SESAR;  
**Status:** Proposed

## 2.912 Metering Horizon

The horizon where aircraft are given a target time for the Metering Point

**Source:** SESAR;  
**Status:** Proposed

## 2.913 Metre

The distance travelled by light in a vacuum during 1/299 792 458 of a second.

**Source:** ICAO Annex 5;  
**Status:** Approved  
**Abbreviations:** m

## 2.914 METREPORT

Local report on routine observations for dissemination at the aerodrome of origin.

**Source:** ICAO Annex 3;  
**Status:** Approved

## 2.915 MicrowaveLandingSystem

A precision approach and landing guidance system operating in the microwave spectrum, which provides position information and various ground-to-air data.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** MLS

## 2.916 MilesInTrail

A tactical ATFM measure expressed as the number of miles required between aircraft (in addition to the minimum longitudinal requirements) to meet a specific criterion which may be separation, airport, fix, altitude, sector or route specific.

**Source:** ICAO Doc 9971;  
**Status:** Approved  
**Abbreviations:** MIT

## 2.917 MilitaryAircraftCallsign

The aircraft callsign for a military aircraft.

**Source:** SESAR;  
**Status:** Proposed

## 2.918 MilitaryAirspaceUser

Airspace User under the authority of a military organisation.

**Source:** SESAR;  
**Status:** Proposed

## 2.919 MilitaryAuthority

The military authority designated by the State.

**Source:** SESAR;  
**Status:** Proposed

## 2.920 MilitaryFlight

Operations of the armed forces other than those for remuneration which should be covered under public transport operations.

**Source:** ICAO ADREP 2000;  
**Status:** Approved

## 2.921 MilitaryFlightActivity

Action or movement performed by an aircraft or a group of aircraft used in military service which may pose a threat to civil aircraft and which should be coordinated with ATS authorities.

**Source:** SESAR;  
**Status:** Proposed

## 2.922 MilitaryRPASOperation

Operation of the armed forces performed by an unmanned aerial vehicle.

**Source:** SESAR;  
**Status:** Proposed

## 2.923 MilitaryTrainingRouteBuffer

A control area or portion thereof, established in the form of a corridor around a military training route in order to protect it from other traffic.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.924 MilitaryVariableProfileArea

A modular temporary airspace structure and reserved area introduced in order to enable sub-divisions, new areas or revised airspace requirements closer to air bases (60NM radius) and to define airspace scenarios to all geographical levels.

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** Variable Profile Area  
**Abbreviations:** MVPA

## 2.925 Minima

Vertical and horizontal visual minima for a procedure segment conditions such as aircraft category, navigation equipment usage, procedure type, altimeter, etc.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.926 MinimumDepartureIntervals

A tactical ATFM measure carried out when ATC sets a departure flow rate of, for example, 3 minutes between successive departures.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** MDIs

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## 2.927 MinimumDescentAltitude

A specified altitude in a non-precision approach or circling approach below which descent must not be made without the required visual reference.

**Source:** ICAO Annex 6;

**Status:** Approved

**Abbreviations:** MDA

## 2.928 MinimumDescentHeight

A specified height in a non-precision approach or circling approach below which descent must not be made without the required visual reference.

**Source:** ICAO Annex 6;

**Status:** Approved

**Abbreviations:** MDH

## 2.929 MinimumEnRouteAltitude

The altitude for an en-route segment that provides adequate reception of relevant navigation facilities and ATS communications, complies with the airspace structure and provides the required obstacle clearance.

**Source:** ICAO Annex 1; ICAO Annex 15; ICAO Annex 4;

**Status:** Approved

**Abbreviations:** MEA

## 2.930 MinimumObstacleClearanceAltitude

The minimum altitude for a defined segment of flight that provides the required obstacle clearance.

**Source:** ICAO Annex 1; ICAO Annex 15; ICAO Annex 4;

**Status:** Approved

**Abbreviations:** MOCA

## 2.931 MinimumSectorAltitude

The lowest altitude which may be used which will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an area contained within a sector of a circle of 46 km (25 NM) radius centred on a radio aid to navigation.

**Source:** ICAO;

**Status:** Approved

**Abbreviations:** MSA

## 2.932 MinimumTurnaroundTime

The minimum turn-round time agreed with an AO/GH (aircraft operator/ground handler) for a specified flight or aircraft type.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** MTTT

## 2.933 MinutesInTrail

A tactical ATFM measure expressed as the number of minutes required between successive aircraft.

**Source:** ICAO Doc 9971;

**Status:** Approved

**Abbreviations:** MINIT

## 2.934 MissedApproachHoldingFix

A fix used in RNAV applications that marks the end of the missed approach segment and the centre point for the missed approach holding.

**Source:** ICAO Doc 8168, Vol. I, 5th Ed;

**Status:** Approved

**Abbreviations:** MAHF

## 2.935 MissedApproachLeg

A segment leg designed in accordance with the rules for missed approach segments.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.936 MissedApproachPoint

That point in an instrument approach procedure at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.

**Source:** ICAO Annex 4;

**Status:** Approved

**Abbreviations:** MAPT

## 2.937 MissedApproachProcedure

The procedure to be followed if the approach cannot be continued.

**Source:** ICAO Annex 4;

**Status:** Approved

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## 2.938 Mission

Operation carried out by an aircraft or a group of aircraft used in military service.

**Source:** SESAR;

**Status:** Proposed

## 2.939 MissionDevelopmentTrajectory

The trajectory initially planned by the military airspace user to be shared with the wider aviation community only once the corporate plans are sufficiently mature.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** MDT

## 2.940 MissionTrajectory

A trajectory enriched with other information that expresses the mission intentions of military and other airspace users. Mission Trajectory may additionally include specific airspace reservations when such airspace structure is needed.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** MT

## 2.941 Mist

Suspension in the air of microscopic water droplets or wet hygroscopic particles which reduce the visibility at the Earth's surface.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.942 MLSAzimuth

A component of an MLS consisting of an SHF transmitter and associated equipment, radiating signals in a volume of airspace served by the MLS, thereby furnishing azimuth indications to aircraft approaching the runway or back azimuth indications to aircraft departing from the runway or performing a missed approach procedure.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.943 MLSElevation

A component of an MLS consisting of an SHF transmitter, and associated equipment radiating signals within a volume of airspace served by the MLS, thereby furnishing elevation information as an angular value to aircraft approaching the runway.



**Source:** ICAO;  
**Status:** Approved

## 2.944 ModeSRadar

A co-operative surveillance and communication system that has been designed as an evolutionary improvement to the existing SSR system. With a Mode S radar, only one scheduled surveillance interrogation and one reply are required on every antenna scan to accurately track the aircraft. Each aircraft reply has a unique 24 bit mode S address permanently associated with the aircraft.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved

## 2.945 ModeSSubnetwork

A means of performing an interchange of digital data through the use of secondary surveillance radar (SSR) Mode S interrogators and transponders in accordance with defined protocols.

**Source:** ICAO Annex 10, Vol. III, Second Edition;  
**Status:** Approved

## 2.946 MonosensorTrack

Captures the essence of a monosensor track

**Source:** SESAR;  
**Status:** Proposed

## 2.947 MonotoringValue

The agreed number of flights accepted to enter into a reference location per rolling hour beyond which coordinated actions may be considered between the concerned parties in order to better balance the traffic load.

**Source:** EUROCONTROL ATFCM Operations Manual;  
**Status:** Proposed  
**Abbreviations:** MV

## 2.948 MorningCivilTwilight

Begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.

**Source:** SESAR;  
**Status:** Proposed

## 2.949 MostPenalisingRegulation

The ATFM regulation giving the biggest contribution to the delay of a given flight.

**Source:** SESAR;

**Status:** Proposed

## 2.950 MountainObscuration

Description of a visibility condition that is distinguished from IFR because ceilings, by definition, are described as "above ground level" (AGL). In mountainous terrain clouds can form at altitudes significantly higher than the weather reporting station and at the same time nearby mountain tops may be obscured by low visibility. In these areas the ground level can also vary greatly over a small area.

**Source:** EUROCONTROL-FAA WXXM v.1.1;

**Status:** Approved

**Abbreviations:** MTOS

## 2.951 MountainWave

Atmospheric internal gravity waves, which are periodic changes of atmospheric pressure, temperature and orthometric height in a current of air.

**Source:** ICAO Annex 3;

**Status:** Approved

## 2.952 MovementArea

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).

**Source:** ICAO; ICAO Annex 1; ICAO Annex 15;

**Status:** Approved

**Synonyms:** Aerodrome Movement Area

## 2.953 MovementDescription

Movement information associated with a phenomenon.

**Source:** EUROCONTROL-FAA WXXM v.1.1; SESAR;

**Status:** Approved

## 2.954 MovementMessage

Messages describing the intended or actual movement of aircraft based on the latest information furnished to ATS units by the pilot, the operator or its designated representative, or derived from ATS surveillance systems.

**Source:** SESAR;

**Status:** Proposed

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## 2.955 MovementPreference

Movement preferences submitted by flight planners for consideration by the TFM automation in the event that a Traffic Management Initiative becomes necessary. For example: preferring a southerly course deviation if a re-route is necessary, preferring a ground delay over a reroute for pre-departure flights, any reroute less than 120 nm or less is acceptable, etc.

**Source:** SESAR;  
**Status:** Proposed

## 2.956 MultilaterationSystem

A group of equipment configured to provide position derived from the secondary surveillance radar (SSR) transponder signals (replies or squitters) primarily using time difference of arrival (TDOA) techniques. Additional information, including identification, can be extracted from the received signals.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved

## 2.957 MultiSwap

Possibility for an AU to swap the same flight several times.

**Source:** SESAR;  
**Status:** Proposed

## 2.958 NationalityMark

A nationality symbol included in the radio call signs allocated to the State of Registry by the International Telecommunication Union.

**Source:** ICAO Annex 7;  
**Status:** Approved

## 2.959 NationalRegisteringAuthority

The authority maintaining the national register or, where appropriate, the part thereof, in which aircraft are registered.

**Source:** ICAO Annex 7;  
**Status:** Approved

## 2.960 NauticalMile

The length equal to 1 852 metres exactly.

**Source:** ICAO Annex 5;  
**Status:** Approved  
**Abbreviations:** NM

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## 2.961      **NavaidComponent**

The navigation use of a radio navigation aid as a component of the radio navigation service.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.962      **NavaidEquipmentDistance**

The distances between various runway centreline points and a radio navigation aid.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.963      **NavaidEquipmentMonitoring**

Information about the radio navigation aid monitoring.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.964      **NavaidInadequacy**

A particular inadequacy about a navaid, such as missing information about a navaid outage.

**Source:** SESAR;

**Status:** Proposed

## 2.965      **NavaidOperationalStatus**

Information about the operational status of the radio navigation aid.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.966      **NavigationAidInfrastructure**

Space-based and or ground-based navigation aids available to meet the requirements in the navigation specification.

**Source:** ICAO Doc 9613, 2nd Ed;

**Status:** Approved

## 2.967      **NavigationArea**

An area specified by sectors with altitude or procedure descent gradient limitations for omnidirectional departures or Pilot navigation area.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.968      NavigationAreaRestriction

Area that is restricted from use for a procedure.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.969      NavigationAreaSector

Subdivision of a sector to allow for different altitudes or gradients.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.970      NDB

A low or medium radio navigation service transmitting signals whereby the pilot of a suitably equipped aircraft can determine bearings, 'home in' on, and/or track to or from the station.

**Source:** Aeronautical Information Feature Data Dictionary (AIFDD);  
**Status:** Approved  
**Synonyms:** Non-Directional Radio Beacon  
**Abbreviations:** NDB

## 2.971      Negotiating4DTrajectory

A 4D trajectory proposed by airspace user or ASP as a potential agreed 4D trajectory.

**Source:** ICAO Doc 9965;  
**Status:** Approved

## 2.972      NetworkManagement

DCB activities and the traffic demand forecast and plan. It is also involved in the airspace management and crisis activities.

**Source:** SESAR;  
**Status:** Proposed

## 2.973      NetworkManagementFunction

An integrated ATM activity with the aim of ensuring optimised Network Operations and ATM service provision meeting the Network performance targets.

**Source:** SESAR;  
**Status:** Proposed

## 2.974 NetworkManager

The organization responsible for enabling the optimum use of airspace and ensure that Airspace Users can operate preferred trajectories while allowing maximum access to airspaces and air navigation services.

**Source:** SESAR;  
**Status:** Proposed

## 2.975 NetworkOperationsPlan

A set of information and actions derived and reached collaboratively both relevant to, and serving as a reference for, the management of the Pan-European network in different timeframes for all ATM stakeholders, which includes, but is not limited to, targets, objectives, how to achieve them, anticipated impact. The NOP has a dynamic and rolling lifecycle starting in the planning phases and is progressively updated up to and including the execution and post-operations phases.

**Source:** SESAR;  
**Status:** Proposed

## 2.976 NetworkStation

An aeronautical station forming part of a radiotelephony network.

**Source:** ICAO Annex 10, Vol. II, Sixth Edition;  
**Status:** Approved

## 2.977 Newton

The force which when applied to a body having a mass of 1 kilogram gives it an acceleration of 1 metre per second squared.

**Source:** ICAO Annex 5;  
**Status:** Approved  
**Abbreviations:** N

## 2.978 Night

The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.

**Source:** ICAO Annex 1; ICAO Annex 6;  
**Status:** Approved

## 2.979 Nimbostratus

Grey cloud layer, often dark, the appearance of which is rendered diffuse by more or less continuously falling rain or snow, which in most cases reaches the ground. It is thick enough throughout to blot out the Sun. Low, ragged clouds frequently occur below the layer, with which they may or may not merge.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.980 NitrogenSupply

Nitrogen supplies in aviation.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.981 NMOCDestinatedSlotMessage

A message involved in ATFCM slot allocation destined to NMOC

**Source:** SESAR;

**Status:** Proposed

## 2.982 NMOCOriginatedSlotMessage

A message involved in ATFCM slot allocation originated by NMOC

**Source:** SESAR;

**Status:** Proposed

## 2.983 NoiseCapability

The declared environmental noise impact of the aircraft.

**Source:** SESAR;

**Status:** Proposed

## 2.984 NoiseImpactAssessment

The noise impact assessment is the measurement of the impact of the air traffic on the receptors. The air traffic is provided by the NoiseImpactSubjectOfAssessment. It is modelled and assessed with the NoiseImpactAssessmentCriterion. The result is the NoiseImpactAssessmentOutput

**Source:** SESAR;

**Status:** Proposed

## 2.985 NoiseImpactAssessmentCriterion

The criteria for the Noise Impact Assessment are: - The assessment area - The noise model - The meteorological observation - The population density

**Source:** SESAR;  
**Status:** Proposed

## 2.986 NoiseImpactAssessmentOutput

The output of the Noise impact Assessment is: The noise contours, by metric and threshold; The impacted population count.

**Source:** SESAR;  
**Status:** Proposed

## 2.987 NoiseImpactSubjectOfAssessment

The subject for the assessment are flights.

**Source:** SESAR;  
**Status:** Proposed

## 2.988 NoiseMetric

The identified metrics for the assessment of Lden, SEL, N<sub>Ax</sub>, L<sub>amax</sub>.

**Source:** SESAR;  
**Status:** Proposed

## 2.989 NoiseModel

The noise model used to compute the noise levels as received within the area of interest.

**Source:** SESAR;  
**Status:** Proposed

## 2.990 NominalPreferredRoute

Preferred user route in nominal conditions (e.g. meteorological).

**Source:** SESAR;  
**Status:** Proposed

## 2.991 NonAircraftEmissionsInventory

The inventory of the location and amount of the non-aircraft emissions including ground service equipment, airport service roads, car parks and roads, and buildings.



**Source:** SESAR;  
**Status:** Proposed

## 2.992 NonMovementArea

Area where aircraft cannot be seen by a control tower and therefore are restricted to move.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.993 NonPrecisionApproachProcedure

Non-precision approach (NPA) procedure. An instrument approach procedure which utilizes lateral guidance but does not utilize vertical guidance.

**Source:** ICAO;  
**Status:** Approved

## 2.994 NonScheduledRevenueOperation

Charter flight or special flight performed for remuneration other than scheduled flight.

**Source:** ICAO ADREP 2000;  
**Status:** Approved

## 2.995 NormalOperatingZone

Airspace of defined dimensions extending to either side of an ILS localizer course and/or MLS final approach track. Only the inner half of the normal operating zone is taken into account in independent parallel approaches.

**Source:** ICAO Doc 4444;  
**Status:** Approved  
**Abbreviations:** NOZ

## 2.996 NorthAtlanticTrack

A route between Europe and North America whose exact location changes daily according to weather and traffic demands.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** NAT

## 2.997 NoSpeedRestriction

Notification that the aircraft may keep its preferred speed without restriction.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.998 NOTAM

A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

**Source:** ICAO Annex 15;  
**Status:** Approved

## 2.999 NOTAMCode

A comprehensive description of information contained in NOTAM.

**Source:** ICAO Doc 8400, 8th Ed;  
**Status:** Approved

## 2.1000 NOTAMSeriesIdentifier

The identifier of the document series, if applicable.

**Source:** SESAR;  
**Status:** Proposed

## 2.1001 NOTAMService

Provision of NOTAM service, as defined by ICAO Annex 15.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1002 NoTransgressionZone

In the context of independent parallel approaches, a corridor of airspace of defined dimensions located centrally between the two extended runway centre lines, where a penetration by an aircraft requires a controller intervention to manoeuvre any threatened aircraft on the adjacent approach.

**Source:** ICAO Doc 4444;  
**Status:** Approved  
**Abbreviations:** NTZ

## 2.1003 NumberAbove

Number of events considered as source of noise.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** NA

## 2.1004 NumberOfMovements

The number of identical operations.

**Source:** SESAR;  
**Status:** Proposed

## 2.1005 Obscuration

A weather phenomenon which reduces the visibility due to hydrometeor or lithometeor in suspension in the air.

**Source:** SESAR;  
**Status:** Proposed

## 2.1006 ObservationReport

Information concerning the evaluation of one or more meteorological elements.

**Source:** SESAR;  
**Status:** Proposed

## 2.1007 Obstacle

All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that:  
a) are located on an area intended for the surface movement of aircraft; or b) extend above a defined surface intended to protect aircraft in flight; or c) stand outside those defined surfaces and that have been assessed as being a hazard to air navigation.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 14; ICAO Annex 15; ICAO Annex 4;  
**Status:** Approved  
**Abbreviations:** OBST

## 2.1008 ObstacleArea

An area used for the purpose of collecting obstacle data, as necessary for air navigation systems or functions.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1009 ObstacleAssessmentArea

The geometry of surfaces used to define the altitude the length of a segment, holding pattern, etc., in function of the obstructions located in the area.

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**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1010 ObstacleClearanceAltitude

The lowest altitude above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria.

**Source:** ICAO Annex 4; ICAO Annex 6;  
**Status:** Approved  
**Abbreviations:** OCA

## 2.1011 ObstacleClearanceHeight

The lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria.

**Source:** ICAO Annex 4; ICAO Annex 6;  
**Status:** Approved  
**Abbreviations:** OCH

## 2.1012 ObstacleData

Obstacle data shall comprise the digital representation of the vertical and horizontal extent of the obstacle.

**Source:** SESAR;  
**Status:** Proposed

## 2.1013 ObstacleDataInadequacy

A particular inadequacy about an obstacle, such as missing information about a new obstacle seen during the flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.1014 ObstacleFreeZone

The airspace above the inner approach surface, inner transitional surfaces, and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than a low-mass and frangibly mounted one required for air navigation purposes.

**Source:** ICAO Annex 1; ICAO Annex 14; ICAO Annex 4;  
**Status:** Approved  
**Abbreviations:** OFZ

## 2.1015 ObstaclePlacement

Provides the location relative to a given point.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1016 ObstacleVisualAid

Marking and/or lighting intended to reduce hazards to aircraft by indicating the presence of obstacles.

**Source:** ICAO Annex 14, Vol. I, Fifth Edition;

**Status:** Approved

## 2.1017 Obstruction

The highest airspace, obstacle or terrain relative to a prescribed plane within a specified area.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1018 OccupancyCount

The number of aircraft within a defined location in a given instant of time.

**Source:** SESAR;

**Status:** Proposed

## 2.1019 OccupancyTrafficMonitoringValue

A set of values (peak, sustain, overload duration, duration of counting) dedicated to monitor the instantaneous density of aircraft in a sector, as represented in occupancy counts.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** OTMV

## 2.1020 OceanicClearance

The information associated with an oceanic clearance.

**Source:** FOIPS;

**Status:** Proposed

## 2.1021 OceanicRestriction

The restriction data received from the pilot by an Oceanic Control Center about some clearance previously given to the pilot.

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**Source:** FOIPS;  
**Status:** Proposed

## 2.1022 OffBlock

The departure of the aircraft from its parking position.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved

## 2.1023 OffBlockReady

Event at which all doors of an aircraft are closed and departure will be possible immediately after reception of the ATC clearance.

**Source:** SESAR;  
**Status:** Proposed

## 2.1024 OffBlockReadyTime

Time at which the aircraft is ready for Off-Block.

**Source:** SESAR;  
**Status:** Proposed

## 2.1025 OffBlockTime

Time at which the aircraft departs from its parking position.

**Source:** SESAR;  
**Status:** Proposed

## 2.1026 Offset

Linear displacement established parallel to a designated ATS route at a given distance and in a given direction from the centre line relative to the direction of flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.1027 OffsetOfRoute

Instruction to fly a parallel track to the cleared route at a displacement of the specified distance in the specified direction.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.1028 OFISMessage

A message integrating, for the purposes of broadcasting, meteorological information, information concerning radio navigation services and aerodromes.

**Source:** ICAO Annex 11;

**Status:** Approved

## 2.1029 Ohm

The electric resistance between two points of a conductor when a constant difference of potential of 1 volt, applied between these two points, produces in this conductor a current of 1 ampere, this conductor not being the source of any electromotive force.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** O

## 2.1030 Oil

The type(s) of lubricating oil available for aircraft at an aerodrome.

**Source:** AIHWG;

**Status:** Approved

**Synonyms:** Aviation Oil Type

## 2.1031 OLDIBasicMessage

A message used in coordination through ground-ground data link information exchange between ATC units in conformance with the OLDI Community Specification, chapter 6 "Basic Procedure".

**Source:** EUROCONTROL Specification for On-Line Data Interchange (OLDI) Edition 4.2 (2010);

**Status:** Approved

## 2.1032 OLDIMessage

A message used in coordination through ground-ground data link information exchange between ATC units in conformance with the OLDI Community Specification.

**Source:** SESAR;

**Status:** Proposed

## 2.1033 OnlineContact

On-line or Network information that can be used to contact the individual or organisation, including eMail address and web site page.

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**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1034 OnStandDeicing

Deicing operation that takes place before the aircraft off-block from the departure stand.

**Source:** SESAR;  
**Status:** Proposed

## 2.1035 OpenLoopInstruction

Open loop instructions are used by the Controller in time critical situations e.g. to ensure immediate separation of the aircraft versus conflicting. They correspond to the case when no indication is given as to the duration or limit of the ATC vector instruction, nor how the aircraft will re-join its initial route (e.g. heading instruction).

**Source:** SESAR;  
**Status:** Proposed

## 2.1036 OperationalAirTraffic

A flight which do not comply with the provisions stated for general air traffic and for which rules and procedures have been specified by appropriate national authorities.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** OAT

## 2.1037 OperationalDataset

The system instance view of the current traffic building on the forecast dataset and integrating the prepared regulations and other tactical updates that is used operationally for tactical DCB.

**Source:** SESAR;  
**Status:** Proposed

## 2.1038 OperationalFlightInformationService

The automatic provision of integrated messages containing meteorological information, information concerning radio navigation services and aerodromes to aircraft in flight.

Note: this concept is implicitly defined by ICAO Annex 11 chapter 4.3. but no explicit definition is given. The above wording is reverse engineered from chapter 4.3.1, ibid.



**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** OFIS

## 2.1039 OperationalFlightPlan

The operator's plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned.

**Source:** ICAO; ICAO Annex 3; ICAO Annex 6;  
**Status:** Approved

## 2.1040 OperationalPointUsage

The usage of a point when describing the Air Traffic Operations.

**Source:** SESAR;  
**Status:** Proposed

## 2.1041 OperationHorizon

A geometrical distance, flight time or set of points related to a Significant Point and used to define the geographical scope of an ATM operation. The point may, for example, be an Aerodrome Reference Point.

**Source:** SESAR;  
**Status:** Proposed

## 2.1042 OperationsManual

A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

**Source:** ICAO Annex 6;  
**Status:** Approved

## 2.1043 OperationsSpecifications

The authorizations, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual.

**Source:** ICAO Annex 6;  
**Status:** Approved

## 2.1044 Operator

A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**Source:** ICAO Annex 3;

**Status:** Approved

**Synonyms:** Aircraft Operator (Annex 9), Aircraft Operating Agency (Annex 10)

**Abbreviations:** OPR

## 2.1045 OperatorConfiguration

Aircraft configuration established by an aircraft operator for its fleet.

**Source:** SESAR;

**Status:** Proposed

## 2.1046 OperatorConstraint

Operator procedures and other specific operator information that may impact manoeuvres and clearances which they are unable to accept from ATC.

**Source:** ICAO Doc 9965;

**Status:** Approved

## 2.1047 OperatorFlightPriority

Indication of the relative priority of a flight within a group of flights for assignment of delays.

**Source:** ICAO Doc 9965;

**Status:** Approved

## 2.1048 OperatorsMaintenanceControlManual

A document which describes the operator's procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator's aircraft on time and in a controlled and satisfactory manner.

**Source:** ICAO Annex 6;

**Status:** Approved

## 2.1049 Organisation

A collection of people organized together into a community or other social, commercial or political structure. The group has some common purpose or reason for existence which goes beyond the set of people belonging to it, and can act as an agent.

**Source:** W3C Organization Ontology;

**Status:** Approved

**Synonyms:** OrganizationAuthority

## 2.1050 OrganisationAssociation

A type of hierarchical or associative relationship between two organisations showing ownership, supervision or membership.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

**Synonyms:** OrganizationAuthorityAssociation

## 2.1051 OriginFlightDate

The UTC scheduled date of departure of a flight. However, for a Multi-Leg Flight, the Origin Flight Date for each flight leg is the scheduled date of departure of the first Flight Leg in the series.

**Source:** SESAR;

**Status:** Proposed

## 2.1052 OrthometricHeight

Height of a point related to the geoid, generally presented as an MSL elevation.

**Source:** ICAO Annex 1; ICAO Annex 14; ICAO Annex 15; ICAO Annex 4;

**Status:** Approved

**Abbreviations:** H

## 2.1053 OTMVPlan

The Occupancy Traffic Monitoring Values (OTMV) to be attributed to a Traffic Volume over a given period of time.

**Source:** SESAR;

**Status:** Proposed

## 2.1054 OverArrivalPoint

The event of flying over a significant point associated with the aerodrome of arrival.

**Source:** SESAR;

**Status:** Proposed

## 2.1055 OverDelivery

An occurrence when the declared rate is exceeded by the actual number of aircraft that enter a regulated sector during a particular period.

**Source:** EUROCONTROL ATFCM Operations Manual;

**Status:** Proposed

## 2.1056 OverInitialApproachFix

The event of flying over an initial approach fix.

**Source:** SESAR;  
**Status:** Proposed

## 2.1057 OverInitialMeteringFix

The event of flying over an initial metering fix.

**Source:** SESAR;  
**Status:** Proposed

## 2.1058 Overload

An occurrence when an air traffic controller reports that he/she has had to handle more traffic than they consider it was safe to do so.

**Source:** EUROCONTROL ATFCM Operations Manual;  
**Status:** Proposed

## 2.1059 OverMeteringFix

The event of flying over a metering fix.

**Source:** SESAR;  
**Status:** Proposed

## 2.1060 OverPoint

The event of flying over a significant point.

**Source:** SESAR;  
**Status:** Proposed

## 2.1061 OxygenSupply

The type(s) of oxygen supplies available for aviation usage.

**Source:** AIHWG;  
**Status:** Approved  
**Synonyms:** Aviation Oxygen Supply Type

## 2.1062 PACMessage

An OLDI coordination message satisfying the following operational requirements: Notification and pre-departure coordination of a flight where the time of flight from departure to the COP is less than what would be required to comply with the agreed time parameters for ACT message transmission; Notification and pre-departure coordination of a flight by a local (aerodrome / approach control) unit to the next unit

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which takes control of the flight; Provide for acquisition of missing flight plan data in case of discrepancies in the initial distribution of flight plan data; Request the assignment of an SSR code from the unit to which the above notification is sent, if required.

**Source:** EUROCONTROL Specification for On-Line Data Interchange (OLDI) Edition 4.2 (2010);

**Status:** Approved

## 2.1063 ParkingConfiguration

Grouping of non-overlapping aircraft parking positions: a single ParkingConfiguration defines a way to divide the stand's area into one or more non-overlapping parking positions.

**Source:** SESAR;

**Status:** Proposed

## 2.1064 PartialDelayApportionment

The objective of delay absorption that the AMAN or EMAN sets to a given ATSU.

**Source:** EUROCAE ED-133 v.1.0;

**Status:** Approved

## 2.1065 ParticulateMatter

Particles with an aerodynamic diameter of 10 micrometres or less.

**Source:** ICAO Doc 9889;

**Status:** Approved

**Synonyms:** ParticlePollutant

## 2.1066 Passenger

A person in or on a conveyance other than its driver, pilot, or crew.

**Source:** Oxford English Dictionary;

**Status:** Approved

**Abbreviations:** PAX

## 2.1067 PassengerFlow

The embarkation and disembarkation of passengers.

**Source:** SESAR;

**Status:** Proposed

## 2.1068 PassengerLoadingBridge

A mechanically operated, adjustable ramp to provide direct passenger access between aircraft and buildings.

**Source:** ICAO Doc 9184/1;

**Status:** Approved

## 2.1069 PassengerService

The availability of passenger amenities and facilities at or in the vicinity of an aerodrome.

**Source:** DGIWG;

**Status:** Proposed

**Synonyms:** Aerodrome Passenger Service

## 2.1070 Period

One-dimensional primitive representing an extent in time, a period is bounded by two different temporal positions.

**Source:** ISO 19108:2002;

**Status:** Approved

## 2.1071 PermanentCapacity

The permanent hourly capacity values for the period of the week within which it is applicable.

**Source:** SESAR;

**Status:** Proposed

## 2.1072 Person

A human being regarded as an individual.

**Source:** Oxford English Dictionary;

**Status:** Approved

## 2.1073 PhaseFuelEfficiency

Information needed for assessment of the KPIs for fuel efficiency. This is information about number of movements and amount of fuel burn for the phase within a specific timeframe for a specific kind of airspace (LandingTake-Off, TerminalControlArea, En-Route). Derived from the number of movements and amount of fuel burn, the average fuel burn for each flight in the phase for the airspace kind is derived. The amount of fuel burn is derived from the fuel burn in related PhaseOfFlight.

**Source:** SESAR;

**Status:** Proposed

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## 2.1074 PhaseFuelEfficiencyInput

Information needed for assessment of the KPIs for fuel efficiency. This is information about number of movements and amount of fuel burn for the phase within a specific timeframe for a specific kind of airspace (LandingTake-Off, TerminalControlArea, En-Route). Derived from the number of movements and amount of fuel burn, the average fuel burn for each flight in the phase for the airspace kind is derived. The amount of fuel burn is derived from the fuel burn in related PhaseOfFlight.

**Source:** SESAR;  
**Status:** Proposed

## 2.1075 PilotControlledLighting

An indication that radio control of lighting is available to provide airborne control of lights by keying the aircraft's microphone.

**Source:** AIHWG;  
**Status:** Approved

## 2.1076 PilotInCommand

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.

**Source:** ICAO Annex 1, Eleventh Edition;  
**Status:** Approved

## 2.1077 PilotInCommandUnderSupervision

Co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Licensing Authority.

**Source:** ICAO Annex 1;  
**Status:** Approved

## 2.1078 PilotInfrastructureObservationReport

A report on an observation reported by the pilot about an inadequacy of a ground facility, the presence of birds around the aerodrome of destination, etc.

**Source:** SESAR;  
**Status:** Proposed

## 2.1079 PilotRequest

A specific pilot's request (route, departure and arrival airports, RFL, Estimated Off Block Time (EOBT) that may result in a constraint to apply on the flight once accepted by the controller.

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**Source:** FOIPS;  
**Status:** Proposed

## 2.1080 PIREP

Direct observations of various weather conditions during flight, coded according to established formats and distributed via various channels.

**Source:** EUROCONTROL-FAA WXXM; EUROCONTROL-FAA WXXM v.1.1;  
**Status:** Approved

## 2.1081 PlannedRoute

A set of route points describing the horizontal path of a flight as planned by ATC.

**Source:** SESAR;  
**Status:** Proposed

## 2.1082 PlannedTrajectory

A time ordered sequence of predicted trajectory points representing the probable behaviour of a flight over area of interest to the stakeholder concerned.

**Source:** SESAR;  
**Status:** Proposed

## 2.1083 Point

The smallest unit of geometry which has no spatial extent. Points are described by two-dimensional (2D) or three-dimensional (3D) coordinates.

**Source:** ICAO Doc 9881;  
**Status:** Approved

## 2.1084 Point4D

Point described by three-dimensional (3D) coordinates and a time.

**Source:** ICAO; ICAO Doc 9881;  
**Status:** Approved

## 2.1085 PointInSpaceApproach

The point-in-space approach is based on a basic GNSS non-precision approach procedure designed for helicopters only. It is aligned with a reference point located to permit subsequent flight manoeuvring or approach and landing using visual manoeuvring in adequate visual conditions to see and avoid obstacles.



**Source:** ICAO Doc 8168, Vol. I, 5th Ed;  
**Status:** Approved  
**Abbreviations:** PinS

## 2.1086 PointInSpaceReferencePoint

Reference point for the point-in-space approach as identified by the latitude and longitude of the MAPt.

**Source:** ICAO Doc 8168, Vol. I, 5th Ed;  
**Status:** Approved  
**Abbreviations:** PRP

## 2.1087 PointReference

The location of a significant point not marked by the site of a radio navigation aid defined using a combination of angles and distances based on the navaid system, radar system or special navigation system.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1088 PointUsage

The usage of a point within ATM context.

**Source:** SESAR;  
**Status:** Proposed

## 2.1089 PoliceFlight

A flight carried out by the police.

**Source:** EU/EC ECCAIRS;  
**Status:** Approved

## 2.1090 Polygon

A surface or area described by a closed line.

**Source:** ICAO Doc 9881;  
**Status:** Approved

## 2.1091 PopulationDensity

The geographically referenced density of population that embeds the area of interest. The intersection of the noise contours and population density provides the count of impacted population by noise level.

**Source:** SESAR;  
**Status:** Proposed

## 2.1092 Position

Set of coordinates (latitude and longitude) referenced to the mathematical reference ellipsoid which define the position of a point on the surface of the Earth.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 15;  
**Status:** Approved

## 2.1093 PositioningInformation

Information related to the current positioning of the aircraft sent through the ADS-B.

**Source:** SESAR;  
**Status:** Proposed

## 2.1094 PositionMarking

Location on the movement area surface used for Air Traffic Control clearances. Position marking could be a painted marking or a sign.

**Source:** EUROCAE ED 99D;  
**Status:** Approved

## 2.1095 PositionReport

Information about the next reporting position and the corresponding time estimate.

**Source:** SESAR;  
**Status:** Proposed

## 2.1096 PostalAddress

Physical address at which the organization or individual may be contacted.

**Source:** ISO 19115:2003;  
**Status:** Approved

## 2.1097 PostFlight

The ATM phase capturing the collaborative ATM activities concerning flights that have ended.

**Source:** SESAR;  
**Status:** Proposed

## 2.1098 PostOperationalAnalysis

Final step in the ATFM planning and management process and takes place following the tactical phase of operations.

**Source:** SESAR;  
**Status:** Proposed

## 2.1099 PracticalCapacity

The number of aircraft operations during a specified time period corresponding to a tolerable level of average delay.

**Source:** SESAR;  
**Status:** Proposed

## 2.1100 Precipitation

Hydrometeor consisting of a fall of an ensemble of particles. The forms of precipitation are: rain, drizzle, snow, snow grains, snow pellets, diamond dust, hail and ice pellets.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.1101 PrecisionApproachProcedure

Precision approach (PA) procedure. An instrument approach procedure using precision lateral and vertical guidance with minima as determined by the category of operation.

**Source:** ICAO;  
**Status:** Approved

## 2.1102 PrecisionApproachRadar

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

**Source:** ICAO Doc 4444;  
**Status:** Approved  
**Abbreviations:** PAR

## 2.1103 PrecisionApproachRadarSystem

A system comprising a precision approach radar and a surveillance radar element.

**Source:** ICAO Annex 10, Vol. I, Sixth Edition;  
**Status:** Approved

## 2.1104 PrecisionTrajectoryClearance

Ground-based separation mode. The objective is to authorize the execution of a segment of trajectory with the required precision. PTC may be in terms of 2D (lateral route portion only), 3D (lateral and vertical trajectory) or a 4D Contract in which the precision with which all 4 dimensions of flight are to be executed is described with high precision

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** PTC

## 2.1105 PreDepartureSequence

An ordered set of planned startup approval events used in departure management.

**Source:** SESAR;

**Status:** Proposed

## 2.1106 PreFlightInformationBulletin

A presentation of current NOTAM information of operational significance, prepared prior to flight.

**Source:** ICAO Annex 15;

**Status:** Approved

**Abbreviations:** PIB

## 2.1107 PretacticalATFMPhase

An ATFM phase which takes place during six days prior to the day of operation and consists of planning and coordination activities.

**Source:** EUROCONTROL ATFCM Operations Manual;

**Status:** Proposed

## 2.1108 PreTacticalOperationalPlanning

ATM activities aiming to accommodate demand, once initial schedules have been provided and permissions have been obtained.

**Source:** ICAO Doc 9965;

**Status:** Approved

## 2.1109 PrimarySurveillanceRadar

A surveillance radar system which uses reflected radio signals.

**Source:** ICAO Doc 4444;

**Status:** Approved

**Abbreviations:** PSR

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## 2.1110 PRNAVClearance

A clearance for executing a Precision Area Navigation Procedure.

**Source:** SESAR;  
**Status:** Proposed

## 2.1111 PRNAVProcedure

A procedure that is designed to a common set of design principles specific to P-RNAV method of navigation.

**Source:** SESAR;  
**Status:** Proposed

## 2.1112 Procedure

A series of predetermined manoeuvres with specified protection from obstacles.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1113 ProcedureAvailability

The status of the procedure for flight planning/operations.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1114 ProcedureDME

DME facilities that are used for a particular segment for DME/DME navigation.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1115 ProcedureTransition

A group of consecutive segments that are part of a branch on an approach procedure, SID or STAR.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1116 ProceedDirectToPosition

Instruction to proceed directly from its present position to the specified position.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.1117 ProhibitedArea

An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

**Source:** ICAO Annex 1; ICAO Annex 15; ICAO Annex 2; ICAO Annex 4;

**Status:** Approved

## 2.1118 Propeller

A mechanical device for propelling aircraft, consisting of a revolving shaft with two or more broad, angled blades attached to it.

**Source:** Oxford English Dictionary;

**Status:** Approved

## 2.1119 ProprietaryNationalNetwork

Common National or sub-Regional infrastructure for data and digital voice (ATS-QSIG, VoIP).

**Source:** SESAR;

**Status:** Proposed

## 2.1120 ProtectedAirspace

Airspace protected from specific air traffic.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1121 PublicAuthority

The agency or officials of a Contracting State responsible for the application and enforcement of the particular laws and regulations of that State which relate to any aspect of these Standards and Recommended Practices.

**Source:** ICAO Annex 9;

**Status:** Approved

## 2.1122 PushBackClearance

Authorization for an aircraft to push-back under conditions specified by an air traffic control unit.

**Source:** SESAR;

**Status:** Proposed

## 2.1123 PushBackInstruction

Directives issued by air traffic control for the purpose of requiring the push back.

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**Source:** SESAR;  
**Status:** Proposed

## 2.1124 PushBackInstructionRequest

Pilot's request to ATC to obtain the push-back instruction.

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** PushBackInstructionFromPilot

## 2.1125 Qualification

A particular equipment or procedure qualification.

**Source:** SESAR;  
**Status:** Proposed

## 2.1126 RadarComponent

The use of a radar equipment as a component of the radar service provided by a radar system.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1127 RadarEquipment

A physical radar equipment.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1128 RadarSystem

One or more radar equipments providing radar services.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1129 RadioactiveCloud

A radioactive particulate contaminated atmospheric area.

**Source:** EUROCONTROL-FAA WXXM v.1.1;  
**Status:** Approved

## 2.1130 RadioAltimeterOperatingArea

A flat area established in the pre-threshold area of a precision approach runway to accommodate aeroplanes making auto-coupled approaches and automatic landings.

**Source:** ICAO Annex 14, Vol. I, Fifth Edition;

**Status:** Approved

## 2.1131 RadioCommunicationChannel

A radio frequency band of sufficient width and associated identification data used for one- or two-way communication from or to a transmitter on the ground or in the air.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1132 RadioCommunicationFailureMessage

Message transmitted when an ATS Unit is aware that an aircraft in its area is experiencing radio communications failure. Message transmitted to all subsequent ATS Units that have already received basic flight plan data and to the aerodrome control tower at the destination aerodrome, if basic flight plan data has been previously sent. If the next ATS Unit would receive flight plan information by current flight plan, the current flight plan and this message can be send and forwarded downstream.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1133 RadioCommunicationOperationalStatus

Information about the operational status of the radio communication channel.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1134 RadioFrequencyArea

A limitation, such as coverage, usability, etc., of a radio navigation aid or service frequency.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1135 RadioNavigationAid

Any electronic system which provides information to be used by the pilot or aircraft navigation systems for position determination or flight path guidance.



**Source:** ICAO Doc 9294;  
**Status:** Approved  
**Synonyms:** RadioNavaidEquipment

## 2.1136 RadioNavigationService

A service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1137 RadiotelephonyNetwork

A group of radiotelephony aeronautical stations which operate on and guard frequencies from the same family and which support each other in a defined manner to ensure maximum dependability of air-ground communications and dissemination of air-ground traffic.

**Source:** ICAO Annex 10, Vol. II, Sixth Edition;  
**Status:** Approved

## 2.1138 Rain

Precipitation of liquid water particles, either in the form of drops of more than 0.5 mm in diameter, or of smaller widely scattered drops.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.1139 Ranked4DTrajectories

A series of desired 4D trajectories, with tolerances supplied if necessary by the airspace user to define when the next ranked trajectory should be used.

**Source:** ICAO Doc 9965;  
**Status:** Approved

## 2.1140 RapidExitTaxiway

A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimizing runway occupancy times.

**Source:** ICAO Annex 14;  
**Status:** Approved

## 2.1141 RatedAirTrafficController

An air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.

**Source:** ICAO Annex 1;

**Status:** Approved

## 2.1142 RateOfClimbOrDescentChange

A change of rate of climb or descend during the execution of the Flight.

**Source:** SESAR;

**Status:** Proposed

## 2.1143 RBTRMTRevision

The revision of the Reference Business or Mission Trajectory (RBT/RMT/RMT) can be triggered at Controller, Flight Crew, FOC/WOC or Network Management Function initiative, when there is the need to change the 3D route and/or to amend altitude and/or time constraints. The revision process is completed by the acknowledgement by Flight Crew of the revised clearance.

**Source:** SESAR;

**Status:** Proposed

## 2.1144 RBTRMTUpdate

The update of the Reference Business or Mission Trajectory (RBT/RMT) is automatically triggered when the trajectory predictions periodically computed by the aircraft system, differ from the previously shared trajectory predictions more than the delta defined by ATC in Trajectory Management Requirements (TMR). The update of the RBT/RMT can also be triggered on request or periodically.

**Source:** SESAR;

**Status:** Proposed

## 2.1145 ReachLevelByPosition

Instruction that a change of level is to continue, but at a rate such that the specified level is reached at or before the specified position.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1146 ReadyForDeicingTime

Time at which the aircraft is ready for deicing operation.

**Source:** SESAR;

**Status:** Proposed

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## 2.1147 ReadyMessage

A message sent by ATC indicating to ETFMS that a flight can accept an improved CTOT. It can be sent from 15 minutes before EOBT until CTOT.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** REA

## 2.1148 RealTimeStatusOfAirspace

A RTSA message relates to the execution phase. It addresses an evaluation process performed at a specific time triggered by a specific event concerning the ARES status (activation, de-activation, modification) to match the existing plan (AUP / UUP) to the actual life performance. Identified delta will initiate a new plan. In addition it also addresses any change to existing plans (AUP / UUP) prior to their execution in real time, triggered by an event on the day of operation.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** RTSA

## 2.1149 ReceivingUnitOrController

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

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1150 ReclearanceInFlight

A contingency procedure taken in case of unexpected fuel burns according to which the crew can decide, at a certain point of the flight route, whether they will normally follow the filed route or they will land at an alternative aerodrome by following an alternative route.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** RIF

## 2.1151 ReducedCoordinationArea

Portion of airspace of defined dimensions within which general aviation traffic is permitted "off-route" without requiring general aviation traffic controllers to initiate coordination with OAT controllers.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1152 ReducedVerticalSeparationMinimum

The reduction from 2,000 feet to 1,000 feet of the standard vertical separation required between aircraft flying between FL290 and FL410 inclusive.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Synonyms:** ReducedVerticalSeparationMinima

**Abbreviations:** RVSM

## 2.1153 ReduceSpeedToSpeed

Instruction that the present speed is to be reduced to the specified speed and maintained until further advised.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1154 ReduceSpeedToSpeedOrLess

Instruction that the present speed is to be reduced to the specified speed, or less, and maintained at or below the specified speed until further advised.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1155 ReduceToMinimumApproachSpeed

Instruction to reduce present speed to the minimum safe approach speed.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1156 ReferenceBusinessTrajectory

The business trajectory which the airspace user agrees to fly and the ANSP and Airports agree to facilitate. It is subject to revisions and updates when operating conditions change outside of agreed tolerances.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** RBT

## 2.1157 ReferenceLocation

A code used in the Network Manager (NM) Air Traffic Flow and Capacity Management (ATFCM) systems to describe one or more aerodromes, an Air Traffic Control (ATC) waypoint or an entire ATC sector.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

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## 2.1158 ReferenceMissionTrajectory

The mission trajectory which the airspace user agrees to fly and the ANSP and Airports agree to facilitate. It is subject to revisions and updates when operating conditions change outside of agreed tolerances.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** RMT

## 2.1159 Reflector

A reflector used with a precision approach radar.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1160 RegionalAirNavigationAgreement

Agreement approved by the Council of ICAO normally on the advice of a regional air navigation meeting.

**Source:** ICAO Annex 3;

**Status:** Approved

## 2.1161 RegionallMBackbone

Network providing data and voice services and comprising PENS, sub-regional and national IP networks.

**Source:** SESAR;

**Status:** Proposed

## 2.1162 RegionalOrSubRegionalNetworkManagement

Set of DCB activities, resources and capabilities for the forecast and plan.

**Source:** SESAR;

**Status:** Proposed

## 2.1163 RegionalSpecializedMeteorologicalCentre

A specialized meteorological centre for the provision of transport model products for radiological environmental emergency response, at the request of the delegated authority of the State in which the radioactive material was released into the atmosphere, or the International Atomic Energy Agency (IAEA).

**Source:** ICAO; ICAO Annex 3;

**Status:** Approved

**Abbreviations:** RSMC

## 2.1164 RegularStation

A station selected from those forming an en-route air-ground radiotelephony network to communicate with or to intercept communications from aircraft in normal conditions.

**Source:** ICAO Annex 10, Vol. II, Sixth Edition;

**Status:** Approved

## 2.1165 RegulatedAgent

An agent, freight forwarder or any other entity who conducts business with an operator and provides security controls that are accepted or required by the appropriate authority in respect of cargo or mail.

**Source:** ICAO Annex 1; ICAO Annex 17;

**Status:** Approved

## 2.1166 RegulatedDemand

The air traffic taking according to any regulations that have been implemented.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** RD

## 2.1167 RegulatedTacticalFlightModel

A mathematical model containing a point profile and airspace volume profile for a flight when Air Traffic Flow and Capacity Management (ATFCM) measures have been applied to the flight. Called Calculated Profile on CHMI.

**Source:** EUROCONTROL CFMU-B2B;

**Status:** Proposed

**Abbreviations:** RTFM

## 2.1168 RegulationCause

A structured code indicating the reason for implementing an ATFM Regulation.

**Source:** EUROCONTROL CFMU-B2B;

**Status:** Proposed

## 2.1169 RegulationRate

The coordinated number of flights that can be accommodated in a certain time period.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

## 2.1170 RejectedTakeOffDistanceAvailableForHelicopter

The length of the FATO declared available and suitable for helicopters operated in performance class 1 to complete a rejected take-off.

**Source:** ICAO Annex 14;  
**Status:** Approved  
**Abbreviations:** RTODAH

## 2.1171 RejoinRouteByPosition

Instruction that the cleared flight route is to be rejoined at or before the specified time.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.1172 RejoinRouteByTime

Instruction that the cleared flight route is to be rejoined at or before the specified time.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.1173 Release

The release of a flight from the agreed transfer conditions after initial co-ordination has taken place.

**Source:** EUROCAE ED-133 v.1.0;  
**Status:** Approved

## 2.1174 RemoteDeicing

Deicing operation that takes place after the aircraft is off-blocked from its departure stand and before it takes-off in a dedicated stand for the operation.

**Source:** SESAR;  
**Status:** Proposed

## 2.1175 RepeatNumber

Complementary number used to distinguish between different attempts of operating the flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.1176 RepetitiveFlightPlan

A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.

**Source:** ICAO; ICAO Annex 2;

**Status:** Approved

**Abbreviations:** RPL

## 2.1177 ReportAtPointRequest

ATC request to report the position of the aircraft.

**Source:** SESAR;

**Status:** Proposed

## 2.1178 ReportingPoint

A specified (named) geographical location in relation to which the position of an aircraft can be reported.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1179 ReportProcess

The process related to the distribution or collection of weather reports.

**Source:** EUROCONTROL-FAA WXXM v.1.1;

**Status:** Approved

## 2.1180 RequestedFlightLevel

The level requested by the pilot.

**Source:** FOIPS;

**Status:** Proposed

**Abbreviations:** RFL

## 2.1181 RequestedSpeed

The speed requested by the pilot.

**Source:** EUROCAE ED-133 v.1.0;

**Status:** Approved



## 2.1182 RequestForDirectImprovement

A message sent by Aircraft Operators in order to change the flight readiness from Slot Improvement Proposal Wanted (SWM) status to Request For (direct) Improvement status.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** RFI

## 2.1183 RequiredNavigationPerformance

A statement of the navigation performance necessary for operation within a defined airspace.

**Source:** ICAO Doc 4444;

**Status:** Approved

**Abbreviations:** RNP

## 2.1184 ReroutingMessage

A message involved in tactical rerouting.

**Source:** SESAR;

**Status:** Proposed

## 2.1185 ReroutingNotificationMessage

A message sent by the network manager sent during the Aircraft Operator What-If Rerouting function when the original flight plan (FPL) is being cancelled.

**Source:** EUROCONTROL ATFCM Operations Manual;

**Status:** Proposed

**Synonyms:** RRN

## 2.1186 ReroutingProposalMessage

A message sent to an aircraft operator to offer a different CTOT or to avoid the need for a slot on a new route.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** RRP

## 2.1187 ReroutingRejectionMessage

A negative reply to a Rerouting Proposal.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Synonyms:** Rerouteing Rejection Message

**Abbreviations:** RJT

## 2.1188 RescueCoordinationCentre

A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

**Source:** ICAO Annex 11;

**Status:** Approved

**Abbreviations:** RCC

## 2.1189 Resolution

A number of units or digits to which a measured or calculated value is expressed and used.

**Source:** ICAO Annex 1; ICAO Annex 15; ICAO Annex 4;

**Status:** Approved

## 2.1190 RestrictedArea

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.

**Source:** ICAO Annex 1; ICAO Annex 15; ICAO Annex 2; ICAO Annex 4;

**Status:** Approved

## 2.1191 RestrictedUseAreaVisualAid

Marking and/or lighting intended to indicate runways and taxiways, or areas in their vicinity where restrictions of use apply.

**Source:** ICAO Annex 14, Vol. I, Fifth Edition;

**Status:** Approved

## 2.1192 ResumeCTAInstruction

An ATC instruction requiring the pilot to resume a CTA constraint.

**Source:** SESAR;

**Status:** Proposed

## 2.1193 ResumeNormalSpeed

Instruction that the aircraft's normal speed be resumed. The previously issued speed restriction(s) are cancelled.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.1194 RetainCTAInstruction

An ATC instruction requiring the pilot to retain a CTA constraint.

**Source:** SESAR;  
**Status:** Proposed

## 2.1195 RevisionTimes

Times to insert aircraft in sequence and remove aircraft from sequence.

**Source:** EUROCONTROL CFMU-B2B;  
**Status:** Proposed

## 2.1196 REVMessage

An OLDI coordination message used to transmit revisions to co-ordination date previously sent in an ACT message provided that the receiving unit does not change as a result of the modification.

**Source:** EUROCONTROL Specification for On-Line Data Interchange (OLDI) Edition 4.2 (2010);  
**Status:** Approved

## 2.1197 Ridge

Ridges of deposited material to the left or right of the runway, relative to the runway direction with the lowest designation number.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1198 Road

An established surface route on the movement area meant for the exclusive use of vehicles.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 14;  
**Status:** Approved  
**Synonyms:** Aerodrome Service Road

## 2.1199 Role

The role of an agent in an Organization. This describes the abstract role, any specific instance is modeled using "membership".

Notice that the notion of "role" combines the concepts of an agent "holding" the role and an organization "defining" and legally "owning" it.

**Source:** W3C Organization Ontology;

**Status:** Approved

## 2.1200 Route

A specified route designed for channeling the flow of traffic as necessary for the provision of air traffic service (ATS) from the end of the take-off and initial climb phase to the commencement of the approach and landing phase.

**Source:** DGIWG;

**Status:** Proposed

**Synonyms:** Enroute ATS Route

## 2.1201 RouteAvailability

The operational availability of a route.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1202 RouteAvailabilityDocument

A sole source planning document that combines AIP route flow restrictions with ATFCM routing requirements designed to make the most effective use of ATC capacity.

**Source:** EUROCONTROL ATFCM Operations Manual;

**Status:** Proposed

**Abbreviations:** RAD

## 2.1203 RouteChange

A modification to the Planned Route representing a route clearance that has been issued or yet to be issued to the aircraft.

**Source:** SESAR;

**Status:** Proposed

## 2.1204 RouteCondition

Weather observations and / or forecasts related to routes.

**Source:** EUROCONTROL-FAA WXXM v.1.1;

**Status:** Approved

## 2.1205 RouteDME

DME facilities that are used for a particular route for DME/DME navigation.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1206 RouteLayout

The way in which the parts of a route are arranged.

**Source:** Oxford English Dictionary;

**Status:** Approved

## 2.1207 RouteOrProcedureChange

A change of reference ATS Route or procedure during the execution of the Flight, including lateral offset.

**Source:** SESAR;

**Status:** Proposed

## 2.1208 RoutePortion

A group of two or more consecutive segments of the same route, which have the usage and/or the same flight restrictions.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1209 RouteSegment

A route or portion of route usually flown without an intermediate stop.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 10;

**Status:** Approved

**Synonyms:** Air Traffic Service (ATS) Route Segment

## 2.1210 RulesProcedures

An instruction or regulation that needs to be considered by personnel involved in flight operations in relation with an aerodrome or an airspace.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1211 Runway

A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

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**Source:** ICAO; ICAO Annex 1; ICAO Annex 14;  
**Status:** Approved

## 2.1212 RunwayBlastPad

Specially prepared surface placed adjacent to the end of a runway to eliminate the erosive effect of the high wind forces produced by airplanes at the beginning of their take-off rolls.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1213 RunwayBrakingActionObservation

An observation of a braking deceleration on a particular runway made by a pilot when stopping an aircraft.

**Source:** Flight Safety Foundation (FSF)/RSI Pilot Braking Action Report;  
**Status:** Approved

## 2.1214 RunwayCapacity

The number of aircraft movements which aeronautical authorities determine can safely be operated, usually stated as the total number of landings and take-offs per hour, taking into account such factors as the physical characteristics of the runways and the surrounding area, altitude, the types of aircraft involved (larger aircraft may mandate greater separation) and air traffic control (approach and aerodrome control) capabilities.

**Source:** ICAO Doc 9626;  
**Status:** Approved

## 2.1215 RunwayCentreLine

A theoretical line parallel to the direction of the runway partitioning into two equal parts. This line is materialised by marking and a runway centreline light system which can be extended beyond the runway threshold in order to guide landing aircraft to the runway.

**Source:** SESAR;  
**Status:** Proposed

## 2.1216 RunwayCentrelinePoint

An operationally significant position on the centre line of a runway direction.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1217 RunwayCondition

Weather observations and / or forecasts related to a runway. May be defined for single or multiple runways.

**Source:** EUROCONTROL-FAA WXXM v.1.1;

**Status:** Approved

## 2.1218 RunwayConfiguration

Configuration of runway directions available for use in a given airport operational mode.

**Source:** SESAR;

**Status:** Proposed

## 2.1219 RunwayConfigurationPlan

The runway configurations to be activated over a given period.

**Source:** SESAR;

**Status:** Proposed

## 2.1220 RunwayContamination

The presence or removal of hazardous conditions due to snow, ice, slush, water, etc. on the runway surface.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1221 RunwayCrossingClearance

The clearance required to cross or operate on any active/inactive or closed runway.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1222 RunwayDeclaredDistance

A conventional operational distance declared for a runway direction.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1223 RunwayDelay

Delay periods related to the runway

**Source:** SESAR;

**Status:** Proposed

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## 2.1224 RunwayDirection

One of the two possible landing and/or take-off directions of a runway or Final Approach and Take-off Area (FATO).

**Source:** DGIWG;  
**Status:** Proposed

## 2.1225 RunwayDirectionDesignator

The full textual designator of the landing and take-off direction.

**Source:** SESAR;  
**Status:** Proposed

## 2.1226 RunwayDirectionLightSystem

The lighting system provided for a landing and take-off direction, including the stopway lights.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1227 RunwayElement

A portion of a runway.

**Source:** DGIWG;  
**Status:** Proposed

## 2.1228 RunwayExit

The part of arrival surface segment that determines the Runway Exit to be used after landing.

**Source:** SESAR;  
**Status:** Proposed

## 2.1229 RunwayExitLine

Guidance line painted on the runway exit.

**Source:** EUROCAE ED 99D;  
**Status:** Approved

## 2.1230 RunwayHoldingPosition

A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorized by the aerodrome control tower.



**Source:** ICAO Annex 1; ICAO Annex 14; ICAO Annex 2; ICAO Annex 4;

**Status:** Approved

**Synonyms:** Holding Point

## 2.1231 RunwayLandingRate

The number of aircraft allowed to approach the Runway Direction per hour, taking all operational constraints into account.

**Source:** SESAR;

**Status:** Proposed

## 2.1232 RunwayMarking

A symbol or group of symbols displayed on the surface of the runway in order to convey aeronautical information.

**Source:** ICAO;

**Status:** Approved

## 2.1233 RunwayMixSequence

The order in which two or more aircraft are planned to land on or take-off from a given runway in a given direction, taking into account ATM constraints. The Runway Mix Sequence consists of a Landing Sequence and a Take-off Sequence.

**Source:** SESAR;

**Status:** Proposed

## 2.1234 RunwayMode

The intended use of a runway direction for flight operations in the context of a certain runway configuration.

**Source:** SESAR;

**Status:** Proposed

## 2.1235 RunwayOccupancyTime

The amount of time that an aircraft occupies the runway.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

## 2.1236 RunwayOperationalConstraints

The operational parameters constraining the use of the runway direction in the given active configuration.

**Source:** SESAR;  
**Status:** Proposed

## 2.1237 RunwayProtectArea

An area situated in the vicinity of a runway or provided to protect aircraft during manoeuvring, take-off and landing operations.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1238 RunwayProtectAreaLightSystem

The lighting for the runway protect area.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1239 RunwaySectionBrakingActionObservation

An observation of a braking deceleration on a particular runway section made by a pilot when stopping an aircraft.

**Source:** Flight Safety Foundation (FSF)/RSI Pilot Braking Action Report;  
**Status:** Approved

## 2.1240 RunwaySectionContamination

The presence or removal of hazardous conditions due to snow, ice, slush, water, etc. on a section of the runway surface.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1241 RunwaySequencing

Descriptors of the flight in the runway sequencing process

**Source:** SESAR;  
**Status:** Proposed

## 2.1242 RunwayShoulder

An area adjacent to the edge of a runway so prepared as to provide a transition between the runway and the adjacent surface.

**Source:** ICAO Annex 14;  
**Status:** Approved

## 2.1243 RunwayStrip

A defined area including the runway and stopway, if provided, intended: a) to reduce the risk of damage to aircraft running off a runway; and b) to protect aircraft flying over it during take-off or landing operations.

**Source:** ICAO Annex 1;

**Status:** Approved

## 2.1244 RunwayTurnPad

A defined area on a land aerodrome adjacent to a runway for the purpose of completing a 180-degree turn on a runway.

**Source:** ICAO Annex 14;

**Status:** Approved

## 2.1245 RunwayVisualRange

The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

**Source:** ICAO Annex 3;

**Status:** Approved

**Abbreviations:** RVR

## 2.1246 RVSMRequirement

Only aircraft with specially certified altimeters and autopilots may fly in RVSM airspace, otherwise the aircraft must fly lower or higher than the airspace, or seek special exemption from the requirements. Additionally, aircraft operators (airlines or corporate operators) must receive specific approval from the aircraft's state of registry in order to conduct operations in RVSM airspace. Non RVSM approved aircraft may transit through RVSM airspace provided they are given continuous climb throughout the designated airspace, and 2,000 ft vertical separation is provided at all times between the non-RVSM flight, and all others for the duration of the climb/descent.

**Source:** SESAR;

**Status:** Proposed

## 2.1247 RVSMRestriction

Level band information relevant for an airspace where the use of RVSM (Reduced Vertical Separation Minimum) certified equipment is required.

**Source:** SESAR;

**Status:** Proposed

## 2.1248 SafeAltitudeArea

A set of Minimum Sector Altitudes which completely describe an area centred on a significant point, usually contained within a sector of 46km (25NM) radius.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1249 SafeAltitudeAreaSector

Subdivision of the Minimum Sector Altitudes to allow for lower altitudes.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1250 SafetyArea

A defined area on a heliport surrounding the FATO which is free of obstacles, other than those required for air navigation purposes, and intended to reduce the risk of damage to helicopters accidentally diverging from the FATO.

**Source:** ICAO Annex 1; ICAO Annex 14;

**Status:** Approved

**Synonyms:** FATO Safety Area

## 2.1251 SafetySensitivePersonnel

Persons who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crew members, aircraft maintenance personnel and air traffic controllers.

**Source:** ICAO Annex 2;

**Status:** Approved

## 2.1252 Sand

A material consisting of comminuted fragments and water-worn particles of rocks (mainly silicious) finer than those of which gravel is composed.

**Source:** Oxford English Dictionary;

**Status:** Approved

## 2.1253 SandStorm

An ensemble of particles of sand energetically lifted to great heights by a strong and turbulent wind.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.1254 SATCOMInfrastructure

Ensemble combining satellites and satellite ground stations with their equipment to enable air-ground voice and data communication with aircraft via satellites.

**Source:** SESAR;  
**Status:** Proposed

## 2.1255 SaturationCapacity

The expected ("average") number of runway operations (take-offs and landings) that can be performed in one hour without violating ATC rules, assuming continuous aircraft demand.

**Source:** SESAR;  
**Status:** Proposed

## 2.1256 ScheduledAirService

An air service open to use by the general public and operated according to a published timetable or with such a regular frequency that it constitutes an easily recognizable systematic series of flights.

**Source:** ICAO ADREP 2000;  
**Status:** Approved

## 2.1257 ScheduledInBlockTime

The time that an aircraft is scheduled to arrive at its first parking position.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** SIBT

## 2.1258 ScheduledOffBlockTime

The time that an aircraft is scheduled to depart from its parking position.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** SOBT

## 2.1259 ScheduledTurnaroundTime

Metric SOBT - SIBT.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Synonyms:** Scheduled Turn-round Time  
**Abbreviations:** STTT

## 2.1260 SchedulesFacilitatedAirport

An airport where there is potential for congestion at some periods of the day, week or year which is amenable to resolution by voluntary cooperation between air carriers and where a schedules facilitator has been appointed to facilitate the operations of air carriers operating services or intending to operate services at that airport.

**Source:** EU/EC COUNCIL REGULATION (EEC) No 95/93;

**Status:** Approved

## 2.1261 SchedulingAndStrategicActivities

ATM activities whereby airspace users perform mission planning, aerodrome operators plan to ensure the demand does not exceed available surface resources and ATM service providers determine if reallocation of resources to better meet the demand and if changes to airspace organization are required to optimize the allocation of resources.

**Source:** ICAO Doc 9965;

**Status:** Approved

## 2.1262 Sea

Large body of (salt-) water which can have a high meteorological impact on air-traffic taking place above it.

**Source:** EUROCONTROL-FAA WXXM v.1.1.1;

**Status:** Approved

## 2.1263 SeaCondition

Weather observations or forecasts over a defined area of sea.

**Source:** EUROCONTROL-FAA WXXM v.1.1.1;

**Status:** Approved

## 2.1264 SeaplaneLandingArea

A defined area on water at an aerodrome prescribed for the landing and take-off of seaplanes.

**Source:** ICAO;

**Status:** Approved

**Synonyms:** Seaplane Run

**Abbreviations:** SLA

## 2.1265 SeaplaneRampSite

Ramps specifically designed to transit seaplanes from land to water and vice versa.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1266 SearchAndRescueService

The performance of distress monitoring, communication, coordination and search and rescue functions, initial medical assistance or medical evacuation, through the use of public and private resources, including cooperating aircraft, vessels and other craft and installations.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 12;  
**Status:** Approved  
**Synonyms:** Search Rescue Service, CodeServiceSARType.SAR  
**Abbreviations:** SAR

## 2.1267 SecondarySurveillanceRadar

A surveillance radar system which uses transmitters/receivers (interrogators) and transponders.

**Source:** ICAO Annex 1; ICAO Annex 10;  
**Status:** Approved  
**Synonyms:** CodeRadarServiceType.SSR  
**Abbreviations:** SSR

## 2.1268 SectorConfiguration

The four dimensional description of an ATS unit airspace sector, or group of sectors, which may be operated on a permanent or temporary basis.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Synonyms:** ATS unit sector configuration

## 2.1269 SectorConfigurationActivation

Information about the operational status of the sector configuration.

**Source:** SESAR;  
**Status:** Proposed

## 2.1270 SectorConfigurationPlan

The sector configurations to be activated over a given period, minimally for a season.

**Source:** SESAR;  
**Status:** Proposed

## 2.1271 SectorDesign

Design criteria used for the navigation area sector.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1272 SegmentLeg

A part of an instrument or visual flight procedure defined by two consecutive significant points.

**Source:** Aeronautical Information Feature Data Dictionary (AIFDD);

**Status:** Approved

**Synonyms:** Procedure Segment Leg

## 2.1273 SegmentPoint

A point associated with a defined segment.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1274 SendingUnitOrController

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

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1275 Sensor

A generic piece of equipment which detects targets and generates target reports.

**Source:** SESAR;

**Status:** Proposed

## 2.1276 SeparationMinima

The minimum displacements between an aircraft and a hazard which maintain the risk of collision at an acceptable level of safety.

**Source:** ICAO Doc 9854;

**Status:** Approved

## 2.1277 SeparationMode

An approved set of rules, procedures and conditions of application associated with separation minima.



**Source:** ICAO Doc 9854;  
**Status:** Approved

## 2.1278 SeparationProvision

The tactical process of keeping aircraft away from hazards by at least the appropriate separation minima.

**Source:** ICAO Doc 9854;  
**Status:** Approved

## 2.1279 Separator

The agent responsible for separation provision for a conflict, being either the airspace user or a separation provision service provider.

**Source:** ICAO Doc 9854;  
**Status:** Approved

## 2.1280 Service

The provision of tangible goods, information, instructions or guidance.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1281 ServiceAtApron

A service that is provided for the movements at an apron. For example: Marshal management service.

**Source:** SESAR;  
**Status:** Proposed

## 2.1282 ServiceAtGate

A service that is provided at a gate.

**Source:** SESAR;  
**Status:** Proposed

## 2.1283 ServiceAtStand

A service that is provided for the movements at a stand. For example: visual docking guidance system.

**Source:** SESAR;  
**Status:** Proposed

## 2.1284 ServiceDescription

Information on a service in form of a Document.

**Source:** SESAR;

**Status:** Proposed

## 2.1285 ServiceOperationalStatus

The operational status of the service.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1286 ServiceProviderCallsign

Information about the operational identifier by which the provider of the service is called and the language used.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1287 SharedBusinessTrajectory

The trajectory published by the civil airspace user that is available for collaborative ATM planning purposes.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** SBT

## 2.1288 SharedMissionTrajectory

The trajectory published by the military airspace user that is available for collaborative ATM planning purposes.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** SMT

## 2.1289 ShipboardHeliport

A heliport located on a ship that may be purpose or non-purpose-built. A purpose-built shipboard heliport is one designed specifically for helicopter operations. A non-purpose-built shipboard heliport is one that utilizes an area of the ship that is capable of supporting a helicopter but not designed specifically for that task.

**Source:** ICAO Annex 1; ICAO Annex 14;

**Status:** Approved

## 2.1290 ShortTermATFCMMeasure

An approach to smooth sector workloads by reducing traffic peaks through short-term application of minor ground delays, appropriate flight level capping and exiguous rerouting to a limited number of flights.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** STAM

## 2.1291 ShortTermPlanning

The stakeholder specific period of time during which the operational activities are planned on a granularity of days and hours.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Tactical Planning Phase (ATFCM)

## 2.1292 Shoulder

An area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface.

**Source:** ICAO Annex 1; ICAO Annex 14; ICAO Annex 4;

**Status:** Approved

**Synonyms:** Movement Area Shoulder

## 2.1293 Siemens

The electric conductance of a conductor in which a current of 1 ampere is produced by an electric potential difference of 1 volt.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** S

## 2.1294 Sievert

The unit of radiation dose equivalent corresponding to 1 joule per kilogram.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** Sv

## 2.1295 SIGMET

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

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**Source:** ICAO; ICAO Annex 3;  
**Status:** Approved

## 2.1296 SignificantPoint

A specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.1297 SIGWX

Forecasts of significant en-route weather phenomena prepared as SIGWX forecasts four times a day by a WAFC.

**Source:** SESAR;  
**Status:** Proposed

## 2.1298 SimplifiedDirectionalFacility

A radio navigation aid providing a final approach course similar to, but less precise than, that of the ILS localizer.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Abbreviations:** SDF

## 2.1299 SimulationDataset

A system instance view of the traffic enabling the strategic, pre-tactical or tactical simulation of ATFCM measures or restrictions before applying them operationally.

**Source:** SESAR;  
**Status:** Proposed

## 2.1300 SlotAllocationList

List of all slots corresponding to the regulation rate and period.

**Source:** SESAR;  
**Status:** Proposed  
**Abbreviations:** SAL

## 2.1301 SlotAllocationMessage

A message giving a Calculated Take-Off Time (CTOT) sent by the Computer-Assisted Slot Allocation (CASA) system of the Enhanced Tactical Flow Management System (ETFMS) to the operators of regulated flights a maximum of two hours before the Estimated Off-Block Time (EOBT).

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**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** SAM

## 2.1302 SlotAssignmentHistory

Date at which the airport slot had been assigned to the flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.1303 SlotCancellationMessage

Standard message from Network Operations sent when the flight regulations are canceled.

**Source:** EUROCONTROL A-CDM Implementation manual;  
**Status:** Approved  
**Abbreviations:** SLC

## 2.1304 SlotImprovementProposal

A message sent to a flight in Slot Improvement Proposal Wanted status. It proposes a new and improved Calculated Take-Off Time (CTOT), which may then be accepted or rejected by the Aircraft Operator.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** SIP

## 2.1305 SlotImprovementProposalAcceptance

A message sent by an Aircraft Operator for a flight which has received a Slot Improvement Proposal (SIP). It is used to inform ETFM that the proposed improved Calculated Take-Off Time(CTOT) is acceptable.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** SPA

## 2.1306 SlotImprovementProposalRejection

A message sent by an Aircraft Operator for a flight having received a Slot Improvement Proposal (SIP) message. It is used to inform the ETFMS that the proposed improved Calculated Take-Off Time (CTOT) has been rejected. Thus the flight then keeps its original CTOT.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** SRJ

## 2.1307 SlotImprovementProposalWantedMessage

A message sent by Aircraft Operators in order to change the flight readiness status from Request For Improvement (RFI) status to Slot Improvement Wanted status.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** SWM

## 2.1308 SlotMissedMessage

A message originated by an aircraft operator when a slot time given in the Slot Allocation Message(SAM) cannot be achieved but where a new EOBT cannot be supplied.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** SMM

## 2.1309 SlotRevisionMessage

A message sent by the Computer-Assisted Slot Allocation (CASA) system, giving a New Calculated Take-Off Time (NEWCTOT). It replaces the previous CTOT and shows either an earlier or later time, or the same time but a different most penalising Regulation.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** SRM

## 2.1310 SlotSwapping

A tactical ATFM measure aiming at swapping departure slots that can be applied either manually or via automated means.

**Source:** ICAO Doc 9971;

**Status:** Approved

**Synonyms:** ATFMSlotSwap

## 2.1311 SmallHail

Precipitation of translucent ice particles, which falls from a cloud. These particles are almost always spherical and sometimes have conical tips. Their diameter may attain or even exceed five millimetres.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.1312 Smoke

Suspension in the atmosphere of small particles produced by combustion.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.1313 Snow

Precipitation of ice crystals, isolated or agglomerated, falling from a cloud.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.1314 SnowGrains

Precipitation of very small opaque white particles of ice which fall from a cloud and which are fairly flat or elongated with diameters generally less than 1 mm.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.1315 SNOWTAM

A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format.

**Source:** ICAO Annex 15;

**Status:** Approved

## 2.1316 SNOWTAMService

SNOWTAM service.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1317 SoundExposureLevel

A weighted sound exposure level with a reference duration of 1 second (standard event descriptor described e.g. in ISO 1996).

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** SEL

## 2.1318 SpacingMergingInstruction

A representation of an IM S&M Instruction provided by the ground to an aircraft. This instruction is used for the delegation of spacing control between two aircrafts in

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approach from the ground controller to the flight crew of an aircraft. The IM S&M instruction is provided to the Instructed Aircraft and contains the identification of the Target Aircraft, instructions to be applied, time gap to be respected and a start and an end location

**Source:** SESAR;  
**Status:** Proposed

## 2.1319 SPECI

Aerodrome report on special observations for dissemination beyond the aerodrome of origin.

**Source:** SESAR;  
**Status:** Proposed

## 2.1320 SPECIAL

Local report on special observations for dissemination at the aerodrome of origin (intended for arriving and departing aircraft)

**Source:** SESAR;  
**Status:** Proposed

## 2.1321 SpecialAIREP

Special or other non-routine aircraft observations during any phase of the flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.1322 SpecialDate

A calendar date that has a special meaning for a particular state or organisation.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1323 SpecialEvent

Planned event like new ATC system implementation, big sport event, big military exercise that need to be communicated to Network Management because of their impact on ATM operations.

**Source:** SESAR;  
**Status:** Proposed

## 2.1324 SpecialHandling

Special consideration given to the flight by ATS units.

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**Source:** SESAR;  
**Status:** Proposed

## 2.1325 SpecialNavigationStation

A land based station of a special navigation system.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** Special Navigation System Station

## 2.1326 SpecialNavigationStationStatus

Information about the status of the special navigation station.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1327 SpecialNavigationSystem

Wide area (worldwide) navigation systems based on a chain of land or maritime stations providing radio frequency signals which can be used by airborne equipment to determine at least, the mobile two-dimensional position.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** Special Radio Navaid

## 2.1328 SpecialRadioNavaid

Wide area (worldwide) navigation systems based on a chain of land or maritime stations providing radio frequency signals which can be used by airborne equipment to determine at least, the mobile two-dimensional position.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** Special Navigation System

## 2.1329 SpecialRequirementsFlight

A flight that is expected to be operating in accordance with regulations issued by the relevant State for aircraft operating as State aircraft, as per Article 3 of the Convention on International Civil Aviation (Doc 7300), and for aircraft operating in accordance with State regulations for non-standard flying activities, normally through the use of reserved airspace.

**Source:** ICAO Doc 9965;  
**Status:** Approved

## 2.1330 SpecialSSRCode

SSR Code used in case of an emergency.

**Source:** SESAR;  
**Status:** Proposed

## 2.1331 SpeedChange

A change of speed during the execution of the Flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.1332 SpeedConstraint

A restriction brought to the speed component of the trajectory of an aircraft.

**Source:** SESAR;  
**Status:** Proposed

## 2.1333 Spray

Ensemble of water droplets torn by the wind from the surface of an extensive body of water, generally from the wave crests, and carried up a short distance into the air.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.1334 Squall

Atmospheric phenomenon characterized by an abrupt and large increase of wind speed with a duration of the order of minutes which diminishes rather suddenly. It is often accompanied by showers or thunderstorms.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.1335 SSRCode

The number assigned to a particular multiple pulse reply signal transmitted by a transponder in Mode A or Mode C.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.1336 StandardInstrumentArrival

A designated instrument flight rule (IFR) arrival route linking a significant point, normally on an ATS route, with a point from which a published instrument approach procedure can be commenced.

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**Source:** ICAO Doc 4444;  
**Status:** Approved  
**Abbreviations:** STAR

## 2.1337 StandardInstrumentDeparture

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

**Source:** ICAO Doc 4444;  
**Status:** Approved  
**Abbreviations:** SID

## 2.1338 StandardLevelColumn

A column of consecutive cruising levels within a standard level table.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1339 StandardLevelSector

The general rule by which standard level columns are used in a national airspace or within a region.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1340 StandardLevelTable

A table of consecutive cruising levels described under vertical separation criteria limited by an upper and lower level and used by General Air Traffic.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1341 StandDelay

Delay period on the aircraft stand.

**Source:** SESAR;  
**Status:** Proposed

## 2.1342 StandingPhase

The phase of flight from the time the first person boards the aircraft with the intention of flight until push-back or, if pushback does not apply, until taxiing from the gate or parking position is commenced. Subsequently, from engine shut down upon

reaching the gate or parking position after flight until the last person has exited the aircraft.

**Source:** ICAO ADREP 2000;

**Status:** Approved

## 2.1343 StandMarking

A symbol or group of symbols displayed on the surface of the Aircraft Stand.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1344 StartOfTakeOffRollPoint

The trajectory point at the start of take-off roll.

**Source:** SESAR;

**Status:** Proposed

## 2.1345 StartUp

The start up of the aircraft engines by the flight crew upon the ATC approval.

**Source:** SESAR;

**Status:** Proposed

## 2.1346 StartUpApprovalRequest

Pilot's request to ATC to obtain the start-up approval.

**Source:** SESAR;

**Status:** Proposed

## 2.1347 StartUpApprovalTime

Time at which the Start-Up of the aircraft engines is approved.

**Source:** SESAR;

**Status:** Proposed

## 2.1348 StartUpClearance

Approval from air traffic control to proceed with the Start-Up.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Start-up Approval

## 2.1349 StartUpSequence

An ordered set of start-ups.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Pre-departure Sequence

## 2.1350 StartUpSequencing

Descriptors of the flight in the pre-departure sequencing process

**Source:** SESAR;

**Status:** Proposed

## 2.1351 State

An internationally recognized geographic entity that provides air traffic service.

**Source:** ICAO Doc 9881;

**Status:** Approved

## 2.1352 StateFlight

Operation of an aircraft used in military, customs or police service.

**Source:** ICAO ADREP 2000;

**Status:** Approved

## 2.1353 StateOfDesign

The State having jurisdiction over the organization responsible for the type design.

**Source:** ICAO Annex 1; ICAO Annex 13; ICAO Annex 8;

**Status:** Approved

## 2.1354 StateOfManufacture

The State having jurisdiction over the organization responsible for the final assembly of the aircraft.

**Source:** ICAO Annex 1; ICAO Annex 13; ICAO Annex 8;

**Status:** Approved

## 2.1355 StateOfOccurrence

The State in the territory of which an accident or incident occurs.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 13;

**Status:** Approved

## 2.1356 StateOfOrigin

The State in the territory of which the consignment was first loaded on an aircraft.

**Source:** ICAO Annex 1; ICAO Annex 18;

**Status:** Approved

## 2.1357 StateOfRegistry

The State on whose register the aircraft is entered.

**Source:** ICAO Annex 6, Part I, Ninth Edition;

**Status:** Approved

## 2.1358 StateOfTheOperator

The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

**Source:** ICAO Annex 1; ICAO Annex 13; ICAO Annex 18; ICAO Annex 6;

**Status:** Approved

## 2.1359 StateVolcanoObservatory

A meteorological watch office responsible for monitoring pre-eruption activities, volcanic eruptions and the dispersion of airborne volcanic ashes.

**Source:** SESAR;

**Status:** Proposed

## 2.1360 StayAerodrome

A period of special activity in the vicinity of an aerodrome, such as carrying out multiple approaches or departures procedures for training purposes (e.g. touch and go).

**Source:** SESAR;

**Status:** Proposed

## 2.1361 StayARES

A period a special activity within a reserved airspace volume.

**Source:** SESAR;

**Status:** Proposed

## 2.1362 StayHolding

A period of special activity corresponding to an RPAS en-route holding.

**Source:** SESAR;  
**Status:** Proposed

### 2.1363 StayPhase

A period of 'special activity' when the aircraft will 'stay' in the area defined for a given length of time.

**Source:** EUROCAE ED-133 v.1.0;  
**Status:** Approved

### 2.1364 Stopway

A defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off.

**Source:** ICAO Annex 14, Vol. I, Fifth Edition;  
**Status:** Approved

### 2.1365 StrategicATFMPhase

An ATFM phase which takes place seven days or more prior to the day of operation and includes research, planning and coordination activities.

**Source:** EUROCONTROL ATFCM Operations Manual;  
**Status:** Proposed

### 2.1366 Stratus

Generally grey cloud layer with a fairly uniform base, which may give drizzle, ice prisms or snow grains. When the Sun is visible through the cloud, its outline is clearly discernible; Stratus does not produce halo phenomena except, possibly, at very low temperatures; sometimes it appears in the form of ragged patches.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

### 2.1367 SubjectOfAssessment

The ATM-related activities to be subject of a specific assessment.

**Source:** SESAR;  
**Status:** Proposed

### 2.1368 Subnetwork

An actual implementation of a data network that employs a homogeneous protocol and addressing plan, and is under the control of a single authority.

**Source:** ICAO Annex 10, Vol. III, Second Edition;  
**Status:** Approved

## 2.1369 SupplementaryRate

Supplementary rate information expressed by a regulation for a specific supplementary period, expressed as number of slots per hour.

**Source:** EUROCONTROL CFMU-B2B;  
**Status:** Proposed

## 2.1370 SurfaceCharacteristics

The characteristics of an aerodrome surface.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1371 SurfaceContamination

Presence or removal of hazardous conditions on aerodrome movement areas due to snow, ice, slush, water.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1372 SurfaceContaminationLayer

An operationally significant contaminant of homogeneous type such as snow, ice, slush, water, sand, etc., which is present on a large surface of the aerodrome area.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1373 SurfaceForecastReport

A report containing forecasts about surface meteorological conditions.

**Source:** ICAO Annex 3;  
**Status:** Approved

## 2.1374 SurfaceLevelHeliport

A heliport located on the ground or on the water.

**Source:** ICAO Annex 1; ICAO Annex 14;  
**Status:** Approved



## 2.1375 SurfaceReport

A report containing observations of meteorological conditions made from the surface of the earth or water bodies.

**Source:** ICAO Annex 3;

**Status:** Approved

## 2.1376 SurveillanceGroundStation

Information about the ground station where the radar scope is utilised.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1377 SurveillanceRadar

Radar equipment used to determine the position of an aircraft in range and azimuth.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 10;

**Status:** Approved

## 2.1378 SurveillanceRadarElement

A component of a Precision Approach Radar System which, when installed, provides the orientation information required to direct the aircraft to the correct position and altitude so that the final approach can be instituted.

**Source:** ICAO Doc 8071;

**Status:** Approved

**Abbreviations:** SRE

## 2.1379 SurvivalELT

An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.

**Source:** ICAO Doc 9713;

**Status:** Approved

**Abbreviations:** ELT(S)

## 2.1380 SurvivalEquipment

Aircraft equipment that can be used by the crew and passengers to assist survival in harsh environments in case of emergency.

**Source:** FIXM v3.0;

**Status:** Proposed

## 2.1381 SystemTrack

A target report resulting from the correlation, by a special algorithm (tracking) of a succession of radar reported positions for one aircraft. The report normally contains smoothed position and speed vector information.

**Source:** EUROCONTROL ASTERIX;

**Status:** Approved

## 2.1382 TACAN

A navigation system developed by military and naval forces providing, as far as the navigating pilot is concerned and for suitably equipped aircraft, the same indication as a VOR/DME system.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

**Synonyms:** UHF Tactical Air Navigation Aid

## 2.1383 TacticalReroutingProposal

A tactical rerouting proposal by the ATFM.

**Source:** FOIPS;

**Status:** Proposed

## 2.1384 TacticalATFMPhase

An ATFM phase, which takes place on the day of operation.

**Source:** EUROCONTROL ATFCM Operations Manual;

**Status:** Proposed

## 2.1385 TacticalOperationalPlanning

ATM activities starting near to the actual departure time of the flight (usually 24 hours preceding the flight) during which the ATM system has access to more accurate planning information.

**Source:** ICAO Doc 9965;

**Status:** Approved

## 2.1386 TacticalRerouting

An ATFM measure which requires an aircraft operator to file an alternate route/flight level in order to resolve ATC capacity problems and minimise delays.

**Source:** EUROCONTROL ATFCM Operations Manual;

**Status:** Proposed

**Synonyms:** Ground Horizontal Rerouting

## 2.1387 TacticalReroutingConstraint

A constraint on a tactical rerouting.

**Source:** SESAR;  
**Status:** Proposed

## 2.1388 TacticalReroutingProposal

A tactical rerouting proposal by the ATFM.

**Source:** FOIPS;  
**Status:** Proposed

## 2.1389 TAF

Message to transmit aerodrome forecasts and amendments prepared by the meteorological office designated the meteorological authority concerned.

**Source:** ICAO Annex 3;  
**Status:** Approved

## 2.1390 TakeOff

Event in which an aircraft takes-off.

**Source:** SESAR;  
**Status:** Proposed

## 2.1391 TakeOffClearance

Authorization for an aircraft to proceed with the take-off under conditions specified by an air traffic control unit.

**Source:** SESAR;  
**Status:** Proposed

## 2.1392 TakeOffConfiguration

Aircraft configuration for a given flight. It is the configuration at "take-off".

**Source:** SESAR;  
**Status:** Proposed

## 2.1393 TakeOffDistanceAvailable

The length of the take-off run available plus the length of the clearway, if provided.

**Source:** ICAO Annex 14;  
**Status:** Approved  
**Abbreviations:** TODA

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## 2.1394 TakeOffDistanceAvailableForHelicopter

The length of the FATO plus the length of helicopter clearway (if provided) declared available and suitable for helicopters to complete the take-off.

**Source:** ICAO Annex 14;

**Status:** Approved

**Abbreviations:** TODAH

## 2.1395 TakeOffPhase

The phase of flight from the application of take-off power until reaching the first prescribed power reduction, or until reaching the vfr pattern or 1,500 feet (450 metres) above runway end elevation, whichever comes first or the termination (abort) of the take-off.

**Source:** ICAO ADREP 2000;

**Status:** Approved

## 2.1396 TakeOffRun

The phase of flight from the application of take-off power, through the take-off roll and rotation up to 50 feet [15 metres] above runway end elevation.

**Source:** ICAO ADREP 2000;

**Status:** Approved

## 2.1397 TakeOffRunAvailable

The length of runway declared available and suitable for the ground run of an aeroplane taking off.

**Source:** ICAO Annex 14;

**Status:** Approved

**Abbreviations:** TORA

## 2.1398 TakeOffSequence

An ordered set of planned Take-off events used in departure management.

**Source:** SESAR;

**Status:** Proposed

## 2.1399 TakeOffSequencing

Descriptors of the flight in the take-off sequencing process

**Source:** SESAR;

**Status:** Proposed

## 2.1400 TakeOffTime

Time at which an aircraft leave the ground and becomes airborne.

**Source:** SESAR;

**Status:** Proposed

## 2.1401 TakeOffWeight

The weight of the aircraft at the beginning of the take-off phase.

**Source:** SESAR;

**Status:** Proposed

## 2.1402 TargetDeparturePlanningInformation

Departure Planning Information message sent between 2 hours before off-block time and ATC time of pre-departure sequencing. It supplies an accurate Target Take-Off Time (TTOT). Use of the variable taxi time calculation will permit an accurate TTOT to be calculated, which will then allow the Network Operations to optimise the CTOT re-calculation and send improvements whenever possible.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** T-DPI

## 2.1403 TargetLandingTime

Targeted Time from the Arrival management process at the threshold, taking runway sequence and constraints into account. It is not a constraint but a progressively refined planning time used to coordinate between arrival and departure management processes.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Target Runway Time

**Abbreviations:** TLDT

## 2.1404 TargetOffBlockTime

The time that an aircraft operator / handling agent estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle present, ready to start up / push back immediately upon reception of clearance from the TWR.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** TOBT

## 2.1405 TargetReport

A general output of the sensor

**Source:** EUROCONTROL ASTERIX;

**Status:** Approved

## 2.1406 TargetStartUpApprovalTime

The time provided by ATC taking into account TOBT, CTOT and/or the traffic situation that an aircraft can expect to receive start up / push back approval.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** TSAT

## 2.1407 TargetTakeOffTime

The Target Take-Off Time taking into account the TOBT/TSAT plus the EXOT. Each TTOT on one runway is separated from other TTOT or TLDT to represent vortex and/or SID separation between aircraft.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** TTOT

## 2.1408 TargetTimeOfArrival

A Target Time Over referring to a Significant Point associated to an Aerodrome.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Target Time Over (TTO)

**Abbreviations:** TTA

## 2.1409 TargetTimeOver

An ATM computed Time Over a Significant Point which is not a constraint but a progressively refined planning time.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Target Time of Arrival (TTA)

**Abbreviations:** TTO

## 2.1410 Task

A set of objectives set by military authorities to accomplish military missions.

**Source:** SESAR;

**Status:** Proposed

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## 2.1411 TaxiClearance

Authorization for an aircraft to proceed with the taxi under conditions specified by an air traffic control unit.

**Source:** SESAR;  
**Status:** Proposed

## 2.1412 TaxiInClearance

Information relating to the taxi-in clearance of an aircraft.

**Source:** ICAO Doc 9965;  
**Status:** Approved

## 2.1413 TaxiInPhase

Phase of flight from Landing until In-Block, that includes the Surface Movement associated to the arrival of a flight

**Source:** SESAR;  
**Status:** Proposed

## 2.1414 TaxiInTime

Duration of the Taxi-In phase.

**Source:** SESAR;  
**Status:** Proposed

## 2.1415 TaxiOutClearance

The clearance provided by the tower ground controller to the aircraft for taxiing from the parking stand to the take-off runway.

**Source:** SESAR;  
**Status:** Proposed

## 2.1416 TaxiOutPhase

Phase of flight from Off-Block until Take-Off, that includes the Surface Movement associated to the departure of a flight

**Source:** SESAR;  
**Status:** Proposed

## 2.1417 TaxiOutTime

Duration of the Taxi-Out phase.

**Source:** SESAR;  
**Status:** Proposed

## 2.1418 TaxiPhase

The phase of flight in which movement of an aircraft on the surface of an aerodrome under its own power occurs, excluding take-off and landing.

**Source:** ICAO ADREP 2000;  
**Status:** Approved

## 2.1419 TaxiRoute

A predefined path from a Runway to an aircraft Stand (and vice versa). A taxi route is a sequence of taxiways.

**Source:** FOIPS;  
**Status:** Proposed

## 2.1420 TaxiRouteInstruction

Directives issued by air traffic control for the purpose of requiring a pilot to take a specific action during taxi.

**Source:** SESAR;  
**Status:** Proposed

## 2.1421 Taxiway

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

- a) Aircraft stand taxilane. A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.
- b) Apron taxiway. A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.
- c) Rapid exit taxiway. A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimizing runway occupancy times.

**Source:** ICAO;  
**Status:** Approved

## 2.1422 TaxiwayBrakingActionObservation

An observation of a braking deceleration on a particular taxiway made by a pilot when stopping an aircraft.

**Source:** Flight Safety Foundation (FSF)/RSI Pilot Braking Action Report;  
**Status:** Approved



## 2.1423 TaxiwayConfiguration

Configuration of taxiways available for use in a given airport operational mode.

**Source:** SESAR;

**Status:** Proposed

## 2.1424 TaxiwayContamination

The presence or removal of hazardous conditions due to snow, ice, slush, water, etc. on the taxiway surface.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1425 TaxiwayElement

A portion of a taxiway.

**Source:** DGIWG;

**Status:** Proposed

## 2.1426 TaxiwayGuidanceLine

Guidance line painted on a taxiway.

**Source:** ICAO Doc 9881;

**Status:** Approved

## 2.1427 TaxiwayHoldingPosition

A designated position at which taxiing aircraft and vehicles must stop and hold position, unless otherwise authorized by the aerodrome control tower.

**Source:** ICAO; ICAO Doc 9881;

**Status:** Approved

**Synonyms:** Intermediate Holding Position, TaxiHoldingPosition

## 2.1428 TaxiwayHoldingPositionLightSystem

Lighting system for a taxiway hold position.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

**Synonyms:** TaxiHoldingPositionLightSystem

## 2.1429 TaxiwayHoldingPositionMarking

A symbol or group of symbols displayed on the surface of a Taxiway indicating the location of the Taxiway Holding Position.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** TaxiHoldingPositionMarking

## 2.1430 TaxiwayIntersection

A junction of two or more taxiways.

**Source:** ICAO Annex 14;  
**Status:** Approved

## 2.1431 TaxiwayIntersectionMarking

A marking painted at a position at which taxiing aircraft and vehicles are expected to stop and hold until further cleared to proceed, when so instructed by the aerodrome control tower.

**Source:** EUROCAE ED 99D;  
**Status:** Approved

## 2.1432 TaxiwayLightSystem

The lighting system provided for a taxiway at an aerodrome.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1433 TaxiwayMarking

A symbol or group of symbols displayed on the surface of the taxiway.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1434 TaxiwayShoulder

An area adjacent to the edge of a taxiway so prepared as to provide a transition between the taxiway and the adjacent surface.

**Source:** ICAO Annex 14;  
**Status:** Approved

## 2.1435 TaxiwayStrip

An area including a taxiway intended to protect an aircraft operating on the taxiway and to reduce the risk of damage to an aircraft accidentally running off the taxiway.

**Source:** ICAO Annex 1; ICAO Annex 14;  
**Status:** Approved

## 2.1436 TelephoneContact

Telephone numbers at which the organisation or individual may be contacted.

**Source:** ISO 19115:2006;

**Status:** Approved

## 2.1437 TemperatureInversion

Vertical temperature distribution such that temperature increases with height.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.1438 TemporaryCapacity

The temporary hourly capacity values for the period of the week within which it is applicable. Temporary overrides Permanent and Default Capacity.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** Passenger Throughput, Cargo Throughput

## 2.1439 TemporaryReservedArea

A defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which other traffic may be allowed to transit, under ATC clearance.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** TemporaryReservedAirspace

**Abbreviations:** TRA

## 2.1440 TemporarySegregatedArea

A defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily segregated, by common agreement, for the exclusive use by another aviation authority and through which other traffic will not be allowed to transit.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** TSA

## 2.1441 Terminal

An installation on an aerodrome with facilities for loading and unloading aircraft and processing traffic (passengers, baggage, cargo and mail).

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**Source:** NATO AAP-6 (2004);  
**Status:** Approved

## 2.1442 TerminalArrivalAltitude

The lowest altitude that will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an arc of a circle defined by a 46 km (25 NM) radius centred on the initial approach fix (IAF), or where there is no IAF on the intermediate approach fix (IF), delimited by straight lines joining the extremity of the arc to the IF. The combined TAAs associated with an approach procedure shall account for an area of 360 degrees around the IF.

**Source:** ICAO Annex 4;  
**Status:** Approved  
**Synonyms:** Terminal Arrival Area  
**Abbreviations:** TAA

## 2.1443 TerminalArrivalAreaSector

Subdivision of the TAA to allow for lower altitudes. The lowest altitude will provide a minimum clearance of 300m (1000ft) above all objects located in the sector.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Synonyms:** Terminal Arrival Altitude Sector

## 2.1444 TerminalCapacity

The number of passengers and tonnes of cargo per hour which can be processed in a terminal building (sometimes referred to as passenger throughput or cargo throughput).

**Source:** ICAO Doc 9626;  
**Status:** Approved  
**Synonyms:** Passenger Throughput, Cargo Throughput

## 2.1445 TerminalControlArea

A control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2;  
**Status:** Approved  
**Abbreviations:** TMA

## 2.1446 TerminalProcedure

A series of predetermined manoeuvres with specified protection from obstacles.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1447 Terrain

The surface of the Earth containing naturally occurring features such as mountains, hills, ridges, valleys, bodies of water, permanent ice and snow, and excluding obstacles.

**Source:** ICAO Annex 1;  
**Status:** Approved

## 2.1448 TerrainDataSet

Data representing terrain surface in the form of continuous elevation values at all intersections (points) of a defined grid, referenced to common datum.

**Source:** SESAR;  
**Status:** Proposed

## 2.1449 Tesla

The magnetic flux density given by a magnetic flux of 1 weber per square metre.

**Source:** ICAO Annex 5;  
**Status:** Approved  
**Abbreviations:** T

## 2.1450 Threshold

The beginning of that portion of the runway usable for landing.

**Source:** ICAO Annex 1;  
**Status:** Approved  
**Synonyms:** Runway Threshold

## 2.1451 Time

A finite extent or stretch of continued existence, as the interval separating two successive events or actions, or the period during which an action, condition, or state continues; a finite portion of time (in its infinite sense).

**Source:** Oxford English Dictionary;  
**Status:** Approved

## 2.1452 TimeConstraint

A restriction brought to the time component of the trajectory of an aircraft.

**Source:** SESAR;  
**Status:** Proposed

## 2.1453 TimeOver

The time at which a flight arrives over a significant point.

**Source:** SESAR;  
**Status:** Proposed

## 2.1454 Timesheet

The definition of a single time interval, that occurs repeatedly as part of a schedule.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1455 TimeToEntryBoundary

Time to entry boundary

**Source:** SESAR;  
**Status:** Proposed

## 2.1456 TimeToGainOrLose

An arrival management advisory in the form of the amount of time that a flight is supposed to lose or gain to arrive at the metering fix to land at the AMAN Planned Threshold Time (APTT).

**Source:** SESAR;  
**Status:** Proposed

## 2.1457 TimeToInsertInSequence

A parameter that prevents an improvement into an already organised departure sequence. It may be adjusted at any time depending on the local aerodrome traffic situation and may vary during the day. The TIS parameter is not relevant when ATC has sent an REA message for a flight.

The TIS makes sure that a CTOT improvement cannot be sent at short notice as the aerodrome requires some time to introduce an aircraft in the departure sequence (the new CTOT cannot be earlier than clock time + TIS + taxi time).

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Abbreviations:** TIS

## 2.1458 TimeToPointBoundary

Time to point boundary

**Source:** SESAR;

**Status:** Proposed

## 2.1459 TimeToRemoveFromSequence

A parameter that prevents a change to a later CTOT when the flight is already in the departure sequence. It may be adjusted at any time depending on the local aerodrome traffic situation and may vary during the day

The CTOT will no longer be modified after CTOT - taxi time - TRS.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** TRS

## 2.1460 TOBTUpdateStatus

A code describing the status of the update of the TOBT.

**Source:** SESAR;

**Status:** Proposed

## 2.1461 Tonne

The mass equal to 1 000 kilograms.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** t

## 2.1462 TopOfClimb

The trajectory point at which the trajectory arrives at the cruise flight level. There will be one top-of-climb for each cruise flight level (step climbs).

**Source:** ARINC 702A-3;

**Status:** Approved

## 2.1463 TopOfDescent

The trajectory point at which the trajectory begins a descent from the cruise flight level.

**Source:** ARINC 702A-3;

**Status:** Approved

## 2.1464 TotalEstimatedElapsedTime

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

**Source:** ICAO Annex 2;  
**Status:** Approved

## 2.1465 Touchdown

The point where the nominal glide path intercepts the runway.

**Source:** ICAO Annex 1; ICAO Annex 10;  
**Status:** Approved

## 2.1466 TouchDownLiftOff

A load bearing area on which a helicopter may touch down or lift off.

**Source:** ICAO Annex 1;  
**Status:** Approved  
**Synonyms:** Touchdown and Lift-off Area  
**Abbreviations:** TLOF

## 2.1467 TouchDownLiftOffContamination

The presence or removal of hazardous conditions due to snow, ice, slush, water, etc. on the Touch Down and Lift-Off (TLOF) surface.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1468 TouchDownLiftOffLightSystem

The lighting system provided for a touch down and lift-off surface at an aerodrome.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1469 TouchDownLiftOffMarking

A symbol or group of symbols displayed on the surface of the touch down and lift-off area at an aerodrome.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved



## 2.1470 TouchDownLiftOffSafeArea

An obstacle-free area situated in the vicinity of a touchdown and lift-off area, provided to protect helicopters during manoeuvring, take-off and / or landing operations.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1471 ToweringCumulus

A descriptive term, used mostly in weather observing, for cumulus congestus (Cu con).

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

**Synonyms:** cumulus congestus

## 2.1472 Traceability

Ability to trace the history, application or location of that which is under consideration (ISO 9000).

**Source:** ICAO Annex 1; ICAO Annex 15;

**Status:** Approved

## 2.1473 Track

The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Annex 2; ICAO Annex 4;

**Status:** Approved

**Synonyms:** flight track, ground track

**Abbreviations:** TR

## 2.1474 TrackDirectionChange

A change of track direction during the execution of the Flight.

**Source:** SESAR;

**Status:** Proposed

## 2.1475 TrafficBunching

Packets of aircraft arriving at the same, unexpected time, in a congested area.

**Source:** SESAR;

**Status:** Proposed

## 2.1476 TrafficCount

The number of aircraft on a location during a time period.

**Source:** SESAR;

**Status:** Proposed

## 2.1477 TrafficDemand

The air traffic according to the flight plans filed by the aircraft operator. It takes in account any flight plan modifications (CHG, DLA, etc.).

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** TD

## 2.1478 TrafficFlow

Flights with common entry locations upstream, downstream or both with respect to a reference location.

**Source:** EUROCONTROL CFMU Corp. SRD ENV Ed.14;

**Status:** Proposed

## 2.1479 TrafficLoad

The air traffic according to the best information available.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** TL

## 2.1480 TrafficOrientationScheme

A strategic ATFM measure that (re-) route traffic flows.

**Source:** SESAR;

**Status:** Proposed

## 2.1481 TrafficSeparationService

A service that provides control and separation services, to aircraft in the air and on the ground.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1482 TrafficVolume

A set of conditions used to identify the flights over an airspace, point, aerodrome or set of aerodromes so that they can be monitored or regulated within the tactical/pre-tactical Air Traffic Flow and Capacity Management (ATFCM) system.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

**Abbreviations:** TFV

## 2.1483 TrafficVolumeActivation

Information about the operational status of the traffic volume.

**Source:** SESAR;

**Status:** Proposed

## 2.1484 TrafficVolumeActivationPlan

The activation status of a Traffic Volume over a given period of time.

**Source:** SESAR;

**Status:** Proposed

## 2.1485 TrafficVolumeLinkedFlow

The role a flow fulfils within a traffic volume.

**Source:** SESAR;

**Status:** Proposed

## 2.1486 TrafficVolumeSet

A set of Traffic volumes relating to a single Flow Management Position (FMP).

**Source:** EUROCONTROL CFMU-B2B;

**Status:** Proposed

## 2.1487 Trajectory

The description of movement of an aircraft both in the air and on the ground including position, time, and at least via calculation, speed and acceleration.

**Source:** ICAO; ICAO Doc 9854;

**Status:** Approved

**Synonyms:** 4D Trajectory, 4D Profile

## 2.1488 TrajectoryChangePoint

A trajectory point at which an altitude level-off will be initiated or terminated, at which the speed target (Indicated or Mach) will change to a new target, or at which the course is expected to change.

**Source:** SESAR;  
**Status:** Proposed

## 2.1489 TrajectoryConstraint

Any restriction brought to the trajectory of an aircraft, being either a tactical constraint such as air traffic controller instruction, or a strategic constraint derived from the operations of the network.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved

## 2.1490 TrajectoryElement

A group of two or more consecutive trajectory segments of the same trajectory.

**Source:** SESAR;  
**Status:** Proposed

## 2.1491 TrajectoryGeneratorModel

The model that is used to generate the great circle distance trajectory of the flights between the departure and arrival aerodrome TMAs.

**Source:** SESAR;  
**Status:** Proposed

## 2.1492 TrajectoryPoint

A four dimensional point used in defining the flight path of an aircraft.

**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** 4D Trajectory Point

## 2.1493 TrajectoryPrediction

The process that estimates a future trajectory of an aircraft through computation.

**Source:** SESAR;  
**Status:** Proposed

## 2.1494 TrajectorySegment

A line connecting consecutive trajectory points.

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**Source:** SESAR;  
**Status:** Proposed  
**Synonyms:** 4D Trajectory Segment

## 2.1495 TrajectorySuspension

After an open loop instruction, the RBT/RMT is "suspended" until such times as a new instruction is given to resume the original RBT/RMT.

**Source:** SESAR;  
**Status:** Proposed

## 2.1496 TrajectorySynchronisation

ATM activities aiming to obtain flight information and provide constraints onto the flight trajectory to achieve flow objectives and to conduct strategic Conflict management.

**Source:** ICAO Doc 9965;  
**Status:** Approved

## 2.1497 TransferData

Data exchanged during the transfer phase. The receiving controller can issue: - A speed - A rate of climb / descent - A heading - A flight level - A supplementary flight level which become constraints of the trajectory.

**Source:** FOIPS;  
**Status:** Proposed

## 2.1498 TransferOfControlPoint

A defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next.

**Source:** ICAO Doc 4444;  
**Status:** Approved  
**Abbreviations:** TCP

## 2.1499 TransferringUnitOrController

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

**Source:** ICAO Annex 1; ICAO Annex 11; ICAO Doc 4444;  
**Status:** Approved

## 2.1500 TransitionAltitude

The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

**Source:** ICAO Annex 2; ICAO Annex 4;

**Status:** Approved

## 2.1501 TransitionAltitudeOrLevelPoint

The point at which the trajectory reaches the transition altitude (in climb) or level (in descent).

**Source:** SESAR;

**Status:** Proposed

## 2.1502 TransitionLayer

The airspace between the transition altitude and the transition level.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1503 TransitionLevel

The lowest flight level available for use above the transition altitude.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1504 TREND

A concise statement of the expected significant changes in the meteorological conditions at that aerodrome to be appended to a local routine or local special report, or a METAR or SPECI.

**Source:** ICAO Annex 3;

**Status:** Approved

## 2.1505 TributaryStation

An aeronautical fixed station that may receive or transmit messages and/or digital data but which does not relay except for the purpose of serving similar stations connected through it to a communication centre.

**Source:** ICAO Annex 10, Vol. II, Sixth Edition;

**Status:** Approved

## 2.1506 TropicalCyclone

Cyclone of tropical origin of small diameter (some hundreds of kilometres) with minimum surface pressure in some cases less than 900 hPa, very violent winds and torrential rain; sometimes accompanied by thunderstorms. It usually contains a central region, known as the "eye" of the storm, with a diameter of the order of some tens of kilometres, and with light winds and more or less lightly clouded sky.

**Source:** WMO METeorological Community Exchange (METCE);

**Status:** Approved

## 2.1507 TropicalCycloneAdvisory

Advisory information regarding the position, forecast direction and speed of movement, central pressure and maximum surface wind of a tropical cyclone.

**Source:** ICAO; ICAO Annex 3;

**Status:** Approved

## 2.1508 TropicalCycloneAdvisoryCentre

A meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, world area forecast centres and international OPMET databanks regarding the position, forecast direction and speed of movement, central pressure and maximum surface wind of tropical cyclones.

**Source:** ICAO; ICAO Annex 3;

**Status:** Approved

**Abbreviations:** TCAC

## 2.1509 TropicalCycloneSIGMET

A SIGMET that reports the presence of a tropical cyclone.

**Source:** ICAO IWXXM;

**Status:** Approved

## 2.1510 Tropopause

The boundary between the troposphere and the stratosphere, where an abrupt change in lapse rate usually occurs.

**Source:** WMO International Meteorological Vocabulary;

**Status:** Approved

## 2.1511 TrueAirspeed

The speed of the aeroplane relative to undisturbed air.

**Source:** ICAO Doc 9713;  
**Status:** Approved  
**Abbreviations:** TAS

## 2.1512 Turbulence

Atmospheric flow regime characterized by chaotic and stochastic property changes. This includes low momentum diffusion, high momentum convection, and rapid variation of pressure and velocity in space and time.

**Source:** EUROCONTROL-FAA WXXM v.1.1;  
**Status:** Approved

## 2.1513 Turnaround

The arrival, unloading, and preparation for the return journey of an aircraft.

**Source:** EUROCONTROL ATM Lexicon;  
**Status:** Approved  
**Synonyms:** Turn-round

## 2.1514 TurnaroundTime

The time spent on the ground during a flight duty period between two flight sectors.

**Source:** ICAO Doc 9713;  
**Status:** Approved

## 2.1515 TurnDegrees

Instruction to turn a specified number of degrees left or right.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.1516 TurnHeading

Instruction to turn left or right as specified on to the specified heading.

**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.1517 TurnToPoint

Instruction to turn a specified number of degrees left or right at a specific position.

**Source:** EUROCAE ED-133 v.1.0;  
**Status:** Approved



## 2.1518 TypeCertificate

A document issued by a Contracting State to define the design of an aircraft type and to certify that this design meets the appropriate airworthiness requirements of that State.

**Source:** ICAO Annex 8;

**Status:** Approved

## 2.1519 UltimateCapacity

The maximum number of aircraft operations that an airfield can accommodate during a specified time period when there is continuous demand for service.

**Source:** SESAR;

**Status:** Proposed

## 2.1520 UncertaintyPhase

A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

**Source:** ICAO Annex 12;

**Status:** Approved

## 2.1521 UncontrolledAirspace

Airspace type of Class G and specified Class F airspace within which ATC service is not provided.

**Source:** EUROCONTROL ATM Lexicon;

**Status:** Approved

## 2.1522 Unit

A generic term referring to all types of entities providing all types of ATM related services.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1523 UnitAvailability

Status and scheduling information about a unit.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1524 UnitDependency

The operational or functional relationship between two related units.

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**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1525 UnmannedAerialVehicle

An unmanned aerial vehicle is a pilotless aircraft, in the sense of Article 8 of the Convention on International Civil Aviation, which is flown without a pilot-in-command on-board and is either remotely and fully controlled from another place (ground, another aircraft, space) or programmed and fully autonomous.

**Source:** ICAO Doc 9854;  
**Status:** Approved  
**Abbreviations:** UAV

## 2.1526 UnplannedHolding

A specific holding procedure requested at an en-route fix on airway or route radials, bearings, or courses.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1527 UpdatedAispaceUsePlan

An ASM message of NOTAM status issued by an AMC to update and supersede AUP/previous UUP information.

**Source:** EUROCONTROL ERNIP Part 3 - ASM Handbook v5.1;  
**Status:** Approved  
**Abbreviations:** UUP

## 2.1528 UpperFlightInformationRegion

An upper airspace of defined dimensions within which flight information service and alerting service are provided.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved  
**Abbreviations:** UIR

## 2.1529 UsageCondition

A rule governing the usage of an aerodrome or one of its surfaces.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1530 UserDefinedSegment

A segment of a great circle connecting any combination of two user defined or published waypoints.

**Source:** SESAR;

**Status:** Proposed

## 2.1531 UserPreference

A particular wish related to the planned trajectory.

**Source:** SESAR;

**Status:** Proposed

## 2.1532 UserPreferredRoute

A representation of the airborne phase of a flight as an expression of the Business / Mission intentions of the Airspace User.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** UPR

## 2.1533 UserPreferredTrajectory

A trajectory initially provided by the Airspace User which may be amended during planning phase to integrate ATM constraints from DCB and during execution phase to integrate new ATM constraints from dynamic DCB. Alternate user preferred trajectory may be associated to the RBT/RMT to face pre-defined scenarios.

**Source:** SESAR;

**Status:** Proposed

**Synonyms:** UserPreferred4DTrajectory

## 2.1534 VariableGeometryArea

A reserved airspace composed of one core area and one or several extension areas. Anytime the Variable Geometry Area is activated, the core is activated and a sub-part of extension areas is activated, based on the mission profile.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** VGA

## 2.1535 VariableTaxiTime

The estimated time that an aircraft spends taxiing between its parking stand and the runway or vice versa.

**Source:** EUROCONTROL A-CDM Implementation manual;

**Status:** Approved

**Abbreviations:** VTT

## 2.1536 VDLStation

An aircraft-based or ground-based physical entity, capable of VDL Mode 2, 3 or 4.

**Source:** ICAO Annex 10, Vol. III, Second Edition;

**Status:** Approved

## 2.1537 Vehicle

Any means of carriage, conveyance, or transport.

**Source:** Oxford English Dictionary;

**Status:** Approved

## 2.1538 VerticalConstraint

A restriction brought to the vertical component of the trajectory of an aircraft.

**Source:** SESAR;

**Status:** Proposed

## 2.1539 VerticalPathAngle

Angle of the published final approach descent in baro-VNAV procedures.

**Source:** ICAO Doc 8168, Vol. I, 5th Ed;

**Status:** Approved

**Abbreviations:** VPA

## 2.1540 VerticalProfile

A description of the aircraft motion in the vertical plane above the ground track, in terms of its position, speed, bank angle and engine power setting.

**Source:** SESAR;

**Status:** Proposed

## 2.1541 VerticalSeparationMinima

The minimum difference between levels in terms of flight levels or altitudes between aircraft using prescribed altimeter setting procedures.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1542 VerticalStructure

All fixed and mobile objects, or parts thereof that extend above the surface of the Earth.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1543 VerticalStructurePart

A part of the vertical structure that can be represented as point, line or polygon with vertical extent.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1544 VHF8.33kHzChannelSpacing

Reduced channel spacing in the VHF band from the usual 25 kHz to 25/3 kHz.

**Source:** SESAR;

**Status:** Proposed

## 2.1545 VHF8.33Requirement

All IFR/GAT flights or parts thereof operating in 8.33 kHz airspace above FL195 within the IFPZ or below FL195 in the airspaces where 8.33 kHz is implemented, are required to carry the 8.33 kHz radio equipment, except where exemptions apply (as defined in the national AIP of the State concerned) and as specified by the terms of those exemptions. Whenever an aircraft is equipped with the 8.33 kHz radios, the letter Y shall be inserted in Item 10: Equipment, of the filed flight plan.

**Source:** SESAR;

**Status:** Proposed

## 2.1546 VHFDigitalLink

A constituent mobile subnetwork of the aeronautical telecommunication network (ATN), operating in the aeronautical mobile VHF frequency band. In addition, the VDL may provide non-ATN functions such as, for instance, digitized voice.

**Source:** ICAO Annex 10, Vol. III, Second Edition;

**Status:** Approved

**Abbreviations:** VDL

## 2.1547 VisualAid

Any visual system which indicates the existence of an entity.

**Source:** SESAR;

**Status:** Proposed

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## 2.1548 Visual Approach Procedure

A series of predetermined manoeuvres by visual reference, 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, a go-around procedure can be carried out.

**Source:** ICAO Annex 4;

**Status:** Approved

## 2.1549 Visual Flight Rules

A set of rules governing the conduct of flight under visual meteorological conditions.

**Source:** ICAO Doc 9815;

**Status:** Approved

**Abbreviations:** VFR

## 2.1550 Visual Glide Slope Indicator

A visual guidance system that provides 'below/above glidepath' information to an aircraft executing an approach to a specific runway direction.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

**Abbreviations:** VGS

## 2.1551 Visual Ground Guidance System

Any visual guidance systems used at aerodromes to help aircraft and other vehicles circulating on the platform to navigate from one location to another. This covers the markings and well as the light systems on the runways, taxiways, aprons.

**Source:** SESAR;

**Status:** Proposed

## 2.1552 Visual Manoeuvring Circling Area

The area in which obstacle clearance should be taken into consideration for aircraft carrying out a circling approach.

**Source:** ICAO Doc 8168, Vol. I, 5th Ed;

**Status:** Approved

## 2.1553 Visual Navigation Aid

Any visual system which provides information to be used by the pilot or aircraft navigation systems for position determination or flight path guidance.

**Source:** ICAO Doc 9294;

**Status:** Approved

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## 2.1554 VisualObstacleAlerting

Any visual alerting system (lights and others) put generally on top of obstacles to warn pilots on the existence and location of potential danger to aviation created by an obstacle.

**Source:** SESAR;  
**Status:** Proposed

## 2.1555 VoiceAutomaticTerminalInformationService

The provision of ATIS by means of continuous and repetitive voice broadcasts.

**Source:** ICAO Annex 1; ICAO Annex 10;  
**Status:** Approved  
**Abbreviations:** Voice-ATIS

## 2.1556 VoiceAutomaticVOLMETService

The provision of VOLMET by means of continuous and repetitive voice broadcasts.

**Source:** SESAR;  
**Status:** Proposed

## 2.1557 VolcanicActivity

Volcanic unrest or eruption.

**Source:** SESAR;  
**Status:** Proposed

## 2.1558 VolcanicActivityReport

A report on the occurrence of pre-eruption volcanic activity, volcanic eruptions or ash cloud.

**Source:** ICAO; ICAO Annex 3;  
**Status:** Approved

## 2.1559 VolcanicAsh

Extremely fine particles of pulverized rock, the composition of which, generally speaking, is comprised predominantly of silica (> 50 per cent), together with smaller amounts of the oxides of aluminium, iron, calcium and sodium.

**Source:** SESAR;  
**Status:** Proposed

## 2.1560 VolcanicAshAdvisory

Advisory information regarding the lateral and vertical extent and forecast movement of volcanic ash in the atmosphere following volcanic eruptions.

**Source:** ICAO; ICAO Annex 3;

**Status:** Approved

## 2.1561 VolcanicAshAdvisoryCentre

A meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, area control centres, flight information centres, world area forecast centres and international OPMET databanks regarding the lateral and vertical extent and forecast movement of volcanic ash in the atmosphere following volcanic eruptions.

**Source:** ICAO Annex 3;

**Status:** Approved

**Abbreviations:** VAAC

## 2.1562 VolcanicAshCloud

Ash contaminated atmospheric volume.

**Source:** EUROCONTROL-FAA WXXM v.1.1;

**Status:** Approved

## 2.1563 VolcanicAshSIGMET

A SIGMET that reports the presence of volcanic ash conditions.

**Source:** ICAO IWXXM;

**Status:** Approved

## 2.1564 Volcano

A geological formation in form of an Earth crust opening/rupture, which allows hot magma, volcanic ash and gases from below the surface, escape into the atmosphere.

**Source:** EUROCONTROL-FAA WXXM; EUROCONTROL-FAA WXXM v.1.1;

**Status:** Approved

## 2.1565 VOLMET

Meteorological information for aircraft in flight.

**Source:** ICAO; ICAO Annex 1; ICAO Annex 15; ICAO Annex 3;

**Status:** Approved



## 2.1566 VOLMETService

The automatic provision of VOLMET information to aircraft in flight.

**Source:** SESAR;

**Status:** Proposed

## 2.1567 Volt

The unit of electric potential difference and electromotive force which is the difference of electric potential between two points of a conductor carrying a constant current of 1 ampere, when the power dissipated between these points is equal to 1 watt.

**Source:** ICAO Annex 5;

**Status:** Approved

**Abbreviations:** V

## 2.1568 Volume

The measure of the physical space of any 3-D geometric object.

**Source:** ISO 19103:2005;

**Status:** Approved

## 2.1569 VOR

A short-range, very-high-frequency omnidirectional beacon which provides an indication in the aircraft of the bearing of the beacon, or left-right track indication.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

**Synonyms:** VHF omnidirectional radio range

## 2.1570 WakeTurbulenceCategory

A grouping of aircraft according to the effect of the rotating air mass created behind the wing tips.

**Source:** ICAO Doc 4444;

**Status:** Approved

## 2.1571 WakeTurbulenceSeparationMinima

The minimum separation between fixed wing aircraft on approach to land, or on take-off into initial climb, as defined by the use of aircraft categories based on aircraft maximum take-off mass which is judged to be a suitable proxy for the strength of the turbulence which may be created, behind large jet aircraft at relatively slow speeds, by the generation of wing tip wake vortices.

**Source:** SESAR;  
**Status:** Proposed

## 2.1572 WarningAndAlerts

Message giving concise information of meteorological conditions which could adversely affect aircraft, during any phase of flight.

**Source:** ICAO; ICAO Annex 3;  
**Status:** Approved

## 2.1573 WarningArea

A non-regulatory airspace of defined dimensions designated over international waters that contains activity which may be hazardous to aircraft not participating in the activity. The purpose of such warning areas is to warn non participating pilots of the potential danger.

**Source:** EUROCONTROL-FAA AIXM v.5.1;  
**Status:** Approved

## 2.1574 WaterBody

A stretch of water on the surface of the Earth.

**Source:** SESAR;  
**Status:** Proposed

## 2.1575 Watt

The power which gives rise to the production of energy at the rate of 1 joule per second.

**Source:** ICAO Annex 5;  
**Status:** Approved  
**Abbreviations:** W

## 2.1576 Waypoint

A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation.

**Source:** ICAO Annex 1;  
**Status:** Approved

## 2.1577 WeatherCondition

Weather observations or forecast for an area of interest.

**Source:** EUROCONTROL-FAA WXXM v.1.1;  
**Status:** Approved

## 2.1578 WeatherPhenomenon

A meteorological event.

**Source:** SESAR;  
**Status:** Proposed

## 2.1579 Weber

The magnetic flux which, linking a circuit of one turn, produces in it an electromotive force of 1 volt as it is reduced to zero at a uniform rate in 1 second.

**Source:** ICAO Annex 5;  
**Status:** Approved  
**Abbreviations:** Wb

## 2.1580 WhatIfContext

A set of real or what-if flights.

**Source:** EUROCAE ED-133 v.1.0;  
**Status:** Approved

## 2.1581 WhatIfContributor

A Flight Object Management role that has the following responsibilities:

- To answer to the WIMP by: - Accepting a proposed WIFO - Rejecting the proposed WIFO - Provide a counter proposal to the WIMP by sending the modifications to the proposed WIFO.

**Source:** EUROCAE ED 133;  
**Status:** Approved

## 2.1582 WhatIfFlight

A copy of the real flight used to negotiate potential changes to the flight data without affecting the corresponding data for the actual flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.1583 WhatIfFlightObjectDataset

A Flight Object data message structure exchanged for the purpose of negotiating potential changes to the flight data. Several What-If Flight Objects may be created for the same "real" flight object

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**Source:** SESAR;  
**Status:** Proposed

## 2.1584 WhatIfManagementRole

A role played by an Agent in relation to information exchange using the What If Flight Object.

**Source:** EUROCAE ED 133;  
**Status:** Approved

## 2.1585 WhatIfManagerPublisher

A Flight Object Management role that has the following responsibilities: - Creation of the WIFO to query a WIC regarding FO changes. - Publishing of the WIFO to a unique contributor (WIC). - Collects and updates the value of the changed Topics of WIFO, being responsible for the consistency of the WIFO. - Provide the agreements regarding the WIFO to the manager of the real Flight Object.

The agent in this role is typically a participant (transferring or receiving ATSU) in a coordination process.

**Source:** EUROCAE ED 133;  
**Status:** Approved

## 2.1586 WhatIfTrajectory

A copy of the real trajectory of a flight used to negotiate potential changes to it without affecting the corresponding data for the actual flight.

**Source:** SESAR;  
**Status:** Proposed

## 2.1587 WheelsOffPoint

The point at which the aircraft is predicted to be wheels off the runway on departure.

**Source:** SESAR;  
**Status:** Proposed

## 2.1588 WheelsOnPoint

The point at which the aircraft is predicted to be wheels on the runway for arrival.

**Source:** SESAR;  
**Status:** Proposed

## 2.1589 WhenAbleProceedDirectToPosition

Instruction to proceed, when able, directly to the specified position.

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**Source:** ICAO Doc 4444;  
**Status:** Approved

## 2.1590 Wind

Air motion relative to the Earth's surface. Unless otherwise specified, only the horizontal component is considered.

**Source:** WMO International Meteorological Vocabulary;  
**Status:** Approved

## 2.1591 WindLayer

Vertically bounded area wind phenomenon, characterized by several attributes of type WindDirection, WindSpeed, a position and a height.

**Source:** EUROCONTROL-FAA WXXM v.1.1;  
**Status:** Approved

## 2.1592 WindShear

Local variation of the wind vector or any of its components in a given direction.

**Source:** EUROCONTROL-FAA WXXM v.1.1;  
**Status:** Approved

## 2.1593 WindShearAlert

A message generated by automated, ground-based, wind shear remote-sensing or detection equipment, giving concise, up-to-date information related to the observed existence of wind shear involving a headwind/tailwind change of 7.5 m/s (15 kt) or more which could adversely affect aircraft on the final approach path or initial take-off path and aircraft on the runway during the landing roll or take-off run.

**Source:** SESAR;  
**Status:** Proposed

## 2.1594 WindShearWarning

A message giving concise information on the observed or expected existence of wind shear which could adversely affect aircraft on the approach path or take-off path or during circling approach between runway level and 500 m. (1 600 ft) above that level and aircraft on the runway during the landing roll or take-off run.

**Source:** ICAO Annex 3;  
**Status:** Approved

## 2.1595 WingOperationCentre

A generic term which designates the operational processes and services directly related to the airspace users and linked to Mission Trajectories and other aerial activities.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** WOC

## 2.1596 WITEM

Forecast charts for upper wind and temperature.

**Source:** SESAR;

**Status:** Proposed

## 2.1597 WorkArea

A part of an aerodrome in which maintenance or construction works are in progress.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

**Synonyms:** ConstructionArea

## 2.1598 WorkAreaActivity

Aerodrome work area activity information.

**Source:** EUROCONTROL-FAA AIXM v.5.1;

**Status:** Approved

## 2.1599 WorldAreaForecastCentre

A meteorological centre designated to prepare and issue significant weather forecasts and upper-air forecasts in digital form on a global basis direct to States by appropriate means as part of the aeronautical fixed service.

**Source:** ICAO Annex 3;

**Status:** Approved

**Abbreviations:** WAFC

## 2.1600 WorldGeodeticSystem1984

WGS84 is an Earth-centered, Earth-fixed terrestrial reference system and geodetic datum adopted as the common geodetic reference frame for civil aviation.

**Source:** SESAR;

**Status:** Proposed

**Abbreviations:** WGS84

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## 2.1601 ZeroRateRegulation

An ATFCM measure with a rate set to zero, which means that no flight can be accommodated during the time of applicability

**Source:** SESAR;

**Status:** Proposed

### 3 References

- [1] NATO Architecture Framework (NAF), v3, <http://training-course-material.com/training/Category:NAF>
- [2] OMG Unified Modelling Language (UML), v2.1, <http://www.uml.org/>



## Appendix A Licence

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