

Indian Standard
**GLOSSARY OF AERONAUTICAL AND
ASTRONAUTICAL TERMS**
PART 7 AIR TRAFFIC AND GROUND SERVICES

1. Scope — Defines the various terms relating to air traffic control and ground services associated with it, with particular reference to civil and general aviation practices.

<i>Terms</i>	<i>Definition</i>
Accelerate-stop distance available (ASDA)	It is the length of the take off-run available plus the length of any stopway provided.
Accepting unit/controller	The air traffic control unit/controller to which/whom the next control is transferred.
Acrobatic flight (Aerobatic flight)	Manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.
Advisory airspace	A generic term meaning variously, advisory area(s) or advisory route(s).
Advisory area	A designated area within a flight information region where air traffic advisory service is available.
Advisory route	A route within a flight information region along which air traffic advisory service is available.
Aerial work	Specialized commercial aviation operations, performed by aircraft, in agriculture, construction, photography and surveying, etc.
Aerodrome	A defined area on land and/or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and movement of aircraft (see also Airport).
Aerodrome, alternate	An aerodrome specified in the flight plan to which an aircraft may proceed if landing at the intended aerodrome becomes inadvisable.
Aerodrome, beacon	Aeronautical beacon used to indicate the location of an aerodrome.
Aerodrome control radio station	A station providing radio communication between an aerodrome control tower and aircraft or mobile aeronautical stations.
Aerodrome control service	Air traffic control service for aerodrome traffic.
Aerodrome control tower	A unit established to provide air traffic control service to aerodrome traffic.
Aerodrome elevation	The elevation of the highest point of the landing area.
Aerodrome identification sign	A sign placed on or adjacent to an aerodrome to aid in identifying the aerodrome from the air.

Adopted 25 May 1984

© March 1985, ISI

Gr 12

INDIAN STANDARDS INSTITUTION
MANAK BHAVAN, 9 BAHADUR SHAH ZAFAR MARG
NEW DELHI 110002

<i>Terms</i>	<i>Definition</i>
Aerodrome operating minima	The limits of usability of an aerodrome for either take-off or landing, usually expressed in terms of visibility or runway visual range, decision height and cloud conditions.
Aerodrome reference point	The designated geographical location of an aerodrome. It refers to specific designation point established in the centre horizontal plane at or near the geometric centre of the landing area.
Aerodrome, regular	An aerodrome used as a scheduled stop on a route.
Aerodrome taxi circuit	The specified path of aircraft on the manoeuvring area during specific wind conditions.
Aerodrome traffic	All traffic on the manoeuvring area of an aerodrome and all aircrafts flying in the vicinity of an aerodrome.
Aerodrome traffic circuit	The specified path to be flown by aircraft operating in the vicinity of an aerodrome.
Aerodrome traffic zone	An air-space of defined dimensions established around an aerodrome for the protection of aerodrome traffic.
Aeronautical beacon	An aeronautical ground light at an aerodrome visible at all azimuths, either continuously or intermittently, to designate a particular point on the surface of the earth. (see Aerodrome beacon)
Aeronautical broadcasting service (ABS)	A broadcasting service intended for the transmission of information relating to air navigation.
Aeronautical chart	A representation of a portion of the earth, its culture and relief, specifically designated to meet the requirements of air navigation.
Aeronautical fixed circuit	A circuit forming part of the aeronautical fixed service (AFS).
Aeronautical fixed service	A telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services.
Aeronautical fixed station	A station in the aeronautical fixed service.
Aeronautical fixed telecommunication network (AFTN)	An integrated world-wide system of aeronautical fixed circuits provided, as part of the aeronautical fixed service, for the exchange of messages between the aeronautical fixed stations within the network.
AFTN communication centre	An AFTN station whose primary function is the relay or retransmission of AFTN traffic from (or to) a number of other AFTN stations connected to it.
AFTN destination station	An AFTN station to which messages are addressed for local delivery to the addressee.
AFTN entry-exit points	Centres through which AFTN traffic entering and leaving an ICAO Air Navigation Region shall flow.
AFTN group	Three or more radio stations in the aeronautical fixed telecommunication network exchanging communications on the same radio frequency.

<i>Terms</i>	<i>Definition</i>
AFTN origin station	An AFTN station where messages are handled in form of transmission over the AFTN.
AFTN station	A station forming part of the aeronautical fixed telecommunication network (AFTN) and operating as such under the authority or control of a state.
Aeronautical fixed telecommunication network circuit	A circuit forming part of the AFTN.
Aeronautical ground light	Any light specifically provided as an aid to air navigation, other than a light displayed on an aircraft.
Aeronautical information circular (AIC)	A notice containing information that does not qualify for the origination of a NOTAM or for inclusion in the aeronautical information publication, but which relates to flight safety, air navigation, technical, administrative or legislative matters.
Aeronautical information publication (AIP)	A publication issued by or with the authority of a state and containing aeronautical information of a lasting character essential to air navigation.
Aeronautical meteorological station	A station designated to make meteorological observations and reports for use in international air navigation.
Aeronautical mobile service	A radio communication service between aircraft stations and aeronautical stations, or between aircraft stations.
Aeronautical radio navigation service	A radio determination service for the benefit of aircraft, intended for the determination of position or direction, or for obstruction warning in navigation.
Aeronautical station	A land station in the aeronautical mobile service. In certain instances, an aeronautical station may be placed on board a ship or an earth satellite.
Aeronautical telecommunication agency	An agency responsible for operating a station or stations the aeronautical telecommunication service.
Aeronautical telecommunication log	A record of the activities of aeronautical telecommunication station.
Aeronautical telecommunication service	A telecommunication service provided for any aeronautical purpose.
Aeronautical telecommunication station	A station in the aeronautical telecommunication service.
Aero-tow flight	Flight during which a glider is being towed by an aeroplane.
Aero-tow flight time for glider	The total time occupied in tow by an aeroplane, from the moment the glider first moves for the purpose of taking off until the moment it is released from the tow device.
Agreed reporting point	A point specified in the route description of a flight plan and agreed between the operator and the air traffic services unit to serve as a reporting point for the flight concerned.
AIRAC	An acronym (Aeronautical Information Regulation and Control) signifying a system (and associated NOTAM) aimed at advance notification, based on common effective dates of circumstances that necessitate changes in operating practices.

<i>Terms</i>	<i>Definition</i>
Aircraft approach limitation (AAL)	The lowest true height above the touchdown point to which a particular type of aircraft may descend on instruments, using a specified runway approach aid. It does not take into account local terrain or obstructions.
Aircraft, avionics	A term designating any electronic device including its electrical part — for use in an aircraft, including radio, automatic flight control and instrument systems. (<i>see also</i> Avionics).
Aircraft call sign	A group of alpha-numeric characters used to identify an aircraft in air ground communication.
Aircraft-category	Classification of aircraft according to specified basic characteristics, for example aeroplane, glider, rotorcraft, free balloon, etc.
Aircraft equipment	Articles, other than stores and spare parts of a removable nature, for use on board an aircraft during flight, including first-aid and survival equipment.
Aircraft identification	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 to ground air traffic services communications.
Aircraft incident	An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operations.
Aircraft operating agency	The person, organisation or enterprise engaged in, or offering to engage in, an aircraft operation.
Aircraft station	A mobile station in the aeronautical mobile service on board an aircraft or an airspace vehicle.
Aircraft type designator	A group of alpha-numeric characters used to identify, in an abbreviated form, a type of aircraft.
Air-filed flight plan (AFIL)	A flight plan provided to an air traffic services unit by an aircraft during its flight.
Air-ground communication	Two-way communication between aircraft and stations or locations on the surface of the earth.
Air-ground control radio station	An aeronautical telecommunication station having primary responsibility for handling communications pertaining to the operation and control of aircraft in a given area.
Airline	Any air transport enterprise offering or operating a scheduled/regular air service.
Airport	An aerodrome at which facilities are provided for the shelter, servicing and repair of aircraft, and for receiving and discharging passengers or goods. Customs, emigration and health facilities are also available (<i>see also</i> Aerodrome).
Airport, alternate	<i>see</i> aerodrome, alternate
Airport, international	<i>see</i> international airport
Airport, regular	<i>see</i> aerodrome, regular

Terms	Definition
Air-report (AIREP)	A report prepared by the pilot-in-command during the course of a flight in conformity with requirements for position, operational or meteorological reporting in the air-report form.
Air route facilities	Facilities provided to permit safe operation of aircraft along on air route, including visual and radio navigation aids for approach and landing at aerodromes, and communication services, meteorological services and air traffic services and facilities.
Air service	Any service performed by aircraft for the public transport of passengers operating on a time table, or mail or cargo for hire and reward.
Air side	The movement area of an aerodrome, adjacent terrain and buildings or portions thereof, access to which is controlled.
Airspace reservation	A defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for exclusive use by another aviation authority.
Airspace volume concept	A concept of controlled airspace organization which allows an aircraft operator complete freedom to manoeuvre within a designated airspace.
Air to ground communication	One-way communication from aircraft to stations or locations on the surface of the earth.
Air traffic	All aircraft in flight or operating on the manoeuvring area of an aerodrome.
Air traffic advisory service	A service provided within advisory airspace to ensure separation, in so far as possible, between aircraft which are operating on IFR flight plans.
Air traffic control (ATC) clearance	Authorization for an aircraft to proceed under conditions specified by an air traffic control unit.
Air traffic control service	A service provided for the purpose of avoiding collisions and on the manoeuvring area between aircraft and obstructions, and for expediting and maintaining an orderly flow of air traffic.
Air traffic control unit	A generic term meaning variously, area control centre, approach control office or aerodrome control tower.
Air traffic services (ATS)	A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service, area control service, approach control service or aerodrome control service.
Air traffic services reporting office	A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure.
Air traffic services unit	A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.
Airway	A control area or portion thereof established in the form of a corridor equipped with radio navigational aid.

<i>Terms</i>	<i>Definition</i>
ALERFA	The code word used in a signal message to designate an 'Alert Phase' where an aircraft is due at a particular point.
Alerting post	A unit designated to receive information from the general public regarding aircraft in emergency and to forward the information to the associated rescue coordination centre.
Alert phase	A situation wherein apprehension exists as to the safety of an aircraft and its occupants.
Alerting service	A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and assists such organizations as required.
Alphanumeric characters (alphanumerics)	A collective term for letters and figures (digits).
Alternative means of communication	A means of communication provided with equal status, and in addition to the primary means.
Altitude	The vertical distance of a level, a point or an object considered as a point, measured from mean sea level.
Angular displacement sensitivity	The ratio of measured Difference in Depth of Modulation (DDM) to the corresponding angular displacement from the appropriate reference line.
Anticipated operating conditions	Those conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight. Anticipated operating conditions do not include: a) Those extremes which can be effectively avoided by means of operating procedures; and b) Those extremes which occur so infrequently that to require the standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.
Approach area	A specified portion of the surface of the ground or water preceding the threshold. It is an area within which it may be necessary to take one or more of the following actions restrict the creation of new obstructions remove objects or mark objects in order to ensure a satisfactory level of safety and regularity for aeroplane operations during the approach phase.
Approach control office	A unit established to provide air traffic control services to controlled flights arriving at, or departing from, one or more aerodrome.
Approach control service	Air traffic control service for arriving or departing controlled flights.
Approach funnel	A specified air space around a nominal approach path within which an aircraft approaching to land is considered to be making a normal approach.

<i>Terms</i>	<i>Definition</i>
Approach light beacon	An aeronautical beacon placed on the extended centre line of a runway at a fixed distance from the threshold.
Approach sequence	The order in which two or more aircraft are cleared to approach to land at the aerodrome.
Approach surface	A specified portion of an inclined plane or a combination of planes limited in plan by the vertical projection of the approach area and chosen so as to establish the heights above which the action may need to be taken, as described in the definition of approach area.
Appropriate airworthiness requirement	The comprehensive and detailed airworthiness codes established by a Contracting State for the class of aircraft under consideration.
Appropriate ATS authority	The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.
Appropriate authority	1) Regarding flight over the high seas : The relevant authority of the State of Registry. 2) Regarding flight other than over the high seas : The relevant authority of the State having Sovereignty over the territory being overflown.
Approved	Accepted by a Contracting State as suitable for a particular purpose.
Approved training	Training carried out under special curricula and supervision approved by a Contracting State.
Apron	A defined area, on a land aerodrome, intended to accommodate an aircraft for purposes of loading or unloading passengers or cargo, refuelling, parking or maintenance.
Area control centre	A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.
Area control service	Air traffic control service for controlled flights in control areas.
Area navigation (RNAV)	A method of navigation which permits aircraft operation on any desired flight path within the coverage of station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination of these.
Area navigation route	An air traffic service route established for the use of aircraft capable of employing area navigation.
ATC loop	An ordered cycle of information or data flow, computation, co-ordination, decision making, control and monitoring which constitute the complete function of an air traffic control unit.
ATS airspace	Collective term for airspace within which one or more air traffic services are provided to aircraft.
ATS direct speech circuit	An aeronautical fixed service (AFS) telephone circuit, for direct exchange of information between air traffic services (ATS) units.

<i>Terms</i>	<i>Definition</i>
ATS route	A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services.
A2 emission	Telegraphy by the on/off keying of an amplitude modulated audio frequency or audio frequencies, or by the on/off keying of the modulated emission (special case: an unkeyed emission amplitude modulated).
Authorized agent	A responsible person who represents an operator and who is authorized by or on behalf of such operator to act on all formalities connected with the entry and clearance of the operator's aircraft, crew, passengers, cargo, mail, baggage or stores.
Automatic relay installation	A teletypewriter installation where automatic equipment is used to transfer messages from incoming to outgoing circuits.
Automatic telecommunication log	A record of the activities of an aeronautical telecommunication station recorded by electrical or mechanical means.
Automatic terminal information service (ATIS)	The provision of current, routine information to arriving and departing aircraft by means of continuous and repetitive broadcasts throughout the day or a specified portion of the day.
Average radius of rated coverage	The radius of a circle having the same area as the rated coverage.
Avionics	An abbreviation of 'Aviation electronics', the term covers design and production of airborne electrical and/electronic devices.
Back course sector	The course sector which is situated on the opposite side of the localizer from the runway.
Baggage	Personal property of passengers or crew carried on an aircraft by agreement with the operator.
Balanced field length	A runway so called for an aeroplane when the take-off distance and accelerate stop distance are equal to each other.
Barrette	Three or more aeronautical ground lights closely spaced in a transverse line so that from a distance they appear as a short bar of light.
Base turn	A turn executed by the aircraft during the intermediate approach, between the end of the out-bound track and the beginning of the final approach track. These tracks are not reciprocal.
Beacon, inner marker	A marker beacon, associated with the instrument landing system, used to define the final predetermined point during an instrument approach and to indicate the proximity of the runway threshold.
Beacon, middle marker	A marker beacon, associated with the instrument landing system, used to define the second predetermined point during an instrument approach.
Beacon, outer marker	A marker beacon, associated with the instrument landing system, used to define the first predetermined point during an instrument approach.

<i>Terms</i>	<i>Definition</i>
Blind transmission	A transmission from one station to another station in circumstances where two-way communication cannot be established but where it is believed that the called station is able to receive the transmission.
Blind velocity	The radial velocity of a moving target such that the target is not seen on primary radars fitted with certain forms of fixed echo suppression.
Briefing (meteorological)	Oral commentary by a meteorologist supplemented by answers to questions on existing and expected meteorological conditions.
Bright display	A radar display capable of being used under relatively high ambient light levels.
Broadcast	A transmission of information relating to air navigation that is not addressed to a specific station or stations.
By-pass ratio	The ratio of the air mass flow through the by-pass ducts of a gas turbine engine to the air mass flow through the combustion chambers calculated at maximum thrust when the engine is stationary in an international standard atmosphere at sea level.
Cargo	Any property carried on an aircraft other than mail, stores and baggage.
Ceiling	The height above the ground or water of the base of the lowest layer of cloud below 6 000 metres (20 000 feet) covering more than half the sky.
Certify as air worthy (to)	To certify that an aircraft or parts thereof comply with current airworthiness requirements after being inspected, overhauled, repaired, modified or installed.
Channel	A single means of direct fixed service communication between two points.
Circuit	A communication system which includes all the direct AFTN channels between two points.
Class A messages	Messages essential to States and to aircraft operating agencies for the safety and regularity of air services.
Class B messages	Reservation and General Aircraft Operating Agency Messages.
Clearance limit	The point at which an aircraft is granted an air traffic control clearance.
Clearance void time	A time specified by an air traffic control unit at which a clearance ceases to be valid unless the aircraft concerned has already taken action to comply therewith.
Clearway	A defined rectangular area on the ground or water on either side of centreline of a runway in the direction of take-off and under control of the competent authority, selected or prepared as a suitable area over which an aircraft may make a portion of its initial climb to a specified height.

<i>Terms</i>	<i>Definition</i>
Climatological summary	A table showing the number of occasions, averaged over a period of years, when specified meteorological conditions or specified values of a meteorological elements were observed, or when specified values of two or more meteorological elements were observed simultaneously at a specified place, during a specified part of the year.
Code (SSR Code)	The number assigned to a particular multiple pulse reply signal transmitted by a transponder.
Common mark	A mark assigned by the International Civil Aviation Organization (ICAO) to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.
Common mark registering authority	The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.
Communication centre	An aeronautical fixed station which relays or retransmits telecommunication traffic from (or to) a number of other aeronautical fixed stations directly connected to it.
Composite prognostic chart	A prognostic chart constructed so that the meteorological situation depicted for any point on the route is that which it is expected will exist there at the time at which the aircraft is expected to be at that point.
Computer	A device which performs sequences of arithmetical and logical steps upon data.
Condenser discharger light	A lamp in which high brightness flashes of extremely short duration are produced by the discharge of electricity at high voltage through a gas enclosed in a tube.
Conference communications	Communication facilities whereby direct speech conversation may be conducted between three or more locations simultaneously.
Conflict detection	The discovery of a conflict as a result of a conflict search.
Conflict resolution	The determination of alternative flight paths which would be free from conflicts and the selection of one of these flight paths for use.
Conflict search	Computation and comparison of the predicted flight paths of two or more aircraft for the purpose of determining conflicts.
Conical surface	A specified surface sloping upwards and outwards from the periphery of the inner horizontal surface and establishing the vertical limits above which it may be necessary to take one or more of the following actions: restrict the creation of new obstructions; remove objects or mark objects in order to ensure a satisfactory level of safety and regularity for aeroplanes manoeuvring visually in the vicinity of an aerodrome.
Control area (CTA)	A controlled airspace extending upwards from a specified limit above the earth.
Control sector	A subdivision of a designated control area within which responsibility is assigned to one controller or to a small group of controllers.
Control zone	A controlled airspace extending upwards from the surface of the earth to a specified upper limit.

<i>Terms</i>	<i>Definition</i>
Controlled aerodrome	An aerodrome at which air traffic control service is provided to aerodrome traffic.
Controlled airspace (CAS)	An airspace of defined dimensions within which air traffic control service is provided to controlled flights.
Controlled airspace (CAS) (instrument restricted)	Controlled airspace within which only Instrument Flight Rules (IFR) flights are permitted.
Controlled airspace (instrument/visual)	Any airspace within which only IFR and controlled Visual Flight Rules (VFR) flights are permitted.
Controlled airspace (visual exempted)	Controlled airspace within which both IFR and VFR flights are permitted but VFR flights are not subject to control.
Controlled flight	Any flight which is provided with air traffic control service.
Controlled VFR flight	A controlled flight conducted in accordance with the Visual Flight Rules (VFR).
Controller	A person authorized to provide air traffic control services.
Co-pilot	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.
Course line	The locus of points nearest to the runway centre line in any horizontal plane at which the difference in depth of modulation is zero.
Course sector	A sector in a horizontal plane containing the course line and limited by the loci of points nearest to the course line at which the difference in depth of modulation is 0.155.
Crew member	A person assigned by an operator to duty on an aircraft during flight time.
Critical power-unit(s)	The power-unit(s) failure of which gives the most adverse effect on the aircraft characteristics of performance or handling qualities.
Cruise climb	An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane weight decreases.
Cruising level	A level maintained during a significant portion of a flight.
Culture	All features constructed on the surface of the earth by man, such as cities, railways, canals, etc.
Current flight plan	The flight plan, including changes, if any, brought about by subsequent clearances.
D-value	The amount (positive or negative) by which the altitude (z) of a point on an isobaric surface differs from the altitude (z_p) of the same isobaric surface in the ICAO standard atmosphere (that is $D\text{-value} = z - z_p$).
Danger area	An airspace of defined dimensions within which activities dangerous to the flight of an aircraft may exist at specific times.

Terms

Definition

- Data convention** An agreed set of rules governing the manner or sequence in which a set of data may be combined into a meaningful communication.
- Data processing** A systematic sequence of operations performed on data.
- Data signalling rate** Data signalling rate refer to the passage of information per unit of time, and is expressed in bits/second. Data signalling rate is given by the formula:

$$i = m \sum_{i=1} \frac{1}{T_i} \log_2 n_i$$

where m is the number of parallel channels, T_i is the minimum interval for the ' i ' th channel expressed in seconds, n_i is the number of significant conditions of the modulation in the ' i ' th channel.

- Datum performance** From the aspect of flight performance characteristics, the contributions that can be made to the attainment of overall level of safety.
- Decision height** A specified height at which a missed approach is to be initiated if the required visual reference to continue the approach to land, has not been established.
- Declared temperature** A temperature selected in such a way that when used for performance purposes over a series of operations, the average level of safety is not less than what would be obtained by using official forecast temperatures.
- Degree of standardized test distortion** The degree of distortion of the restitution measured during a specific period of time when the modulation is perfect and corresponds to a specific text.
- Design landing weight** The maximum weight of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land.
- Design take-off weight** The maximum weight at which the aircraft for structural design purposes, assumed for purpose of planning to be at the start of the take-off run.
- Design taxiing weight** The maximum weight of the aircraft at which structural provision is made for load liable to occur during use of the aircraft on the ground prior to the start of take-off.
- DETRESFA** The code word used to designate a 'distress' phase in a signal message when an aircraft at a particular point is long overdue.
- Difference in depth of modulation (DDM)** The percentage modulation depth of the larger signal minus the percentage modulation depth of the smaller signal divided by 100.
- Direct transit area** A special area established at an international airport, approved by the public authorities concerned and under their direct supervision, for accommodation of traffic which is passing briefly in its passage through the Contracting State.

<i>Terms</i>	<i>Definition</i>
Direct transit arrangements	Special arrangements at an international airport approved by the public authorities concerned by which traffic which is passing briefly in its passage through the Contracting State may remain under their direct control.
Disembarkation	The leaving of an aircraft after a landing, except by crew or passengers continuing on the next stage of the same through-flight.
Displacement error	The angular or linear displacement of any point of zero DDM with respect to the nominal course line or the nominal glide path of an instrument landing system respectively.
Displacement sensitivity (Localizer)	The ratio of measured DDM to the corresponding lateral displacement from the appropriate reference line.
Display	A visual presentation of data in a manner which permits interpretation by a controller.
Distress phase	A situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.
Ditching	The forced landing of an aircraft on water.
Diversion	The act of proceeding to an aerodrome other than one at which a landing was intended.
Double channel simplex	Simplex using two frequency channels, one in each direction.
Dual instruction time	Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft.
Duplex	A method in which telecommunication between two stations can take place in both directions simultaneously.
Effective acceptance bandwidth	The range of frequencies with respect to the assigned frequency for which reception is assured when all receiver tolerances have been taken into account.
Effective adjacent channel rejection	The rejection that is obtained at the appropriate adjacent channel frequency when all relevant receiver tolerances have been taken into account.
Effective coverage	The area surrounding a non-directional beacon within which bearings can be obtained with an accuracy sufficient for the nature of the operation concerned.
Effective intensity	The effective intensity of a flashing light is equal to the intensity of a fixed light of the same colour which will produce the same visual range under identical conditions of observation.
Effective margin	That margin of an individual apparatus which could be measured under actual operating conditions.
Elevation	The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.

<i>Terms</i>	<i>Definition</i>
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.
Emergency phase	A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.
Enroute clearance	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.
Entry fix	The first reporting point, determined by reference to a navigation aid, over which an aircraft passes or is expected to pass upon entering a flight information region or a control area.
Exit fix	The last reporting point, determined by reference to a navigation aid, over which an aircraft passes or is expected to pass before leaving a flight information region or a control area.
Expected	Used in relation to various aspects of performance (as for example, rate or gradient of climb); this term means the standard performance for the type, in the relevant conditions (for example, weight, altitude and temperature).
Expected approach time (EAT)	The time at which air traffic control expects that an arriving aircraft, following a delay, will leave the holding point to complete its approach for a landing.
Facility availability	The ratio of actual operating time to specified operating time.
Facility failure	Any unanticipated occurrence which gives rise to an operationally significant period during which a facility does not provide service within the specified tolerances.
Facility performance Category I — ILS	An ILS which provides guidance information from the coverage limit of the ILS to the point at which the localizer course line intersects the ILS glide path at a height of 60 metres or less above the horizontal plane containing the threshold (ILS see Instrument Landing System).
Facility performance Category II — ILS	An ILS which provides guidance information from the coverage limit of the ILS to the point at which the localizer course line intersects the ILS glide path at a height of 15 metres or less above the horizontal plane containing the threshold.
Facility performance Category III — ILS	An ILS which, with the aid of ancillary equipment where necessary, provides guidance information from the coverage limit of the facility to and along, the surface of the runway.
Facility reliability	The probability that the ground installation operates within the specified tolerances.
Factor of safety	A design factor used to provide for the possibility of loads greater than those assumed, and for uncertainties in design and fabrication.

Terms	Definition
False ILS glide path	Those locii of points in the vertical plane containing the runway centre line at which the difference in depth of modulation is zero, other than that locus of points forming the ILS glide path.
Fan marker beacon	A type of radio beacon, the emissions of which radiate in a vertical fan-shaped pattern.
Filed flight plan	The flight plan as filed with an ATS unit by the pilot or his designated representative, without any subsequent changes.
Final approach (procedure)	The part of an instrument approach procedure from the time the aircraft has: <ul style="list-style-type: none">a) completed the last procedure turn or base turn, where one is specified, orb) crossed a specified fix, orc) intercepted the last track specified for the procedures, until it has crossed a point in the vicinity of an aerodrome from which:<ul style="list-style-type: none">i) a landing can be made; orii) a missed approach procedure is initiated.
Fixed light	A light having constant luminous intensity when observed from a fixed point.
Flat zone	A zone within an indicated course sector or an indicated ILS glide path sector in which the slope of the sector characteristic curve is zero.
Flight crew member	A licensed crew member charged with duties essential to the operation of an aircraft during flight time.
Flight data	Data regarding the actual or intended movement of aircraft, normally presented in coded or abbreviated form.
Flight director	It is an integrated flight system, one for each pilot, provides the necessary information as to aeroplane position and altitude by pictorial display. It can be hooked on to Horizontal Situation Indicator or Altitude Director Indicator.
Flight duty period	The total time from the moment a flight crew member commences duty, immediately subsequent to a rest period and prior to making a flight or a series of flights to the moment he is relieved of all duties having completed such flight or series of flights.
Flight information centre	A unit established to provide flight information service and altering service.
Flight information region	An airspace of defined dimensions within which flight information service and altering service are provided.
Flight information service	A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

<i>Terms</i>	<i>Definition</i>
Flight levels	Surface of constant atmospheric pressure which are related to a specific pressure datum, 1 013.2 mb, and are separated by specific pressure intervals.
Flight manual	A document containing limitations, informations and procedures necessary for the safe operation of an aircraft.
Flight plan	Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.
Flight plan data	Data selected from the flight plan for purposes of processing, display or transfer.
Flight progress board	A board designed and used for the tabular display of flight data.
Flight progress strip	Strip used for the display of flight data on a flight progress board.
Flight status	An indication of whether a given aircraft requires special handling by air traffic services units or not.
Flight time	The total time from the moment the aircraft first moves under its own power for the purpose of taking off until the moment it comes to rest at the end of the flight.
Flight visibility	The visibility forward from the cockpit of an aircraft in flight.
Flow control	Measures designed to adjust the flow of traffic into a given airspace, along a given route, or bound for a given aerodrome, so as to ensure the most effective utilization of the airspace.
Forecast	A statement of expected meteorological conditions for a specified period, and for a specified area or portion of airspace.
Free airport	An international airport at which, provided they remain within a designated area until removal by air to a point outside the territory of the State, crew, passengers, baggage, cargo, mail and stores may be disembarked or unladen, may remain and may be transhipped, without being subjected to any customs charges or duties and, except in special circumstances, to any examination.
Free zone	An area where merchandise, whether of domestic or foreign origin may be admitted, deposited, stored, packed, exhibited, sold, processed or manufactured, consumed and from which such merchandise may be removed to a point outside the territory of the State without being subjected to customs duties or internal consumer taxes or, except in special circumstances, to inspection. Merchandise of domestic origin admitted into a free zone may be deemed to be exported.
Frequency channel	A continuous position of the frequency spectrum appropriate for a transmission utilising a specified class of emission.
Front course sector	The course sector which is situated on the same side of the localizer as the runway.

<i>Terms</i>	<i>Definition</i>
Fully-automatic relay installation	A tele-typewriter installation where interpretation of the relaying responsibility in respect of an incoming message and the resultant setting-up of the connections required to effect the appropriate retransmission is carried out automatically, as well as all other normal operations of relay, thus obviating the need for operator intervention, except for supervisory purposes.
General air traffic (GAT)	Flights conducted in accordance with the regulations and procedures for flight promulgated by the State civil aviation authorities and operating under the control or authority of the civil air traffic services organization.
General aviation	All civil aviation operations other than scheduled air services and non-scheduled air transport operations for hire or reward.
General purpose system (GP)	Air ground radiotelephony facilities providing for all categories of traffic.
Glide path	A descent profile determined for vertical guidance during a final approach.
Ground equipment	Articles of a specialized nature for use in the maintenance, repair and servicing of an aircraft on the ground, including testing equipment and cargo and passenger handling equipment.
Ground to air communication	One-way communication from stations or locations on the surface of the earth to aircraft.
Ground visibility	The visibility at an aerodrome, as reported by an accredited observer.
Half course sector	The sector, in a horizontal plane containing the course line and limited by the locii of points nearest to the course line at which the difference in depth of modulation is 0.077 5.
Half ILS glide path sector	The sector in the vertical plane containing the Instrument Landing System glide path and limited by the loci of points nearest to the glide path at which the difference in depth modulation is 0.087 5.
Hangar	A building or other suitable shelter for housing aircraft.
Hazard beacon	An aeronautical beacon used to designate a danger to air navigation.
Heading	The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).
Height	<p>1) The vertical distance of a level, a point, or an object considered as a point, measured from a specified datum.</p> <p>Note — The datum may be specified either in the text or in an explanatory note in the publication concerned.</p> <p>2) The vertical dimension of an object.</p> <p>Note — The term height may also be used in a figurative sense for a dimension other than vertical, for example, the height of a letter or a figure printed on a runway.</p>

<i>Terms</i>	<i>Definition</i>
Holding bay	A defined area where aircraft can be held, or by-passed, to facilitate efficient ground traffic movement.
Holding point	A specified location, identified by visual or other means, in the vicinity of which the position of an aircraft in flight is maintained in accordance with air traffic control clearance.
Holding procedure	A predetermined manoeuvre which keeps an aircraft within a specified airspace whilst awaiting further clearance.
Homing	The procedure of using the direction-finding equipment of one radio station with the emission of another radio station, where at least one of the stations is mobile, and whereby the mobile station proceeds continuously towards the other station.
Hypsometric tints	A succession of shades or colour graduations used to depict ranges of elevation.
Identification beacon	An aeronautical beacon emitting a coded signal by means of which a particular point of reference can be identified.
IFR flight	A flight conducted in accordance with the Instrument Flight Rules.
ILS	The abbreviation used to designate the Instrument Landing System.
ILS facility reliability	The probability that an ILS ground installation radiates signals within the specified tolerances.
ILS glide path	That locus of points in the vertical plane containing the runway centre line at which the DDM is zero, which, of all such locii, is the closest to the horizontal plane.
ILS glide path angle	The angle between a straight line which represents the mean of the ILS glide path and the horizontal.
ILS glide path bend	An ILS glide path bend is an aberration of the ILS glide path with respect to its nominal position.
ILS glide path sector	The sector in the vertical plane containing the ILS glide path and limited by the locii of points nearest to the glide path at which the DDM is 0·175.
ILS integrity	That quality which relates to the trust which can be placed in the correctness of the information supplied by the facility.
ILS point A	A point on the ILS glide path measured along the extended runway centre line in the approach direction at a distance of 7·4 kilometres (4 nautical miles) from the threshold.
ILS point B	A point on the ILS glide path measured along the extended runway centre line in the approach direction at a distance of 1 050 metres from the threshold.
ILS point C	A point through which the downward extended straight portion of the nominal ILS glide path passes at the height of 30 metres above the horizontal plane containing the threshold.

<i>Terms</i>	<i>Definition</i>
ILS point D	A point 4 metres above the runway centre line and 900 metres from the threshold in the direction of the localizer.
ILS point E	A point 4 metres above the runway centre line and 600 metres from the stop end of the runway in the direction of the threshold.
ILS reference datum	A point at a specified height located vertically above the intersection of the runway centre line and the threshold and through which the downward extended straight portion of the ILS glide path passes.
ILS signal reliability	The probability that an ILS signal in space of specified characteristics is available to the aircraft.
INCERFA	The code word used in a message signal to designate an 'Uncertainty phase' when the aircraft is overdue at a particular point.
Incident probability	The probability that the performance of an aeroplane would fall below the specific datum performance.
Incoming circuit responsibility list	A list, for each incoming circuit of a communication centre, of the location indicators for which relay responsibilities are to be accepted in respect of messages arriving on that circuit.
Incremental sensitivity	The increment of receiver indicator current per unit change of receiver antenna displacement from the nominal course line or nominal ILS glide path.
Indicated course line	The locus of points in any horizontal [plane at which the receiver indicator deflection is zero.
Indicated course sector	A sector in any horizontal plane containing the indicated course line in which the receiver indicator deflection remains within full-scale values.
Indicated ILS glide path	The locus of points in the vertical plane containing the runway centre line at which the receiver indicator deflection is zero.
Indicated ILS glide path angle	The angle above the horizontal plane of the indicated ILS glide path.
Indicated ILS glide path sector	The sector containing the indicated ILS glide path in which the receiver indicator deflection remains within full-scale values.
Indicated slant course line	The line formed at the intersection of the indicated course surface and the plane of the nominal ILS glide path.
Inertial navigation system (INS)	An instrument system which computes the location of the aircraft with respect to earth by acceleration measurement in all three reference axis of an aircraft.
Initial approach	That part of an instrument approach procedure consisting of the first approach to the first navigational facility associated with the procedure, or to a predetermined fix.
Initial approach area	An area of defined width lying between the last preceding navigational fix or dead reckoning position and either the facility to be used for making an instrument approach or a point associated with such a facility that is used for demarcating the termination of initial approach.

<i>Terms</i>	<i>Definition</i>
Inner horizontal surface	A specified portion of a horizontal plane located above an aerodrome and its immediate environment. This surface establishes the height above which it may be necessary to take one or more of the following actions: restrict the creation of new obstructions, remove objects or mark objects to ensure a satisfactory level of safety and regularity for aeroplanes manoeuvring visually in the aerodrome circuit before commencing the approach phase.
Instrument approach area	An approach area serving an instrument runway in the landing direction for which a non-visual aid has been provided.
Instrument approach procedure	A series of predetermined manoeuvres for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.
Instrument flight rules	A set of rules governing the conduct of flight under instrument meteorological conditions.
Instrument flight time	Time during which a pilot is piloting an aircraft solely by reference to instruments and without any external reference points.
Instrument ground time	Time during which a pilot is practising, on the ground, simulated instrument flight on a synthetic flight trainer approved by the Licensing Authority.
Instrument landing system	See ILS
Instrument meteorological conditions (IMC)	Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions.
Instrument runway	A runway intended for the operation of aircraft using non-visual aids and comprising: <ul style="list-style-type: none"> a) Instrument approach runway. An instrument runway served by a non-visual aid providing at least directional guidance adequate for a straight-in approach. b) Precision approach runway, Category I. An instrument runway served by ILS or ground control approach aids and visual aids intended for operations down to 60 metres decision height and down to an order of 800 metres of runway visual range. c) Precision approach runway, Category II. An instrument runway served by ILS and visual aids intended for operations down to 30 metres decision height and down to an order of 400 metres of visual range. d) Precision approach runway, Category III. An instrument runway served by ILS (no decision height being applicable) and: <ul style="list-style-type: none"> A — by visual aids intended for operations down to a Running Visual Range (RVR) of the order of 200 metres. B — by visual aids intended for operations down to a RVR of the order of 50 metres. C — intended for operations without reliance on external visual reference.

<i>Terms</i>	<i>Definition</i>
Instrument time	See Instrument flight time or instrument ground time.
Intermediate approach	That part of an instrument approach procedure from the first arrival at the first navigational facility or predetermined fix, to the beginning of the final approach.
International air service	An air service which passes through the air space over the territory of more than one State.
International airport	Any airport designated by the contracting State in whose territory it is situated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.
International NOTAM office	An office designated by a State for the exchange of NOTAM internationally (see NOTAM).
International telecommunication service	A telecommunication service between offices or stations of different States, or between mobile stations which are not in the same State, or are subject to different States.
Investigation	The gathering together in an orderly manner of factual information relating to an aircraft accident or incident.
Investigator-in-charge	The person charged with the responsibility for the organization, conduct and control of an investigation.
Isogonal	A line on a map or chart on which all points have the same magnetic variation for a specified epoch.
Isogrid	A line on a map or chart which joins points of equal angular difference between the North of the navigation grid and magnetic north.
Joining point	The point at which an aircraft enters or is expected to enter a control area from uncontrolled airspace.
Lading	The placing of cargo, mail, baggage or stores on board an aircraft to be carried on a flight, except such cargo, mail, baggage or stores as have been laden on a previous stage of the same through-flight.
Landing area	The part of the movement area intended for the landing or take-off run of aircraft.
Landing direction indicator	A device to indicate visually the direction currently designated for landing and for take-off.
Landing distance available (LDA)	The length of runway which is declared by the State to be available and suitable for the ground landing run of an aeroplane. The landing distance available commences at the threshold and in most cases corresponds to the physical length of the runway pavement. However, the threshold may be displaced from the end of the pavement when it is considered necessary to make a corresponding displacement of the approach area and surface by reason of obstructions in the approach path to the runway.
Landing surface	That part of the surface of an aerodrome, which the aerodrome authority has declared available for the normal ground for water run of aircraft landing in a particular direction.

<i>Terms</i>	<i>Definition</i>
Lateral separation	Separation between aircraft expressed in terms of distance or angular displacement between tracks.
Leaving point	The point at which an aircraft leaves or is expected to leave a control area for uncontrolled airspace.
Level	A generic term relating to the vertical position of an aircraft in flight and meaning variously, flight height, altitude or flight level.
Licensing authority	The authority designated by a Contracting State as responsible for the licensing of personnel.
Light failure	A light shall be considered to have failed when for any reason the average intensity determined using the specified angles of beam elevation, toe-in and spread, fall below 50 percent of the specified average intensity of a new light.
Lighting system reliability	The probability that the complete installation operates within the specified tolerances and that the system is operationally usable.
Limited route concept	A concept of controlled airspace organization which requires an aircraft operator to choose between a limited number of specified ATS routes for a flight from one point to another.
Limit loads	The maximum loads assumed to occur in the Anticipated Operating Conditions.
Linearity sector	A sector containing the course line or ILS glide path, within a course sector or an ILS glide path sector, respectively, in which the increment of DDM per unit of displacement remains substantially constant.
Load factor	The ratio of a specified load to the weight of the aircraft, the former being expressed in terms of aerodynamic forces, inertia forces, or ground reactions.
Localizer course (ILS)	The locus of points, in any given horizontal plane, at which the difference in depth of modulation is zero.
Localizer course bend	A course bend is an aberration of the localizer course line with respect to its nominal position.
Location indicator	A four-letter code group formulated in accordance with rules prescribed by International Civil Aviation Organization (ICAO) and assigned to the location of an aeronautical fixed station.
Locator	An LF/MF NDB used as an aid to final approach.
Longitudinal separation	Separation between aircraft expressed in units of time or distance along track.
LORAN chain	A group of two or more co-ordinated Long Range Aid to Navigation (LORAN) pairs covering the same general geographic area.
LORAN pair	A synchronized master station and slave station operating on the same radio frequency with the same pulse repetition period and serving a particular geographic area.

<i>Terms</i>	<i>Definition</i>
Low DDM zone	A zone outside a course sector or an ILS glide path sector in which the DDM is less than the minimum value specified for the zone.
Low modulation rates	Modulation rates up to and including 300 bauds (Bits/sec).
Magnetic variation	The angular difference between true North and Magnetic North.
Mail	Despatches of correspondence and other objects tendered by an indenter for delivery to postal administrations.
Main runway	The runway determined as such by the Competent Authority.
Manoeuvring area	That part of an aerodrome to be used for the take-off and landing of aircraft and for the movement of aircraft associated with take-off and landing, excluding aprons.
Margin	The maximum degree of distortion of the circuit at the end of which the apparatus is situated which is compatible with the correct translation of all signals which it may possibly receive.
Markers	Objects, other than landing direction indicators, wind direction indicators and flags, used to indicate obstructions or to convey aeronautical information by day.
Markings	Signs displayed on surfaces in order to convey aeronautical information.
Maximum weight	Maximum certified take-off weight.
Mean power	The power supplied to the antenna transmission line by a transmitter during normal operation averaged over a time sufficiently long compared with the period of the lowest frequency encountered in the modulation. A time of 0.1 second during which the mean power is greatest is selected normally.
Mean time between failure (MTBF)	The actual operating time of facility divided by the total number of failures of the facility during that period of time.
Medium modulation rates	Modulation rates above 300 and up to and including 3 000 bauds.
Message field	An assigned area of a message containing specified elements of data.
Message format	The disposition and structure of the message fields which constitute a message.
Meteorological authority	The authority providing or arranging for the provision of meteorological service for international air navigation on behalf of a Contracting State.
Meteorological information	Meteorological reports, analysis, forecasts and any other statement relating to existing or expected meteorological conditions originating from or available through a Meteorological Authority or its Meteorological offices.
Meteorological office (aeronautical)	An office designated to provide meteorological service for international air navigation.

<i>Terms</i>	<i>Definition</i>
Meteorological operational channel	A channel of the aeronautical fixed service (AFS), for the exchange of aeronautical meteorological information.
Meteorological operational tele-communication network	An integrated system of meteorological operational channels, as part of the aeronautical fixed service (AFS), for the exchange of aeronautical meteorological information between the aeronautical fixed stations within the network.
Meteorological report	A statement of observed meteorological conditions related to a specified time and location.
Minimum sector altitude	The lowest altitude which may be used under emergency conditions which will provide a minimum clearance of 300 metres (1 000 feet) above all obstacles located in an area contained within a sector of a circle of 46·3 kilometres (25 nautical miles) radius centred on a radio aid to navigation.
Missed approach procedure	The procedure to be followed if, after an instrument approach, a landing is not effected, and occurring normally: a) When the aircraft has descended to the decision height and has not established visual contact, or b) When directed by Air Traffic Control to pull up or to go around again.
Mobile surface station	A station in the aeronautical telecommunication service, other than an aircraft station, intended to be used while in motion or during halts at unspecified points.
Mode (secondary surveillance radar mode)	The letter or number assigned to a specific pulse spacing of the interrogation signals transmitted by an interrogator. There are four modes A, B, C and D, corresponding to four different interrogation pulse spacing.
Modulation rate	The reciprocal of the unit interval measured in seconds. This rate is expressed in bauds (bits/seconds in computer parlance).
Movement area	That part of an aerodrome intended for the surface movement of aircraft, including the manoeuvring area and aprons.
Net gradient	The net gradient of climb is the expected gradient of climb diminished by the manoeuvre performance (that is, that gradient of climb necessary to provide power to manoeuvre) and by the margin (that is that gradient of climb necessary to provide for those variations in performance which are not expected to be taken for explicit account of operationally). It is obtained by diminishing performance margin from gross gradient of climb.
Network station	An aeronautical station forming part of a radiotelephony network.
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 specified by the appropriate authority.
Non-instrument runway	A runway intended for the operation of aircraft using visual approach procedures.

<i>Terms</i>	<i>Definition</i>
Non-network communications	Radiotelephony communications conducted by a station of the aeronautical mobile service, other than those conducted as part of a radiotelephony network.
Non-radar separation	The separation used when aircraft position information is derived from sources other than radar.
Notice to airmen (NOTAM)	A notice, containing information concerning the establishment, condition of change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
NOTAM Class I	Distribution of the notice by means of telecommunication.
NOTAM Class II	Distribution of the notice by means other than telecommunication.
Observation (meteorological)	The evaluation of one or more meteorological elements.
Obstacle clearance limit (OCL)	The height above aerodrome elevation below which the minimum prescribed vertical clearance cannot be maintained either on approach or in the event of a missed approach.
Obstacle clearance surface (OCS)	A surface above which obstacles must not penetrate if the required obstacle clearance is to be maintained.
Offset frequency simplex	A variation of single channel simplex wherein telecommunication between the stations is effected by using in each direction frequencies that are intentionally slightly different but contained within a portion of the spectrum allotted for the operation.
Operational control	The exercise of authority in the operation of origination and termination of a flight.
Operational control communications	Communications required for exercising authority over initiation, continuation, diversion or termination of a flight.
Operational flight plan	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.
Operational performance Category I	The operation down to 60 metres (200 feet) decision height and with a runway visual range (RVR) not less than a value of the order of 800 metres (2 600 feet) with a high probability of approach success.
Operational performance Category II	The operation down to 30 metres (100 feet) decision height and with a runway visual range not less than a value of the order of 400 metres (1 400 feet) with a high probability of approach success.
Operational performance Category III A	The operation, with no decision height limitation, to and along the surface of the runway with external visual reference during the final phase of the landing and with a runway visual range not less than a value of the order of 200 metres (700 feet).

<i>Terms</i>	<i>Definition</i>
Operational performance Category III B	The operation, with no decision height limitation, to and along the surface of the runway without reliance on external visual reference and, subsequently, taxiing with external visual reference in a visibility corresponding to a runway visual range not less than a value of the order of 50 metres.
Operational performance Category III C	The operation, with no decision height limitation, to and along the surface of the runway and taxiway without reliance on external visual reference.
Operational planning	The planning of flight operations by an operator.
Operator	A person, organization or enterprise engaged in or offering to engage in an aircraft operation.
Operator's local representative	An agent of the operator suitably located to permit the ready supply of operational information to the local meteorological office and to receive meteorological information for operational purposes.
Outer horizontal surface	A specified portion of a horizontal plane located above the environment of an aerodrome beyond the horizontal limits of the conical surface, where applicable. The surface establishes a level above which consideration may need to be given to the control of any new construction to facilitate practical or efficient instrument approach procedures.
Parity	A condition where the sum of all the bits in an array of bits satisfies a nominated numerical criterion.
Parity error	A situation where a parity criterion is not satisfied.
Performance margin	The margin required over the datum performance so that the specified incident probability is achieved.
Pilot to	To manipulate the flight control of an aircraft during flight time.
Pilot-controller system	Air-ground radio-telephony facilities implemented primarily to provide a means of direct communication between pilots and controllers.
Pilot-in-command	The pilot responsible for the operation and safety of the aircraft during flight time.
Plain language	A language conveying to aeronautical personnel a directly intelligible meaning through the use of: <ol style="list-style-type: none">a) the vocabulary of a national language, taken with its usual meaning in aviation;b) abbreviations approved by ICAO for use in the international aeronautical telecommunication service; andc) numerical values of self-explanatory nature.
Plane of the normal ILS glide path	A plane perpendicular to the vertical plane of the runway centre line extended and containing the nominal ILS glide path.
Point light	A luminous signal appearing without perceptible length.

<i>Terms</i>	<i>Definition</i>
Precision approach radar (PAR)	Primary radar equipment used to determine the position of an aircraft during final approach, in terms of lateral and vertical deviations relative to a nominal approach path, and in range relative to touchdown.
Pressure-altitude	An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the standard atmosphere.
Primary frequency	The radiotelephony frequency assigned to an aircraft as a first choice for air-ground communication in a radio-telephony network.
Primary means of communication	The means of communication to be adopted normally by aircraft and ground stations as a first choice where alternative means of communication exist.
Primary radar	A radar system which uses reflected radio signals.
Printed communications	Communications which automatically provide a permanent printed record at each terminal of a circuit of all messages which pass over such circuit.
Procedure turn	A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction, both turns being executed so as to permit the aircraft to intercept and proceed along the reciprocal of the designated track.
Profile	The orthogonal projection of a flight path or portion thereof on the vertical surface containing the nominal track.
Prognostic chart	A forecast of specified meteorological elements for a specified time or period and a specified surface or portion of airspace, depicted graphically on a chart.
Prohibited area	An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.
Pulse amplitude A	The peak amplitude of the pulse envelope.
Pulse decay time	The decay time as measured between 0.9A and 0.1A on the trailing edge of the pulse envelope.
Pulse duration	The time interval between 0.5A points on leading and trailing edges of the pulse envelope.
Pulse interval	The time interval between the 0.5A point on the leading edge of a pulse and the 0.5A point on the leading edge of the next pulse.
Pulse repetition period (RPP)	The time interval (microseconds) between the 0.5A point on the leading edge of a pulse and the 0.5A point on the leading edge of the following pulse from the same station.
Pulse rise time	The rise time as measured between 0.1A and 0.9A on the leading edge of the pulse envelope.
Pulse rise time (LORAN A)	The time interval (microseconds) between 0.1A point and 0.9A point on the leading edge of the pulse envelope.
Pulse width (LORAN A)	The time interval (microseconds) between 0.5A point on leading and trailing edges of the pulse envelope.

<i>Terms</i>	<i>Definition</i>
Radar	A radio detection device which provides information on range, azimuth and/or elevation of objects.
Radar approach	An approach, executed by an aircraft, under the direction of a radar controller.
Radar blip	A generic term meaning variously a radar echo or a radar response from an aircraft.
Radar clutter	The visual indication on a radar display of unwanted signals.
Radar contact	The situation which exists when the radar blip of a particular aircraft is seen and identified on a radar display.
Radar control	Term used to indicate that radar derived information is employed directly in the provision of air traffic control service.
Radar controller	A qualified air traffic controller holding a radar rating appropriate to the functions to which he is assigned.
Radar display	An electronic display of radar-derived information depicting the position and movement of aircraft.
Radar echo	The visual indication on a radar display of a radar signal reflected from an object.
Radar heading	A magnetic heading given by a controller to a pilot on the basis of radar derived information for the purpose of providing navigational guidance.
Radar identification	The process of correlating a particular radar blip with a specific aircraft.
Radar map	Information superimposed on a radar display to provide ready indication of selected features.
Radar monitoring	The use of radar for the purpose of providing aircraft with information and advice relative to significant deviations from nominal flight path.
Radar response (or SSR response)	The visual indication, on a radar display, of a radar signal transmitted from an object in reply to an interrogation.
Radar separation	The separation used when aircraft position information is derived from radar sources.
Radar service	Term used to indicate a service provided directly by means of radar.
Radar tracking	The act, by either a human or a computer, of following the movements of specific aircraft by means of radar for the purpose of ensuring a continuous indication of the identity, position, track and/or height of the aircraft.
Radar track position	An extrapolation of aircraft position by the computer based upon radar information and used by the computer for tracking purposes.
Radar unit	That element of an air traffic services unit which uses radar equipment to provide one or more services.
Radar vectoring	Provision of navigational guidance to aircraft in the form of specific headings, based on the use of radar.

<i>Terms</i>	<i>Definition</i>
Radio bearing	The angle between the apparent direction of definite source of emission of electromagnetic waves and a reference direction, as determined at a radio direction-finding station. A true radio bearing is one for which the reference direction is that of true north. A magnetic radio bearing is one for which the reference direction is that of magnetic north.
Radio direction-finding station	A radio station intended to determine only the direction of other stations by means of transmissions from the latter.
Radiotelephony network	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 airground communications and dissemination of air ground traffic.
Rated air traffic controller	An air traffic controller holding a licence and valid ratings appropriate to the privileges exercised by him.
Rated coverage	The area surrounding an NDB within which the strength of the vertical field of the ground wave exceeds the minimum value specified for the geographical area in which the radio beacon is situated.
Rating	An authorization entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licences.
Readback	A procedure whereby the receiving station repeats a received message or an appropriate part thereof back to the transmitting station so as to obtain confirmation of correct reception.
Receiving unit/controller	Air traffic services unit/air traffic controller to which a message is sent.
Recommended practice	Any specification for physical characteristics configuration, material, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of a safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.
Reference humidity	The relationship between temperature and reference humidity is defined as follows: <ul style="list-style-type: none"> a) at temperatures at and below ISA, 80 percent relative humidity, b) at temperatures at and above ISA + 28°C, 34 percent relative humidity, c) at temperatures between ISA and ISA + 28°C, the relative humidity varies linearly between the humidity specified for those temperatures.
Regular aerodrome	An aerodrome which may be listed in the flight plan as an aerodrome of intended landing. <p>(see aerodrome regular)</p>
Regular station	A station selected from those forming an enroute air-ground radiotelephony network to communicate with or to intercept communications from aircraft in normal conditions.

<i>Terms</i>	<i>Definition</i>
Relay time	The relay time of COM centre is the elapsed time between the instant that a message has been completely received at that centre and the instant that it has been completely retransmitted on an out-going circuit.
Release time	Time prior to which an aircraft should be given further clearance or prior to which it should not proceed in case of radio failure.
Relief	The inequalities in elevation of the surface of the earth represented on the aeronautical charts by contours, hypso-metric tints, shading or spot elevations.
Rendering (a certificate of air-worthiness) valid	The action taken by a Contracting State, as an alternative to issuing its own Certificate of Airworthiness, in accepting a certificate of airworthiness issued by any other Contracting State as the equivalent of its own Certificate of airworthiness.
Rendering (a licence) valid	The action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.
Reporting line	A specified geographical line in relation to which the position of an aircraft can be reported.
Reporting point	A specified geographical location in relation to which the position of an aircraft can be reported.
Rescue coordination centre	A unit responsible for promoting efficient organization of search and rescue service and for co-ordinating the conduct of search and rescue operations within a search and rescue region.
Rescue subcentre	A unit subordinate to a rescue co-ordination centre, established to complement the latter within a specified portion of a search and rescue region.
Rescue unit	A unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue.
Rest period	Any period of time on the ground during which a flight crew member is relieved of all duties by the operator.
Restricted area	An airspace of defined dimensions, above the land areas of territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.
Reversal zone	A zone within an indicated course sector or an indicated ILS glide path sector in which the slips of the sector characteristics curve is negative.
Route (AFTN)	The path followed by a particular channel of a circuit.
Route description	The unambiguous delineation of a route in terms of an ordered sequence of ATS route designations and/or significant points.
Route segment	A portion of a route to be flown, as defined by two consecutive significant points specified in a flight plan.

<i>Terms</i>	<i>Definition</i>
Route stage	A route or portion of a route flown without an intermediate landing.
Routing (AFTN)	The chosen itinerary to be followed by messages on the AFTN between acceptance and delivery.
Routing directory	The combination of the Incoming Circuit Responsibility Lists and the Routing List of a given communication centre.
Routing list	A list in a communication centre indicating for each addressee the outgoing circuit to be used.
Runway (Airway)	A defined rectangular area, on a land aerodrome prepared for the landing and take-off run of aircraft along its length marked by radio navigational aids.
Runway alignment indicator	A group of aeronautical ground lights so arranged and located as to give early direction and roll guidance on the approach to a runway.
Runway selected basic length	The length selected by the Competent Authority as a basis for the design of a runway and associated physical characteristics of the land aerodrome.
Runway visual range (RVR)	The maximum distance in the direction of take-off or landing at which the runway or the specified lights or markers delineating it can be seen from a position above a specified point on its centre line at a height corresponding to the average eye-level of pilots at touchdown.
Search and rescue region	An area of defined dimensions within which search and rescue service is provided.
Search and rescue service unit	A generic term meaning, as the case may be, rescue co-ordination centre, rescue subcentre or alerting post.
Secondary frequency	The radiotelephony frequency assigned to an aircraft as a second choice for airground communication in a radiotelephony network.
Secondary radar	A radar system wherein a radio signal transmitted from a radar station initiates the transmission of a radio signal from another station.
Secondary surveillance radar (SSR)	A system of secondary radar using ground transmitters/receivers (interrogators) and airborne transponders. (Conforming to specifications developed by ICAO).
Security equipment	Devices of a specialized nature for use, individually or as part of a system, in the prevention or detection of acts of unlawful interference with civil aviation and its facilities.
SELCAL system	A system which permits the 'selective calling' of individual aircraft over radiotelephone channels linking a ground station with the aircraft.
Semi-automatic relay installation	A teletypewriter installation where interpretation of the relaying responsibility in respect of an incoming message and the resultant setting-up of the connections required to effect the appropriate retransmissions require the intervention of an operator but where all other normal operations of relay are carried out automatically.
Sending unit/controller	Air traffic services unit/air traffic controller transmitting a message.

<i>Terms</i>	<i>Definition</i>
Separation	Spacing between aircraft, levels or tracks.
Shoreline	A line following the general contour of the shore, except that in cases of inlets or bays less than 56 kilometres (30 nautical miles) in width, the line shall pass directly across the inlet or bay to intersect the general contour on the opposite side.
Shoulder	An area adjacent to the edge of a paved surface so prepared as to provide a transition between the pavement and the adjacent surface for aircraft running off the pavement.
SIGMET information	Information prepared by a meteorological watch office regarding the occurrence or expected occurrence of one or more of the following phenomena: <ul style="list-style-type: none"> a) at subsonic cruising levels: <ul style="list-style-type: none"> Active thunderstorm area Tropical revolving storm Severe line squall Heavy hail Severe turbulence Severe icing Marked mountain waves Widespread sandstorm/duststorm b) at transonic levels and supersonic cruising levels: <ul style="list-style-type: none"> Moderate or severe turbulence Cumulonimbus clouds Hail
Signal area	An area on an airport (aerodrome) used for the display of ground signals.
Signal reliability	The probability that a signal in space of specified characteristics is available to the aircraft.
Simplex	A method in which telecommunication between two stations takes place in one direction at a time.
Single channel simplex	Simplex using the same frequency channel in each direction.
Slant course line	The line formed at the intersection of the course surface and the plane of the nominal ILS glide path.
Snow (on the ground)	<ul style="list-style-type: none"> a) <i>Dry snow</i> — Snow which can be blown if loose or, if compacted by hand, will fall apart upon release; specific gravity: up to but not including 0.35. b) <i>Wet snow</i> — Snow which, if compacted by hand, will stick together and tend to or form a snowball; specific gravity: up to but not including 0.5. c) <i>Compacted snow</i> — Snow which has been compressed into a solid mass that resists further compression and will hold together or break up into chunks if picked up; specific gravity: 0.5 and over. d) <i>Slush</i> — Water saturated snow which with a heel and toe slap down motion against the ground will be displaced with a splatter; specific gravity: 0.5 up to 0.8.
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 proforma. It is used basically for wet conditions.

<i>Terms</i>	<i>Definition</i>
Solo flight time	Flight time during which a pilot is the sole occupant of an aircraft.
Spare parts	Articles of a repair or replacement nature for incorporation in an aircraft including engines and propellers.
Special visual flight rules flight	A controlled VFR flight authorized by air traffic control for operating within a controlled zone under meteorological conditions below the visual meteorological conditions. (see VFR).
Stack	A number of aircraft in the holding pattern at different altitudes or flight levels awaiting their turn to land at an aerodrome.
Standard	Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory.
Standard altimeter setting	A pressure setting of 1 013.2 mb (29.92 in) which, when set on the subscale of the sensitive altimeter, will cause the altimeter to read zero when at mean sea level in the ICAO standard atmosphere.
Standard atmosphere	An atmosphere defined as follows: <ul style="list-style-type: none"> a) Air is a perfect dry gas, b) Physical constants are: <ul style="list-style-type: none"> 1) Sea level mean mass: $M_0 = 28.9644 \times 10^{-3} \text{ kg/mole}$ 2) Sea level atmospheric pressure: $P_0 = 1\,013.250 \text{ millibars}$ $= 1.013\,250 \times 10^5 \text{ newtons m}^{-2}$ 3) Sea level temperatures: $t_0 = 15^\circ\text{C} (59^\circ\text{F})$ $T_0 = 288.15^\circ \text{K} (518.67^\circ \text{R})$ 4) Sea level atmospheric density: $P_0 = 1.225\,0 \text{ kg m}^{-3}$ 5) Temperature of the ice point: $T_1 = 273.15^\circ \text{K} (491.67^\circ \text{R})$ 6) Universal gas constant: $R = 8.314\,32 \text{ Joules (degrees K)}^{-1} \text{ mole}^{-1}$ c) The temperature gradient from 5 000 standard geopotential 8 metres below sea level to an altitude at which the air temperature becomes -56.5°C is $-0.006\,5^\circ\text{C}$ per standard geopotential metre; from that level (11 000 standard geopotential metres) to an altitude of 20 000 standard geopotential metres the temperature gradient is zero (0), and 20 000 to 32 000 standard geopotential metres. The temperature gradient is $40.005 + 0.005$ per standard geopotential metres.
State of manufacture	The State responsible for the certification as to the airworthiness of the prototype.

<i>Terms</i>	<i>Definition</i>
State of registry	The State on whose register the aircraft is entered.
Step-by-step mode	A mode of ATS data interchange where each ATS unit, as the flight progresses, transmits a current flight plan message to the next unit.
Stop for non-traffic purposes	Stop for non-traffic purposes means a landing for any purpose other than taking on or discharging passengers, cargo or mail.
Stopway	A defined rectangular area on the ground at the end of a runway in the direction of take-off designated and prepared by the Competent Authority as a suitable area in which an aircraft can be stopped in the case of an interrupted take-off.
Stores	Articles of a readily consumable nature for use or sale on board an aircraft during flight, including commissary supplies.
Sub-system	Any system which is associated with the air traffic control system as a provider and/or recipient of information relating to the provision of air traffic control service.
Surveillance radar	Radar equipment used to determine the position of an aircraft in range and azimuth.
Synchronous operation	Operation in which the time interval between code units is a constant.
Synthetic display	A display of computer-generated information, normally comprising aircraft positions and associated data presented in alphanumeric or symbolic form.
Synthetic flight trainer	Any one of the following three types of apparatus in which flight conditions are simulated on the ground: a) A flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc, aircraft system control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated; b) A flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument response, simple control functions of mechanical, electrical, electronic, etc, aircraft systems, and the performance and flight characteristics of aircraft of a particular class; and c) A basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.
Tabular display	A display of information in the form of a table.
Take-off climb area	A specified portion of the surface of the ground (or water) beyond the end of a runway or clearway in the direction of take-off. It is an area within which it may be necessary to take one or more of the following actions: restrict the creation of new obstructions; remove objects or mark objects in order to ensure a satisfactory level of safety and efficiency for aeroplane operations during the take-off climb phase.

<i>Terms</i>	<i>Definition</i>
Take-off climb surface	A specified portion of an inclined plane or other specified surface limited in plan by the vertical projection of the take-off climb area and chosen so as to establish the heights above which action may need to be taken, as described in the definition of take-off climb area.
Take-off distance available (TODA)	The length of the take-off run available plus the length of clearway available (if clearway is provided).
Take-off run available (TORA)	The length of runway which is declared by the State to be available and suitable for the ground run of an aeroplane taking-off. This in most cases corresponds to the physical length of the runway pavement.
Take-off surface	That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft taking-off in a particular direction.
Target	In radar, (1) generally, any discreet object which reflects or retransmits energy back to the radar equipment; (2) specifically, an object of radar search or surveillance.
Taxi-holding position	A designated position at which taxiing aircraft and other vehicles may be required to hold in order to provide adequate clearance from a runway.
Taxiway	A defined path, on a land aerodrome, selected or prepared for the use of taxiing aircraft.
Technical stop	A stop over for purely technical reasons such as refuelling or for trouble shooting purposes.
Telecommunication	Any transmission, emission, or reception of signs, signals, writing, images and sounds or intelligence of any nature by wire, radio, visual or other electromagnetic systems.
Teletypewriter tape	A tape on which signals are recorded in the 5-unit Start-Stop code by completely severed perforations (Chad Type) or by partially severed perforations (Chadless Type) for transmission over teletypewriter circuits.
Temporary visitor	Any person, without distinction as to race, sex, language or religion, who disembarks and enters the territory of a Contracting State other than that in which that person normally resides; remains there for not more than three months for legitimate non-immigrant purposes, such as touring, recreation, sports, health, family reasons, study, religious pilgrimages, or business; and does not take up any gainful occupation or employment during his stay in the territory visited.
Terminal area sequencing	The process of organizing traffic entering and departing from a terminal area into an orderly flow.
Terminal control area	A control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.
Threshold	The beginning of that portion of the runway usable for landing.
Through-flight	A particular operation of aircraft, identified by the operator by the use throughout of the same symbol, from point of origin via any intermediate points to point of destination.

<i>Terms</i>	<i>Definition</i>
Torn-tape relay installation	A teletypewriter installation where messages are received and relayed in teletypewriter tape from where all operations of relay are performed as a result of operator intervention.
Touchdown	The point where the nominal glide path intercepts the runway.
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 degree from North (true magnetic or grid).
Transfer of control point	A defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next.
Transferring unit/controller	Air traffic control unit/air traffic controller in the process of transferring the responsibility for providing air traffic control service to an aircraft to the next air traffic control unit/air traffic controller along the route of flight.
Transitional surface	A specified surface sloping upwards and outwards from the edge of the approach surface and from a line originating at the end of the inner edge of each approach area, drawn parallel to the runway centre line in the direction of landing. The transitional surface establishes the heights above which it may be necessary to take one or more of the following actions: restrict the creation of new obstructions; remove objects or mark objects in order to ensure a satisfactory level of safety and regularity for aeroplanes flying at low altitudes and displaced from the runway centre line in the approach, or missed approach phases.
Transition altitude	The altitude in the vicinity of an aerodrome at or below which the vertical position of an aircraft is controlled by reference to altitudes.
Transition layer	The airspace between the transition altitude and the transition level.
Transition level	The lowest flight level available for use above the transition altitude.
Transit time, message	The elapsed time between the instant of filing a message with an AFTN station for transmission on the network, and the instant that it is made available to the addressee.
Transponder	A receiver/transmitter which will generate a reply signal upon proper interrogation; the interrogation and reply being on different frequencies.
Tributary station	An aeronautical fixed station that may receive or transmit messages but which does not relay except for the purpose of serving similar stations connected through it to a communication centre.
Two-frequency glide path system	An ILS glide path in which coverage is achieved by the use of two independent radiation field patterns spaced on separate carrier frequencies within the particular glide path channel.
Two-frequency localizer system	A localizer system in which coverage is achieved by the use of two independent radiation field patterns spaced on separate carrier frequencies within the particular localizer VHF channels.

<i>Terms</i>	<i>Definition</i>
Ultimate load	The limit load multiplied by the appropriate factor of safety.
Unaccompanied baggage	Baggage not carried on the same aircraft with the passengers or crew to whom it belongs.
Uncertainty phase	A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.
Unloading	The removal of cargo, mail, baggage or stores from an aircraft after a landing, except cargo, mail, baggage or stores continuing on the next stage of the same through-flight.
Vertical separation	Separation between aircraft expressed in units of vertical distance.
VFR	The abbreviation used to designate the visual flight rules .
VFR flight	A flight conducted in accordance with the visual flight rules.
Visibility	The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night.
Visual approach (Visual contact approach)	An approach by an IFR flight when either part of all of an instrument approach procedure is not completed and the approach is executed in visual reference to terrain.
Visual approach slope indicator system (VASIS)	A light system indicating to the pilot of an aircraft approaching to land on a runway his vertical position on the glide path. It also pinpoints the touch down area and gives guidance in roll and azimuth.
Visual meteorological conditions (VMC)	Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.
VOLMET broadcast	Routine broadcast of meteorological information for aircraft in flight.
Wind sock } Wind cone } Wind sleeve }	A wind indicator in the forms of a truncated cone, made of fabric.
Wind direction indicator	A visual device indicating to an aircraft the direction of surface wind.
Z-marker beacon	A type of radio beacon, the emissions of which radiate in a vertical cone-shaped pattern.

EXPLANATORY NOTE

This Indian Standard is one of the series of Indian Standards on glossary of terms pertaining to aeronautical and astronautical fields. The other Indian Standards published in this series are:

- IS : 7879 (Part 1) - 1975** Glossary of aeronautical and astronautical terms: **Part 1 General**
- IS : 7879 (Part 2) - 1975** Glossary of aeronautical and astronautical terms: **Part 2 Motion of aircraft**
- IS : 7879 (Part 3) - 1975** Glossary of aeronautical and astronautical terms: **Part 3 Structure**
- IS : 7879 (Part 4) - 1980** Glossary of aeronautical and astronautical terms: **Part 4 Aerodynamics**
- IS : 7879 (Part 5) - 1982** Glossary of aeronautical and astronautical terms : **Part 5 Aerodynes (heavier-than-aircraft)**
- IS : 7879 (Part 6) - 1978** Glossary of aeronautical and astronautical terms: **Part 6 Space terms**
- IS : 10041-1981** Glossary of Terms — Airlines technical operations

In the preparation of this standard assistance has been derived from ICAO publications and Section 13 of BS : 185 : 1972 'Glossary of aeronautical terms'. For terms other than those given in this standard, reference is to be made to the Indian Standards already published as well as to the international publications. For easy reference, the terms have been given in alphabetical order and abbreviations used in accordance with the popular practice by civil aviation authorities. Wherever acronyms have been mentioned, the same have been given in parentheses.