

UK Air Traffic Management Vocabulary

CAP 1430



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First published 29 September 2016, effective 5 January 2017

Second Edition published 17 August 2017, effective 12 October 2017

Third Edition published 30 July 2021, effective 28 September 2021

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The latest version of this document is available in electronic format at www.caa.co.uk, where you may also register for email notification of amendments

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Revision History

The table below is provided as a reference to highlight when major changes were made to the content of CAP 1430. It does not cover editorial changes. As necessary, an update will be added to the table at each amendment.

Third Edition

Section	Subject	Source
Foreword & Definitions	Provenance section updated to reflect changes in regulation references and contact address amended within the enquiries section.	CAA
Definitions	The following definitions have been amended: - Dependent parallel approaches. - Independent parallel approaches. - Normal operation zone. - Standard European Rules of the Air changed to UK Standard European Rules of the Air. The following definition has been added: - CPDLC message. - CPDLC message set. - Data convention. - Data link initiation capability. - Data processing. - Flight plan Buffer Zone (FBZ). - Free Route Airspace (FRA). - FRA Arrival Connecting Point (A). - FRA Departure Connecting Point (D). - FRA Horizontal Entry Point (E). - FRA Intermediate Point (I). - FRA Horizontal Exit Point (X). - Free text message element. - ITP aircraft. - ITP distance. - Logon address. - Meteorological information. - Meteorological office. - Meteorological report. - No Planning Zone (NPZ). - Performance-based communication (PBC). - Performance-based navigation (PBN).	ICAO, Eurocontrol & CAA

Section	Subject	Source
	- Performance-based surveillance (PBS). - Recognised air traffic environment. - Required communication performance (RCP) specification. - Required surveillance performance (RSP) specification. - Standard message element. - Time difference of arrival (TDOA). - Total estimated elapsed time. - Visual surveillance system.	
Abbreviations	The following abbreviation has been amended: - MTOM changed to MCTOM. - NOTAM changed from Notice to Airmen to Notice to Aviation. - SERA changed to (UK) SERA. The following abbreviation has been added: - DLIC – Data link initiation capability. - EGPWS – Enhanced Ground Proximity Warning System - FBZ – Flight plan Buffer Zone. - FRA – Free Route Airspace. - FRA(A) – FRA Arrival Connecting Point. - FRA(D) – FRA Departure Connection Point. - FRA(E) – FRA Horizontal Entry Point. - FRA(I) – FRA Intermediate Point. - FRA(X) – FRA Horizontal Exit Point. - GCAS – Ground Collision Avoidance System - NPZ – No Planning Zone. - PBC – Performance-based communication. - PBN – Performance-based navigation. - PBS – Performance-based surveillance. - RCP – Required communication performance. - RSP – Required surveillance performance. - SFN – Special Flight Notification. - PLOC – Prolonged Loss of Communications. - TAWS – Terrain Awareness and Warning System. - TDOA – Time difference of arrival.	ICAO, Eurocontrol & CAA

Second Edition

Section	Subject	Source
All	Implement Reg (EU) No 1185/2016 Standardised European Rules of the Air Part C and adopt ICAO Doc 4444 PANS-ATM Sixteenth Edition.	EASA & ICAO

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Foreword

Introduction

This document provides the authoritative reference for all terms and abbreviations used within specific CAA Civil Aviation Publications (CAPs).

Provenance

Two strands of UK aviation related legislation now exist. That made under the Air Navigation Order (and including the Rules of the Air Regulations), and that made under The Basic Regulation (UK Reg (EU) 2018/1139 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018) and its Implementing Rules.

The terms and abbreviations contained within this document are sourced, primarily, from retained European Union (EU) Regulations, as amended by various UK Statutory Instruments (made under the European Union (Withdrawal) Act 2018). For example, Regulation (EU) No 923/2012 Standardised European Rules of the Air (SERA) as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 (“UK Reg (EU) No 923/2012”).

References to the ‘Cover Regulation’ are cited as either UK Reg (EU) No XXX/YYYY followed by the appropriate Article, or UK Reg (EU) YYYY/XXX; where ‘X’ is the number of the Regulation and ‘YYYY’ is the year of publication.

Where terms and abbreviations are not defined within such retained EU Regulations, additional material has been sourced from:

- a) Annexes to the Convention on International Civil Aviation and, where appropriate, to ICAO documents such as PANS-ATM (Doc 4444) and PANS-OPS (Doc 8168);
- b) The UK Air Navigation Order and supporting UK policy documentation; and,
- c) The EUROCONTROL European Route Network Improvement Plan Part 1: Airspace Design Methodology Guidelines.
- d) The EUROCONTROL European Route Network Improvement Plan Part 3: Airspace Management Handbook – Guidelines for Airspace Management. Hereafter referred to as the EUROCONTROL ASM Handbook.

Exceptionally, where the UK has filed a Difference to an ICAO Standard, the term defined within the UK Air Navigation Order or instrument made under it will have effect. In this instance, such variations or Differences will be highlighted with an asterisk (*) next to the document reference as follows: (* ANO 2016 Schedule 1)

Applicability

The terms and abbreviations contained within this document are applicable to the following CAA publications:

- a) Manual of Air Traffic Services (MATS) Part 1 (CAP 493);
- b) Flight Information Service Officer (FISO) Manual (CAP 797);
- c) UK Flight Information Services (FIS) (CAP 774);
- d) Radiotelephony Manual (CAP 413);
- e) UK Airspace Management Policy (CAP 740).

The terms contained herein have been defined to remove any doubt about the meaning of instructions in the text of the documents listed above and are referenced to their source document.

Enquiries

All enquiries concerning the text should be addressed to:

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Definitions

A

Accepting unit/controller. Air traffic control unit/air traffic controller next to take control of an aircraft.

Note. See definition of “transferring unit/controller”. (ICAO PANS-ATM (Doc 4444))

Accuracy A degree of conformance between the estimated or measured value and the true value. (UK Reg (EU) No 923/2012 Article 2(1))

Advisory airspace An airspace of defined dimensions, or designated route, within which air traffic advisory service is available. (UK Reg (EU) No 923/2012 Article 2(3))

Advisory route A designated route along which air traffic advisory service is available. (UK Reg (EU) No 923/2012 Article 2(4))

Aerial work An aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc. (UK Reg (EU) No 923/2012 Article 2(12))

Aerobatic flight Manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed, not necessary for normal flight or for instruction for licenses or ratings other than aerobatic rating. (UK Reg (EU) No 923/2012 Article 2(5))

Aerodrome A defined area (including any buildings, installations and equipment) on land or water or on a fixed, fixed off-shore or floating structure intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft. (UK Reg (EU) No 923/2012 Article 2(6))

Aerodrome control service Air traffic control service for aerodrome traffic. (UK Reg (EU) No 923/2012 Article 2(7))

Aerodrome control tower A unit established to provide air traffic control service to aerodrome traffic. (UK Reg (EU) No 923/2012 Article 2(8))

Aerodrome Operating Minima In relation to the operation of an aircraft at an aerodrome means the cloud ceiling and runway visual range for take-off, and the decision height or minimum descent height, runway visual range and visual reference for landing, which are the minimum for the operation of that aircraft at that aerodrome. (* ANO 2016 Schedule 1)

Aerodrome traffic All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome. An aircraft operating in the vicinity of an aerodrome includes but is not limited to aircraft entering or leaving an aerodrome traffic circuit. (UK Reg (EU) No 923/2012 Article 2(9))

Aerodrome traffic circuit The specified path to be flown by aircraft operating in the vicinity of an aerodrome. (UK Reg (EU) No 923/2012 Article 2(10))

Aerodrome Traffic Monitor (ATM) An electronic display indicating the position and distance from touchdown of arriving aircraft relative to the extended centreline of the runway in use. It may also be used for other purposes. It is also known as the Distance From Touchdown Indicator (DFTI). (CAA)

Aerodrome traffic zone (ATZ) Airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic. (UK Reg (EU) No 923/2012 Article 2(11))

Aeronautical fixed service (AFS) 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. (ICAO Annex 11)

Aeronautical ground light[ing] (AGL) Any light specifically provided as an aid to air navigation, other than a light displayed on an aircraft. (ICAO Annex 14)

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. (UK Reg (EU) No 923/2012 Article 2(13))

Aeronautical Information Service (AIS) A service established within the defined area of coverage responsible for the provision of aeronautical information and data necessary for the safety, regularity, and efficiency of air navigation. (UK Reg (EC) No 549/2004 Article 2 (3))

Aeronautical mobile service A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies. (UK Reg (EU) No 923/2012 Article 2(14))

Aeronautical Radio Station A radio station on the surface, which transmits or receives signals for the purpose of assisting aircraft. (ANO 2016 Schedule 1)

Aeronautical station A land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea. (UK Reg (EU) No 923/2012 Article 2(15))

Aeroplane A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight. (UK Reg (EU) No 923/2012 Article 2(16))

Airborne collision avoidance system (ACAS) An aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of ground

based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders. ([UK Reg \(EU\) No 923/2012 Article 2\(17\)](#))

Aircraft Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface. ([UK Reg \(EU\) No 923/2012 Article 2\(18\)](#))

Aircraft address A unique combination of 24 bits available for assignment to an aircraft for the purpose of air-ground communications, navigation and surveillance. ([UK Reg \(EU\) No 923/2012 Article 2\(19\)](#))

Aircraft observation The evaluation of one or more meteorological elements made from an aircraft in flight. ([UK Reg \(EU\) No 923/2012 Article 2\(20\)](#))

Aircraft proximity (AIRPROX) A situation in which, in the opinion of a pilot or air traffic services personnel, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft involved may have been compromised. An aircraft proximity is classified as follows:

Risk of collision. The risk classification of an aircraft proximity in which serious risk of collision has existed.

Safety not assured. The risk classification of an aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision. The risk classification of an aircraft proximity in which no risk of collision has existed.

Risk not determined. The risk classification of an aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination. (ICAO PANS-ATM (Doc 4444))

Air-ground communication Two way communication between aircraft and stations or locations on the surface of the earth. ([UK Reg \(EU\) No 923/2012 Article 2\(22\)](#))

Air-Ground Communications Service (AGCS) A service provided from an aerodrome to aerodrome traffic by means of radio signals and 'air/ground communications service unit' is to be construed accordingly. (ANO 2016 Schedule 1)

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. ([UK Reg \(EU\) No 923/2012 Article 2\(23\)](#))

AIRMET Information Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof. ([UK Reg \(EU\) No 923/2012 Article 2\(21\)](#))

Air Navigation Services (ANS) Air traffic services; communication, navigation and surveillance services; meteorological services for air navigation; and aeronautical information services. ([UK Reg \(EC\) No 549/2004 Article 2 \(4\)](#))

Air Navigation Service Provider (ANSP) Any public or private entity providing ANS for general air traffic, including an organisation having applied for a certificate to provide such services. ([UK Reg \(EU\) No 1035/2011 Article 2\(15\)](#))

Air report A report from an aircraft in flight prepared in conformity with requirements for position, and operational and/or meteorological reporting. ([UK Reg \(EU\) No 923/2012 Article 2\(24\)](#))

Airspace Management A planning function with the primary objective of maximising the utilisation of available airspace by dynamic time-sharing and, at times, the segregation of airspace among various categories of airspace users on the basis of short-term needs. ([UK Reg \(EC\) No 549/2004 Article 2\(7\)](#))

Airspace Management Cell (AMC). A joint civil/military cell responsible for the day-to-day management and temporary allocation of national or sub-regional airspace under the jurisdiction of one or more European Civil Aviation Conference (ECAC) State(s). (EUROCONTROL Airspace Management (ASM) Handbook)

Air-taxiing Movement of a helicopter/vertical take-off and landing (VTOL) above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kt). ([UK Reg \(EU\) No 923/2012 Article 2\(25\)](#))

Note. The actual height during air-taxiing may vary, and some helicopters may require air-taxiing above 8 m (25 ft) AGL to reduce ground effect turbulence or provide clearance for cargo sling loads. ([UK Reg \(EU\) No 923/2012 Article 2\(25\) GM1](#))

Air traffic All aircraft in flight or operating on the manoeuvring area of an aerodrome. ([UK Reg \(EU\) No 923/2012 Article 2\(26\)](#))

Air traffic advisory service A service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on instrument flight rules (IFR) flight plans. ([UK Reg \(EU\) No 923/2012 Article 2\(27\)](#))

Note.

- (a) Air traffic advisory service does not afford the degree of safety and cannot assume the same responsibilities as air traffic control (ATC) service in respect of the avoidance of collisions, since the information regarding the disposition of traffic in the area concerned available to the unit providing air traffic advisory service may be incomplete.

- (b) Aircraft wishing to conduct IFR flights within advisory airspace, but not electing to use the air traffic advisory service, are nevertheless to submit a flight plan, and notify changes made thereto to the unit providing that service.
- (c) ATS units providing air traffic advisory service:
 - (1) *advise* the aircraft to depart at the time specified and to cruise at the levels indicated in the flight plan if it does not foresee any conflict with other known traffic;
 - (2) *suggest* to aircraft a course of action by which a potential hazard may be avoided, giving priority to an aircraft already in advisory airspace over other aircraft desiring to enter such advisory airspace; and
 - (3) *pass* to aircraft traffic information comprising the same information as that prescribed for area control service. (UK Reg (EU) No 923/2012 Article 2(27) GM1)

Air traffic control (ATC) clearance Authorisation for an aircraft to proceed under conditions specified by an air traffic control unit. (UK Reg (EU) No 923/2012 Article 2(28))

Note.

- (a) For convenience, the term 'air traffic control clearance' is frequently abbreviated to 'clearance' when used in appropriate contexts.
- (b) The abbreviated term 'clearance' may be prefixed by the words 'taxi', 'take-off', 'departure', 'en route', 'approach' or 'landing' to indicate the particular portion of flight to which the air traffic control clearance relates. (UK Reg (EU) No 923/2012 Article 2(28) GM1)

Air traffic control instruction Directives issued by air traffic control for the purpose of requiring a pilot to take a specific action. (UK Reg (EU) No 923/2012 Article 2(29))

Air traffic control service A service provided for the purpose of preventing collisions between aircraft, and on the manoeuvring area between aircraft and obstructions; and expediting and maintaining an orderly flow of traffic. (UK Reg (EU) No 923/2012 Article 2(30))

Air traffic control unit A generic term meaning variously, area control centre, approach control unit or aerodrome control tower. (UK Reg (EU) No 923/2012 Article 2(31))

Air traffic flow management A function established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilised to the maximum extent possible, and that the traffic volume is compatible with the capacities declared by the appropriate ATS providers. (UK Reg (EC) No 549/2004 Article 2(9))

Air traffic management (ATM) The aggregation of the airborne and ground-based functions (air traffic services, airspace management and air traffic flow management)

required to ensure the safe and efficient movement of aircraft during all phases of operations. (UK Reg (EC) No 549/2004 Article 2(10))

Air traffic service (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). (UK Reg (EU) No 923/2012 Article 2(32))

Air traffic service equipment Ground based equipment, including an aeronautical radio station, used or intended to be used in connection with the provision of a service to an aircraft in flight or on the ground which equipment is not otherwise approved by or under [the ANO] but excluding:

- (a) any public electronic communications network; and
- (b) any equipment concerning which the CAA has made a direction that it is not air traffic service equipment for the purposes of Articles 205 and 206. (ANO 2016 Schedule 1)

Air traffic services (ATS) airspaces Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified. (UK Reg (EU) No 923/2012 Article 2(33))

Air traffic services (ATS) reporting office (ARO) A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure. (UK Reg (EU) No 923/2012 Article 2(34))

Note. An air traffic services reporting office may be established as a separate unit or combined with an existing unit, such as another air traffic services unit, or a unit of the aeronautical information service. (UK Reg (EU) No 923/2012 Article 2(34) GM1)

Air traffic services (ATS) surveillance service A service provided directly by means of an ATS surveillance system. (UK Reg (EU) No 923/2012 Article 2(34a))

Air traffic services (ATS) unit A generic term meaning, variously, air traffic control unit, flight information centre, aerodrome flight information service unit or air traffic services reporting office. (UK Reg (EU) No 923/2012 Article 2(35))

Airway A control area or portion thereof established in the form of a corridor. (UK Reg (EU) No 923/2012 Article 2(36))

ALERFA The code word used to designate an alert phase. (ICAO PANS-ATM (Doc 4444))

Alerting service A service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required. (UK Reg (EU) No 923/2012 Article 2(37))

Alert phase A situation wherein apprehension exists as to the safety of an aircraft and its occupants. (ICAO PANS-ATM (Doc 4444))

Alternate aerodrome An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing, where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:

- (a) take-off alternate: an alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure;
- (b) en-route alternate: an alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route;
- (c) destination alternate: an alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing. (UK Reg (EU) No 923/2012 Article 2(38))

Note. The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight. (UK Reg (EU) No 923/2012 Article 2(38) GM1)

Altitude The vertical distance of a level, a point or object considered as a point, measured from mean sea level. (UK Reg (EU) No 923/2012 Article 2(39))

Note.

- (a) A pressure type altimeter calibrated in accordance with the Standard Atmosphere when set to a QNH altimeter setting will indicate altitude (above the mean sea level).
- (b) The term 'altitude' indicates altimetric rather than geometric altitude. (UK Reg (EU) No 923/2012 Article 2(39) GM1)

AMC Managed Area (AMA) A volume of airspace that is routinely managed by the Airspace Management Cell (AMC). (CAP 740)

Approach control service Air traffic control service for arriving or departing controlled flights. (UK Reg (EU) No 923/2012 Article 2(40))

Approach control unit A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes. (UK Reg (EU) No 923/2012 Article 2(41))

Note. The purpose of the definition is to describe the specific services associated to approach control unit. This does not preclude the possibility for an approach control

unit to provide air traffic control service to flights other than those arriving or departing. ([UK Reg \(EU\) No 923/2012 Article 2\(41\)](#) GM1)

Approach and Landing Operations With Vertical Guidance An instrument approach and landing which utilises lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations. (ICAO Annex 6 Vol I)

Approach sequence The order in which two or more aircraft are cleared to approach to land at the aerodrome. (ICAO PANS-ATM (Doc 4444))

Approval request A request for clearance made by an ACC when an aircraft will be entering the controlled or advisory airspace of an adjacent ACC in less than 15 minutes, and the first designated reporting point is in the adjacent area. (CAA)

Approved departure time An allocated take-off time calculated from the elapsed flight time between the aerodrome of departure and the point at which the regulated flow is effective. (CAA)

Apron A defined area, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance. ([UK Reg \(EU\) No 923/2012 Article 2\(42\)](#))

Apron Management Service A service provided to regulate the activities and the movement of aircraft and vehicles on an apron. (ICAO PANS-ATM (Doc 4444))

Area control centre (ACC) An Air Traffic Control unit established to provide an air traffic control service to controlled flights in control areas under its jurisdiction. ([UK Reg \(EU\) No 923/2012 Article 2\(43\)](#))

Area control service An Air Traffic Control service for controlled flights in control areas. ([UK Reg \(EU\) No 923/2012 Article 2\(44\)](#))

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. ([UK Reg \(EU\) No 923/2012 Article 2\(45\)](#))

Note. Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation. ([UK Reg \(EU\) No 923/2012 Article 2\(45\)](#) GM1)

Arrival routes Routes identified in an instrument approach procedure by which aircraft may proceed from the En-route phase of flight to an initial approach fix. (ICAO Annex 4)

ATC unit terrain safe level The applicable level as published in ATC unit procedures, that ensures IFR terrain clearance requirements.

Note. This may include: ATC Surveillance Minimum Altitude Areas, Radar Vector Charts, ADR levels, en-route ATC safety altitudes or sector safety altitudes. (CAP 774)

ATS route A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services. (UK Reg (EU) No 923/2012 Article 2(46))

Note.

- (a) Includes airways, advisory routes, controlled or uncontrolled route, arrival or departure route, etc.
- (b) An ATS route is defined by route specifications which include an ATS route designator, the track to or from significant points (waypoints), distance between significant points, reporting requirements, and as determined by the competent authority, the lowest safe altitude. (UK Reg (EU) No 923/2012 Article 2(46) GM1)

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

Note. A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR. (ICAO PANS-ATM (Doc 4444))

Automatic dependent surveillance – broadcast (ADS-B) A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link. (UK Reg (EU) No 923/2012 Article 2(47))

Automatic dependent surveillance – contract (ADS-C) A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports. (UK Reg (EU) No 923/2012 Article 2(48))

Note. The abbreviated term ‘ADS-C’ is commonly used to refer to ADS event contract, ADS demand contract, ADS periodic contract, or an emergency mode. (UK Reg (EU) No 923/2012 Article 2(48) GM1)

Automatic dependent surveillance – contract (ADS-C) agreement A reporting plan which establishes the conditions of ADS-C data reporting (i.e. data required by the air traffic services unit and frequency of ADS-C reports which have to be agreed to, prior to using ADS-C in the provision of air traffic services). (UK Reg (EU) No 923/2012 Article 2(48a))

Automatic terminal information service (ATIS) The automatic provision of current, routine information to arriving and departing aircraft throughout 24 hours or a specified portion thereof:

- (1) Data link-automatic terminal information service (D-ATIS) means the provision of ATIS via data link
- (2) Voice-automatic terminal information service (Voice-ATIS) means the provision of ATIS by means of continuous and repetitive voice broadcasts. (UK Reg (EU) No 923/2012 Article 2(49))

B

Backtrack To taxi on a runway-in-use, in the opposite direction to the aircraft's take-off or landing direction. (CAA)

Base Turn A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track. These tracks are not reciprocal. (ICAO Annex 11)

Basic Service A Basic Service is an ATS provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights. This may include weather information, changes of serviceability of facilities, conditions at aerodromes, general airspace activity information, and any other information likely to affect safety. The avoidance of other traffic is solely the pilot's responsibility. (CAP 774)

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. (ICAO Annex 10 Vol II)

Broadcast A transmission of information relating to air navigation that is not addressed to a specific station or stations. (ICAO Annex 10 Vol II)