# Index

# A

ACARS, 2-10, 5-2, 6-9 Accelerate-Stop Distance Available (ASDA), 2-13 Accident Rates, 1-5 Active Final Approach Spacing Tool (aFAST), 6-5 Actual Navigation Performance (ANP), 3-38, 5-12, B-3 Adequate Visual Reference, 2-9 ADS, ADS-B, see Automatic Dependent Surveillance Aerodynamic Surfaces, Helicopter, 7-2 Aeronautical Charts, 1-27 to 1-30, 5-7 Aeronautical Information Manual (AIM), 1-26, 3-41, 5-2 Aeronautical Information Publication (AIP), 1-12 Aeronautical Radio, Incorporated (ARINC) 424 Format, 1-32 AFSS, see Automated Flight Service Station Air Commerce Act of May 20, 1926, 1-2 Air Route Surveillance Radar (ARSR), 1-16, 1-17 Air Route Traffic Control Center (ARTCC), 1-9, 1-10, 1-17.3-1 Air Traffic Control (ATC), 1-1 ATC Facilities, 1-9 ATC Holding Instructions, 3-24 ATC Operational Error, 2-6 ATC Specialist (ATCS), 2-5 Air Traffic Control Radar Beacon System (ATCRBS), 1 - 18Air Traffic Control System Command Center (ATCSCC), 1-6, 1-7 ATCSCC Web Site, 1-8 Air Traffic Control Tower (ATCT), 1-9, 1-10 Air Traffic Control-Traffic Flow Management (ATC-TFM), 1-25 Air Traffic Management (ATM), 1-11 Air Traffic Service (ATS), 3-31 Air Transportation Operations Inspector's Handbook, 2-8 Airborne Navigation Databases, A-1 Aircraft Approach Category, 5-7 Aircraft Communications Addressing and Reporting System (ACARS), 2-10, 5-2, 6-9

Aircraft Performance Engineer, 2-17 Aircraft to Satellite Data Relay (ASDAR), 6-9 Airline Operations Center (AOC), 1-25, 6-5 Airmen's Information System (AIS), 1-26 Airport Diagrams, 1-28, 2-1 Airport/Facility Directory (A/FD), 1-26, 1-29, 1-30, 2-1, 2-2, 2-12 Airport/Runway Analysis Service, 2-17 Airport Signage, Lighting, and Markings, 2-3 to 2-4 Airport Sketches, 2-1 Airport Surface Detection Equipment-3 (ASDE-3), 1-6 Airport Surface Detection Equipment-X (ASDE-X), 1-6 Airport Surveillance Radar (ASR), 1-16, 5-12 Airport Surveillance Radar Approach, 5-61, 5-63 Airspeed, 4-11 Speed Adjustments, 3-23 Speed Restrictions, 4-11 Airway and Route System, 3-4 to 3-12 Airway Structure, 3-1 Alaska Terminal Procedures Publication, 1-28 Along Track (ATRK), B-3 Along Track Distance (ATD), 4-5 Alternate Minimums for Commercial Operator, 2-12 5-5 Alternate Requirements, 2-11, 5-5, 7-8 Altitude to Maintain, 4-6 to 4-11 Altitudes, 3-12 to 3-17, 4-21, 5-17 Angle of Convergence, 5-60 Approach, 5-1 Approaches with Vertical Guidance (APV), 5-5, 5-42, 5-49 Category, 5-7 Circling, 5-7, 5-8 Clearance, 4-6 to 4-11, 5-42 Control, 4-5, 5-12 Gate, 4-2, 4-3, 4-4, 4-15 ILS, 5-50, B-6, B-7 Missed, 5-32, 5-33, 5-42 NDB, 5-60, B-6, B-7 Planning, 5-1 Radar, 5-61

RNAV, 5-44 SDF, 5-66 Segments, 5-40, 5-41, 5-42 Visual. 5-43 VOR, 5-59, B-6, B-7 Approach and Landing Accident Reduction (ALAR), 1-5.1-6 Approach and Landing Performance Criteria, 5-6 Approach Briefing, 5-26 Approved Radar Separation, 1-11 Area Navigation (RNAV), 1-11 to 1-14 En Route RNAV Procedures, 3-26 Published RNAV Routes, 3-31 RNAV (RNP) Approach Procedures, 5-11, 5-44 RNAV Approaches, 5-10, 5-11, 5-44, 5-49 RNAV Departures, 2-18, 2-28, 2-29, 2-30 **RNAV** Designations, 3-31 **RNAV Leg Segment Types**, 4-25 RNAV Plans, 1-4 **RNAV STAR Procedures**, 4-22 **RNAV** Terminal Transition Routes, 1-12 Arrival Procedures, 4-1, 4-19 ATIS, 2-8, 2-10, 4-2, 5-4 At Pilot's Discretion, 3-22 Attitude Retention System (ATT), Helicopter, 7-2 Automated Flight Service Station (AFSS), 1-10, 2-8, 2 - 27Automated Radar Terminal System (ARTS), 1-16, 1-17, 1-18, 6-5 Automated Surface Observing System (ASOS), 2-8, 5-4 Automated Surface Observing System (ASOS)/ Automated Weather Sensor System (AWSS), 2-9 Automated Weather Observation System (AWOS), 2-9 Automated Weather Observing Programs, 2-9, 5-4 Automated Weather System, 2-9 Automatic Dependent Surveillance (ADS), 1-4 Automatic Dependent Surveillance-Broadcast (ADS-B), 1-4, 1-19, 1-24, 6-7, 6-9, 6-10 Automatic Flight Control System (AFCS), Helicopter, 7-2 Automatic Terminal Information Service (ATIS), 2-8, 2-10, 4-2, 5-4 Autopilot Modes, 5-28 Autopilot System (AP), Helicopter, 7-2 Auxiliary Performance Computers, 6-2 Aviation Routine Weather Report (METAR), 4-2, 5-4 Aviation Weather Technology Transfer Process, 5-2

# B

Back Course Approach, 5-65 Barometric-VNAV (Baro-VNAV) 5-22, 5-25, 5-26, 5-49 Best-Rate-of-Climb (BROC), Helicopter, 7-2 Briefing, Approach, 5-26 Bright Radar Indicator Terminal Equipment (BRITE), 1-19 DBRITE (digital BRITE), 1-19 Bureau of Air Commerce, 1-2

# C

Capital Investment Plan (CIP), 1-3 Category, Aircraft Approach, 5-7 Category, ILS Approach, 5-50 Ceiling and Visibility Requirements, Takeoff, 2-8 Center for Advanced Aviation System Development (CAASD), 1-9, 1-11, 1-12, 1-20, 1-22 Center Radar ARTS Processing (CENRAP), 5-63 Central Altitude Reservation Function (CARF), 6-12 Changeover Point (COP), 3-7, 3-11 Chart Supplement Pacific, 1-30 Charted Visual Flight Procedure (CVFP), 5-44 Charted Visual Landmark, 5-44 Charts, Approach, 5-7 Circling Altitude, 5-7 Circling Approach Area, 5-7 Circling Only Procedures, 5-8 Civil Aeronautics Administration, 1-2 Class I Navigation, 4-14 Class II Navigation, 4-14, 4-15 Clearance, Approach, 4-6, 5-42 Clearance, Descent, 4-5 Clearance, Direct, 5-16 Clearance Limit, 3-24 Climb at Pilot's Discretion, 3-22 Climb Gradients, 2-13, 2-27, 7-14 Climbing and Descending En Route, 3-20 Cockpit Display of Traffic Information (CDTI), 6-7 Collaborative Decision Making (CDM), 6-11 Collision Hazard, 2-6 Commercial Operators, Alternate Minimums, 2-12 Commercial Operators, Takeoff Minimums, 2-8 Common Traffic Advisory Frequency (CTAF), 5-13, 5-15 **Communication Failure Procedures**, 3-18 Communication, Navigation, and Surveillance (CNS), 1-11 Communication Strip, 5-12 Communications, 1-20, 1-21 Commuter Airlines, 1-8 Compulsory Reporting Points, 3-17 Computer Navigation Fix (CNF), 3-35 Contact Approach, 5-43, 5-44 Control Display Unit, 1-22

Controlled Flight into Terrain (CFIT), 1-5, 1-6, 1-21,

3-6, 4-12, 5-13, 7-11 Controller Pilot Data Link Communication (CPDLC), 1-4, 1-20, 6-8 Converging ILS Approaches, 5-50, 5-56 Copter Only Approaches, 7-10 Course Reversal, 5-38 Crew Qualifications, 5-20 Critical Phases of Flight, 4-13 Cross Track (XTRK), B-3 Cruise Clearance, 4-4

### D

Decision Altitude (DA), 5-5, 5-18, B-2, B-6, B-7 Decision Height (DH), 5-5, 5-18, B-7 Department of Transportation (DOT), 1-2 Departure Procedure (DP), 1-26, 1-28, 2-12 to 2-36 Airport Runway Analysis, 2-17 Area Navigation, 2-28 Assigned by ATC, 2-26 Climb Gradients and Climb Rates, 2-27 Design Criterion, 2-12 Diverse Vector Area, 2-34 Flight Planning Considerations, 2-18, 2-22 From Airports Without an Operating Control Tower, 2-27 From Tower Controlled Airports, 2-26 Noise Abatement, 2-34 Not Assigned by ATC, 2-26 Obstacle, 2-18, 2-27 Pilot NAV, 2-21 Radar, 2-34 **RNAV, 2-28** SID, 2-19 SID Versus DP. 2-17 Vector SIDs, 2-21 VFR, 2-34 Descend Via, 4-21, 4-23 Descent Areas, 4-12 Descent Clearance, 4-5 Descent Gradient, 5-10 Descent Planning, 4-2 Developing Technology, 6-13 Digital Aeronautical Chart Supplement (DACS), 1-30 Digital Automatic Terminal Information Service (D-ATIS), 2-8, 2-10, 6-9 Terminal Data Link System (TDLS) D-ATIS, 2-11 Digital Obstacle File, 1-30 Direct Clearance, 5-16 Direct Flights, 3-27 Dispatchers, 2-12 Display System Replacement (DSR), 1-4 **Disseminating Aeronautical Information**, 1-26 Distance Measuring Equipment (DME), 4-5

Diverse Vector Area (DVA), 2-34 Diversion Procedures, 3-26 DME Arcs, 5-38 Domestic Reduced Vertical Separation Minimums (DRVSM), 1-16 Dynamic Magnetic Variation, A-6

#### E

EDCT, 1-11, 6-5 EFC, 3-24 Electronic Flight Bag (EFB), 6-2, 6-4 Electronic Flight Information System (EFIS), 1-22 Ellipsoid of Revolution, A-4 Emergency Medical Services (EMS), 1-16 En Route, 3-1 En Route Altitudes, 3-12, 3-33 En Route Charts, 3-1 En Route Climbs and Descents, 3-20 to 3-22 En Route Flight Advisory Service (Flight Watch), 1-10 En Route Navigation, 3-1, 3-26 En Route Obstacle Clearance Areas, 3-6 to 3-10 Engine Failure During Takeoff and Departure, 2-18, 2-19 Enhanced Ground Proximity Warning Systems (EGPWS), 1-5 Equipment and Avionics, 1-18 Established On Course, 5-43 Estimated Position Error (EPE), 3-38 Estimated Time of Arrival (ETA), 2-11, 5-5 Expect Departure Clearance Time (EDCT), 1-11, 6-5 Expect Further Clearance (EFC), 3-24 Expedite Climb, 3-22 Extended Range Operations (ER-OPS), 3-27

#### F

FAA Aeronautical Chart User's Guide, 1-30 FAA Web Site, 1-27 Federal Aviation Act of 1958, 1-2 Federal Aviation Administration (FAA), 1-2 Federal Aviation Agency, 1-2 Feeder Route, 5-37 Final Approach and Takeoff (FATO), Helicopter, 7-16 Final Approach Angles/Descent Gradient, Helicopter, 7-3 Final Approach Course Alignment, 5-10 Final Approach Fix (FAF), 4-2, 5-18 Final Approach Obstacle Clearance, 5-43 Final Approach Segment, 5-41 FIR, 3-17 FIS, 1-21 FIS-B, 6-10 Fix Displacement Area (FDA), 3-9, B-2

Fix Displacement Tolerance (FDT), B-3 Fleet Improvement, 6-1 Flight and Navigation Equipment for Helicopter IFR, 7-1 Flight Data Processing (FDP), 1-10 Flight Director (FD), Helicopter, 7-2 Flight Information Region (FIR), 3-17 Flight Information Services (FIS), 1-21 Flight Information Service-Broadcast (FIS-B), 6-10 Flight Level (FL), 1-10, 3-16 Flight Management Computer (FMC), 5-28 Flight Management System (FMS), 1-22, 3-22 Flight Operations Manual (FOM), 6-2 Flight Plan. 1-10 Flight Service Station (FSS), 1-10 Flight Technical Error (FTE), B-2, B-3 Flight Watch, 1-10 Floating Waypoints, 3-35 Flow Control, 1-25 Fly or Maintain Runway Heading, 2-37 Fly-By Waypoint, 2-29, 5-17 Fly-Over Waypoint, 2-29, 5-17 Flyover Protection, 3-9 FMS, 1-22, 3-22 Four Corner Post Configuration, 6-6 Free Flight Phase 1, 6-11 Free Flight Phase 2, 6-12 FSS, 1-10

# G

General Aviation (GA), 1-9 Geodesic Line, 3-27 Geodetic Datum, A-4 Geographic Position Markings, 2-2 Glide Slope Intercept Altitude, 5-18 Global Navigation Satellite System (GNSS), 5-21 GNSS Landing System (GLS), 5-21 Global Positioning System (GPS), 1-15, 1-16, B-8, B-9 GPS-Based Helicopter Operations, 1-16 GPS Overlay of Nonprecision Approach, 5-48 GPS Stand-Alone/RNAV (GPS) Approach, 5-48 Graphical Weather Service, 1-21 Gross Navigation Error (GNE), 3-38 Ground Based Transmitter (GBT), 6-10 Ground Communication Outlet (GCO), 2-27, 5-15 Ground Delay Program (GDP), 1-11, 1-24 Ground Delay Program Enhancements (GDPE), 1-24 Ground Proximity Warning System (GPWS), 3-3 Gulf of Mexico GPS Grid System and Approaches, 1-16

# Η

Head-Down Display (HDD), 6-14 Head-Up Display (HUD), 6-13 Head-Up Guidance System (HGS), 2-8, 6-13 Headwind Adjustment, 4-2 Hectopascals, 3-17 Height Above Touchdown (HAT), 5-18 Helicopter Emergency Medical Service (HEMS), 7-4 Helicopter IFR Certification, 7-1 Helicopter Instrument Approach Procedures, 7-9 Helicopter GPS Operations, 1-16, 7-11 Helicopter ILS Approaches, 7-10 Helicopter Standard Instrument Approach Procedures, 7-9 Helicopter Safety Advisory Council (HSAC), 1-16 Helicopter PinS Procedures, 7-14 to 7-16. Helicopter VFR Minimums, 7-6, 7-8 Heliports, IFR, 7-18 High Alert Areas, 2-4 High Altitude Redesign (HAR), 3-36 High-Density Airports, 1-24 High Density Rule, 1-24 High-Minimums Pilots, 5-20 High Performance Airplane Arrivals, 4-11 High Performance Holding, 3-25 Higher Approach Category, 5-7 Highway in the Sky (HITS), 6-14 Hold-in-Lieu-of-PT, 5-39 Holding Pattern, 4-4 Holding Procedures, 3-23 to 3-25 Horizontal Situation Indicator (HSI), 5-65 Host/Oceanic Computer System Replacement (HOCSR), 1-4

ILS, see Instrument Landing System Inadvertent IMC, Helicopter, 7-17 Increasing Capacity and Safety, 6-4 Initial Approach Segment, 5-40 Initial Operational Capability (IOC), 5-49 Instrument Approach Procedure (IAP), 1-14 Back Course, 5-65. Briefing, 5-26 Charts, 5-7 Final Approach Segment, 5-41 GPS Approach, Stand-Alone/RNAV (GPS), 5-48, B-8, B-9 Helicopter, 7-9 ILS Approach, 5-50, B-6, B-7 Initial Approach Segment, 5-40

<sup>1 10</sup> 

Instrument Approach Procedure (IAP) Charts, 1-28, 5-7 Instrument Approach Procedure Segments, 5-36 Intermediate Approach Segment, 5-41 NDB Approach, 5-60, B-6, B-7 VOR Approach, 5-59, B-6, B-7 Instrument Flight Rules (IFR), 1-1, 1-10 Alternate Minimums, Helicopters, 7-8 Alternate Requirements, 2-11, 2-12 Certified RNAV, 3-28 Cruising Altitude or Flight Level, 3-16 En Route Altitudes, 3-12 IFR En Route High Altitude Charts, 1-26, 1-28 IFR En Route Low Altitude Charts, 1-26, 1-27 Landing Minimums, 5-5 Slots, 1-24 Transition Routes, 3-37 U.S. Terminal Procedures Publication (TPP), 2-1, 2-2 Instrument Landing System (ILS), 1-1 Approach Categories, 5-50 Approaches, 5-50, B-6, B-7 Approaches to Parallel Runways, 5-52 Back Course, 5-65 ILS/PRM, 1-17 Intermediate Approach Segment, 5-41 International Civil Aviation Organization (ICAO), 3-31

#### J

Jet Routes, 3-1

# L

LAAS, 1-4, 1-16, 5-50, 6-7 Lambert Conformal Conic Projection, 3-27 Land and Hold Short Operations (LAHSO), 1-25 Landing Distance Available (LDA), 2-13 Lateral and Longitudinal Oceanic Horizontal Separation Standards, 6-10 Letter of Agreement (LOA), 1-9 Local Area Augmentation System (LAAS), 1-4, 1-16, 5-50, 6-7 Localizer Approach, 5-64 Localizer Back Course Approach, 5-65 Localizer Performance with Vertical Guidance (LPV), 5-21, 5-50, B-8, B-9, C-9 Localizer-Type Directional Aid, 5-65 Lockheed Martin Corporation, 1-10 Loss of Separation, 2-6 Low, Close-In Obstacles, 2-15

Low Frequency (LF) Airways/Routes, 3-4, B-6 Obstacle Clearance Areas for LF Airways, 3-8 Lowest Usable Flight Level, 3-16, 3-17

#### Μ

Magnetic Variation, A-6 Managing Safety and Capacity, 1-11 Mandatory Altitudes, 5-18 Maximum Acceptable Descent Rates, 5-30, 5-31 Maximum Allowable Initial Gradient, 4-11 Maximum Altitudes, 5-18 Maximum Authorized Altitude (MAA), 3-4, 3-16 Maximum Holding Speed, 3-25 METAR, 4-2, 5-4 Microwave Landing System (MLS), 5-56 Mid-RVR, 2-9 Military Airspace Management System (MAMS), 6-12 Minimum Altitudes, 5-18 Minimum Crossing Altitude (MCA), 3-13 Minimum Descent Altitude (MDA), 5-5, 5-18, 5-20 Minimum En Route Altitude (MEA), 3-4, 3-13 Minimum Equipment List (MEL), 3-27 Minimum IFR Altitude (MIA), 3-28, 3-29, 3-34, 5-13 Minimum Instrument Airspeeds (V<sub>MINI</sub>), Helicopter, 7-1 Minimum Navigation Performance Specifications (MNPS), 3-27, 3-37 Minimum Obstruction Clearance Altitude (MOCA), 3-12, 3-13 Minimum Operational Performance Standards (MOPS), 1-15 Minimum Reception Altitude (MRA), 3-4, 3-13 Minimum Safe Altitude (MSA), 5-18 Minimum Safe Altitude Warning (MSAW), 1-6 Minimum Turning Altitude (MTA), 3-9 Minimum Vectoring Altitude (MVA), 2-34, 3-13, 5-13 Minimums, Takeoff, 2-6 to 2-8, 2-18 Missed Approach, 5-32, 5-33 Missed Approach Holding Waypoint (MAHWP), 5-17 Missed Approach Segment, 5-42 Missed Approach Waypoint (MAWP), 5-17 Mode S, 1-20, 1-21 Monitoring of Navigation Facilities, 3-4 Mountainous Areas, 3-7, 3-8

# N

National Aeronautical Charting Office (NACO), 1-27, 2-1 National Airspace Redesign (NAR), 3-36 National Airspace System (NAS), 1-1 to 1-4, 1-6, 1-8, 1-9, 1-15, 3-1, 6-1 Capacity, 1-6 NAS Plan, 1-2, 1-5 History, 1-2 National Airspace System Status Information (NASSI), 6-12 National Airspace System Users, 1-8, 1-9 National Beacon Code Allocation Plan (NBCAP), 1-18 National Flight Data Center (NFDC), 1-26, 1-31 to 1-32 National Flight Database (NFD), 1-32 National Geospatial-Intelligence Agency (NGA), 5-18 National Route Program (NRP), 6-13 National Transportation Safety Board (NTSB), 1-2, 1-5 NAT/OPS. 3-27 Navigation Databases, 1-32, A-1 to A-14 Navigation Performance, 4-14 Navigation Reference System (NRS), 3-36 Navigation System Error (NSE), B-3 Navigation Systems, 1-22 Navigational Aids (NAVAIDs), 1-10, 1-22, 1-27 NAVAID Digital Data File, 1-30 NAVAID Service Volume, 3-3, 3-9 Navigational Gaps, 3-10 NDB Approach, 5-60, B-6, B-7 No SIDs, 2-34 No Transgression Zone (NTZ), 5-53 Noise Abatement Procedures, 2-35 Nondirectional Beacon (NDB) Approach, 5-60, B-6, B-7 Nonprecision Approach (NPA), 5-33, 5-42 Nonradar Environment, 5-43 Nonradar Position Reports, 3-17 Non-RNAV DP, 2-18 Non-Routine (Special) Aviation Weather Report (SPECI), 5-4 Normal Operating Zone (NOZ), 5-53 North Atlantic (NAT), 3-27 North Atlantic MNPS Operations Manual, 3-38 North Atlantic Operation (NAT/OPS), 3-27 North Atlantic Route Chart, 1-30 North Pacific Route Chart, 1-30 Notice to Airman (NOTAM), 1-26, 1-30 Notices to Airmen Publication (NTAP), 1-26, 1-31

# 0

Obstacle Clearance, 3-23, 5-40 Obstacle Clearance Surface (OCS), 5-18 Obstacle Departure Procedure (ODP), 1-28, 2-17, 2-18 Obstacles or Terrain, 5-33 Off-Airway Routes, 3-26 Off-Route Obstruction Clearance Altitude (OROCA), 3-29 Offset Changeover Point, 3-7, 3-12 Operating Limitations, Performance, 5-5, 5-6 Operational Considerations, 5-7 Operational Evolution Plan (OEP), 1-3, 1-11 Operational Information System (OIS), 1-27 Operations Specifications (OpsSpecs), 2-1, 2-8

#### P

PANS-OPS, B-5 Parallel (Dependent) ILS, 5-50 Passive Final Approach Spacing Tool (pFAST), 6-5 Penetrating Obstacles, 5-32 Performance-Based Operations Aviation Rulemaking Committee (PARC), 1-3 Performance Considerations, 5-5, 5-6 Pilot Briefing Information Format, 5-7 Pilot/Controller Expectations, 3-21 Pilot Deviation, 2-6 Pilot Experience, Helicopter, 7-11 Pilot Navigation SID, 2-21, 2-22 Pilot's Discretion, 4-5, 4-6 Pilot's Operating Handbook (POH), 6-4 Point-in-Space (PinS) Approach, Helicopter, 7-4, 7-7, 7-14 Point-to-Point (PTP), 3-36 Position Reports, 3-17 Positive Course Guidance (PCG), 2-13 Precision Approach (PA), 4-7, 5-42 Precision Approach Radar (PAR), 1-19, 5-13 Precision Runway Monitor (PRM), 1-17, 1-18, 5-50, 5-54 Preferential Departure Route (PDR), 2-19 Preferred IFR Routes, 3-3 Present Position Direct, 4-6 Prevailing Visibility, 2-9 Primary Obstacle Clearance Area, 3-6 Principal Operations Inspector (POI), 3-26 PRM, 1-17, 1-18, 5-50, 5-54 Procedural Notes, 2-22 Procedure Turn (PT), 5-38, 5-39 Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS), B-5 Procedures Not Assigned by ATC, 2-26 Proceed Direct, 5-16 Protected Airspace, B-2 Protected Zone, 6-13

#### Q

Q Codes, 3-17 Q Routes, 3-36, 6-2

# R

Radar Approaches, 5-61 Radar Departure, 2-34 Radar DP, 2-18 Radar Required, 4-8 Radar Systems, 1-16, 1-18, 1-19 Radar Vectors to Final Approach Course, 4-6 Random RNAV Routes, 3-28 Receiver Autonomous Integrity Monitoring (RAIM), 5-11 Recommended Altitudes, 5-18 Reduced Vertical Separation Minimum (RVSM), 1-16, 3-27, 3-40, 6-2, 6-10 Reference Landing Speed (V<sub>REF</sub>), 5-7 Regional Jet (RJ), 1-9, 6-1 Release Time, 1-11 Remote Communications Outlet (RCO), 2-27, 5-15 Required Climb Gradient, 2-15 Required Navigation Performance (RNP), 1-13, 1-14, 1-15, 2-28, 3-26, 3-37, 3-38, 5-23, 5-26, 6-2, 6-8, B-3 Required Obstacle Clearance (ROC), 2-12, 3-13, 5-38, **B-2** RNAV, see Area Navigation RNP, see Required Navigation Performance Rollout RVR, 2-9 Runway Guard Lights, 2-2 Runway Hotspots, 2-4 Runway Incursion, 1-6, 2-3, 2-6 Runway Safety Program (RSP), 2-6 Runway Template Action Plan, 6-5 Runway Visibility Value (RVV), 2-9, 5-5 Runway Visual Range (RVR) 2-1, 2-8, 2-9, 5-5 RVSM, 1-16, 3-27, 3-40, 6-2, 6-10

#### S

Satellite-Based Navigation, 3-10
Satellite Navigation (SATNAV), 1-15, 1-16, 1-22
Secondary Obstacle Clearance Area, 3-8
Separation Standard, 6-6
Simplified Directional Facility (SDF), 5-66, 5-68
Simultaneous Close Parallel (Independent) ILS, 5-50
Simultaneous Independent Approaches, 1-17
Simultaneous Offset Instrument Approach (SOIA)/PRM, 1-17, 5-53, 5-56
Simultaneous Parallel (Independent) ILS, 5-50
SPECI, 5-4
Special Aircraft and Aircrew Authorization Required (SAAAR), 5-23, B-4
Special Instrument Approach Procedure (SIAP), 5-44

Special Navigation Qualifications, 4-26 Special Pilot Qualifications, 4-26 Special Traffic Management Program (SMTP), 1-32 Special Use Airspace, 6-12 Speed Adjustments, 3-23 Speed Restrictions, 4-11 Stability Augmentation System (SAS), Helicopter, 7-2 Stabilization, Helicopter, 7-2 Stabilized Approach, 5-30, 5-31 Stabilized Descent, 4-4 Stand-Alone GPS Procedures, 5-11 Standard Alternate Minimums, 2-12 Standard Instrument Approach, Helicopter, 7-9 Standard Instrument Approach Procedure (SIAP), 1-26 Standard Instrument Departure (SID), 1-28, 2-17, 2-19 to 2-36, 4-15 Standard Parallels, 3-27 Standard Service Volume (SSV), 3-3 Standard Taxi Routes, 2-4, 2-5 Standard Terminal Arrival Route (STAR), 1-26, 1-28, 4-1, 4-2, 4-15 to 4-23, 5-28 STAR Transition, 4-15 Standard Terminal Automation Replacement System (STARS), 1-18, 1-19, 1-28 Station Declination, A-6 Staying Within Protected Airspace, B-2 Stepdown Fixes, 4-17 Sterile Cockpit Rules, 4-13 Stop Bar Lights, 2-2 Straight-In Approaches, 5-8 Substitute Airway and Route Segments, 3-3 Suitability of a Specific IAP, 5-1 Supplement Alaska, 1-29 Surface Incident, 2-6 Surface Management System, 6-5 Surface Movement Advisor (SMA), 6-5 Surface Movement Guidance and Control System (SMGCS), 1-25, 1-26, 2-2, 2-3 Surface Movement Safety, 2-1 Surveillance Systems, 1-23 Synthetic Vision, 6-14 System Capacity, 1-6 System Safety, 1-5

#### Т

TAA, 4-9, 5-23, 5-45 Tailwind Adjustment, 4-2 Takeoff Alternate, 2-12 Takeoff Distance Available (TODA), 2-13 Takeoff Minimums, 2-6, 2-8 Takeoff Minimums and Obstacle Departure

Procedures, 2-18 Takeoff Runway Available (TORA), 2-13 Takeoffs and Landings, 1-6 TAWS, 1-5, 1-6, 1-21 Taxi Routes, Standard, 2-4 Terminal Airspace Redesign, 6-5 Terminal Arrival Area (TAA), 4-9, 5-23, 5-45 Terminal Procedures Publication (TPP), 1-28 Terminal Radar Approach Control (TRACON), 1-9, 1-10, 1-16, 5-4, 6-5 TRACAB, 1-19 Terminal Routes, 5-38 TERPS, 1-15, 3-1 Terrain Awareness and Warning Systems (TAWS), 1-5, 1-6.1-21 Three Cue System, Helicopter, 7-2 Top of Climb, 3-22, 3-25 Top of Descent (TOD), 3-22 4-1 Total System Error (TSE), 3-28 Touchdown RVR, 2-9 Touchdown Zone Elevation (TDZE) 5-18 Tower En Route Control (TEC), 3-4 Tower Visibility, 2-9 Tower-to-Tower, 3-4 TRACON, 1-9, 1-10, 1-16, 5-4, 6-5 Traffic Alert and Collision Avoidance System (TCAS II), 1-20, 1-21, 3-3, 6-7 Traffic Information Service (TIS), 1-21 Traffic Information Service-Broadcast (TIS-B), 6-7 Traffic Management Advisor (TMA), 6-5 Traffic Management Unit (TMU), 1-7, 6-5 Transition Altitude (ONH), 3-17 Transition from En Route, 4-1 Transition from Instrument Flight to Visual Flight, 5-31 Transition Height (QFE), 3-17 Transition Layer, 3-17 Transition Level (QNE), 3-17, 4-22 Transition Routes, 3-36 Trim Systems, Helicopter, 7-2 Triple Simultaneous Approaches, 5-53 T-Routes, 3-37 Turn Anticipation, 3-9 Types of Approaches, 5-43

# U

U.S. IFR/VFR Low Altitude Planning Chart, 1-29
U.S. Standard for Terminal Instrument Procedures (TERPS), 1-15, 3-1
Universal Access Transceiver (UAT), 6-10
User Request Evaluation Tool (URET), 6-11
User-Defined Waypoints, 3-34

# V

Vector SID, 2-21 Vectors to Final Approach Course, 5-42 Vehicle/Pedestrian Deviation, 2-6 Vertical Navigation, 5-20 Vertical Navigation Planning, 4-18 Vertical Path Angle (VPA), 5-25 Very Light Jet (VLJ), 6-1, 6-2 VFR Departure, 2-34 VFR Minimums, Helicopter, 7-6, 7-8 VHF Airway/Route Navigation System, 3-4, 3-6 Visibility, 2-9, 5-32 Visual Approach, 5-43 Visual Approach Clearance, 5-44 Visual Climb Over Airport (VCOA), 2-17 Visual Flight Rules (VFR), 1-10 VFR Departure, 2-34 V<sub>MINI</sub> (Minimum Speed - IFR), Helicopter, 7-1, 7-3 V<sub>NEI</sub> (Never Exceed Speed - IFR), Helicopter, 7-3 VOR Approach, 5-59, B-6, B-7

### W

Waypoint (WP), 3-34, 5-17
Fly-By (FB) and Fly-Over Waypoints, 2-29, 5-17
User Defined, 3-34
Weather Considerations, 5-1, 6-12
Part 91, 5-4
Part 121, 5-5
Part 135, 5-5
Weather Sources, 5-2
Wide Area Augmentation System (WAAS), 1-4, 1-16, 5-20 to 5-23, 6-7, B-2, B-8, B-9
World Geodetic System of 1984 (WGS-84), A-4