



INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

DEFINITIONS

This document brings together, in alphabetical order, all the terms and definitions in English, as well as the related acronyms, which appear in the 18 Annexes of the Chicago Convention on International Civil Aviation (1944). The complete texts of these 18 Annexes are part of the ICAO Technical Publications, which can be purchased from ICAO in Arabic, Chinese, English, French, Russian and Spanish.

This document has been produced for the benefit of the international RPAS community with the intent to make its contents available and accessible to this community in order to promote the use of the correct aviation terminology.

The contents of this document may be freely used. When applicable, it would be appreciated if «ICAO Definitions - UVS International» is mentioned as the source.



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ICAO TECHNICAL PUBLICATIONS

The following summary gives the status, and also describes in general terms the contents of the various series of technical publications issued by the International Civil Aviation Organization. It does not include specialized publications that do not fall specifically within one of the series, such as the Aeronautical Chart Catalogue or the Meteorological Tables for International Air Navigation.

International Standards and Recommended Practices are adopted by the Council in accordance with Articles 54, 37 and 90 of the Convention on International Civil Aviation and are designated, for convenience, as Annexes to the Convention. The uniform application by Contracting States of the specifications contained in the International Standards is recognized as necessary for the safety or regularity of international air navigation while the uniform application of the specifications in the Recommended Practices is regarded as desirable in the interest of safety, regularity or efficiency of international air navigation. Knowledge of any differences between the national regulations or practices of a State and those established by an International Standard is essential to the safety or regularity of international air navigation. In the event of non-compliance with an International Standard, a State has, in fact, an obligation, under Article 38 of the Convention, to notify the Council of any differences. Knowledge of differences from Recommended Practices may also be important for the safety of air navigation and, although the Convention does not impose any obligation with regard thereto, the Council has invited Contracting States to notify such differences in addition to those relating to International Standards.

Procedures for Air Navigation Services (PANS) are approved by the Council for worldwide application. They contain, for the most part, operating procedures regarded as not yet having attained a sufficient degree

of maturity for adoption as International Standards and Recommended Practices, as well as material of a more permanent character which is considered too detailed for incorporation in an Annex, or is susceptible to frequent amendment, for which the processes of the Convention would be too cumbersome.

Regional Supplementary Procedures (SUPPS) have a status similar to that of PANS in that they are approved by the Council, but only for application in the respective regions. They are prepared in consolidated form, since certain of the procedures apply to overlapping regions or are common to two or more regions.

The following publications are prepared by authority of the Secretary General in accordance with the principles and policies approved by the Council.

Technical Manuals provide guidance and information in amplification of the International Standards, Recommended Practices and PANS, the implementation of which they are designed to facilitate.

Air Navigation Plans detail requirements for facilities and services for international air navigation in the respective ICAO Air Navigation Regions. They are prepared on the authority of the Secretary General on the basis of recommendations of regional air navigation meetings and of the Council action thereon. The plans are amended periodically to reflect changes in requirements and in the status of implementation of the recommended facilities and services.

ICAO Circulars make available specialized information of interest to Contracting States. This includes studies on technical subjects.

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Accepting unit Accident		<p>Air traffic control unit next to take control of an aircraft.</p> <p>An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:</p> <p>a) a person is fatally or seriously injured as a result of: - being in the aircraft, or - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or - direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or</p> <p>b) the aircraft sustains damage or structural failure which: - adversely affects the structural strength, performance or flight characteristics of the aircraft, and - would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin; or</p> <p>c) the aircraft is missing or is completely inaccessible.</p> <p>Note 1: For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified as a fatal injury by ICAO.</p> <p>Note 2: An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.</p>
Accredited medical conclusion		<p>The conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.</p>
Accredited representative		<p>A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State.</p>
Accuracy		<p>A degree of conformance between the estimated or measured value and the true value.</p> <p>Note: For measured positional data the accuracy is normally expressed in terms of a distance from a stated position within which there is a defined confidence of the true position falling.</p>
Acrobatic flight		<p>Manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.</p>
ADS agreement		<p>An ADS reporting plan which establishes the conditions of ADS data reporting (i.e. data required by the air traffic services unit and frequency of ADS reports which have to be agreed to prior to the provision of the ADS services).</p> <p>Note: The terms of the agreement will be exchanged between the ground system and the aircraft by means of a contract, or a series of contracts.»</p>
ADS contract		<p>A means by which the terms of an ADS agreement will be exchanged between the ground system and the aircraft, specifying under what conditions ADS reports would be initiated, and what data would be contained in the reports.</p> <p>Note: The term «ADS contract» is a generic term meaning variously, ADS event contract, ADS demand contract, ADS periodic contract or an emergency mode. Ground forwarding of ADS reports may be implemented between ground systems.</p>
Adviser		<p>A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.</p>
Advisory airspace		<p>An airspace of defined dimensions, or designated route, within which air traffic advisory service is available.</p>
Advisory route		<p>A designated route along which air traffic advisory service is available.</p>
Aerial work		<p>An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc. .</p>
Aerodrome		<p>A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.</p>
Aerodrome beacon		<p>Aeronautical beacon used to indicate the location of an aerodrome from the air.</p>
Aerodrome certificate		<p>A certificate issued by the appropriate authority under applicable regulations for the operation of an aerodrome.</p>
Aerodrome climatological summary		<p>Concise summary of specified meteorological elements at an aerodrome, based on statistical data.</p>
Aerodrome climatological table		<p>Table providing statistical data on the observed occurrence of one or more meteorological elements at an aerodrome.</p>
Aerodrome control radio station		<p>A station providing radiocommunication between an aerodrome control tower and aircraft or mobile aeronautical stations.</p>

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Aerodrome control service Aerodrome control tower		Air traffic control service for aerodrome traffic. A unit established to provide air traffic control service to aerodrome traffic.
Aerodrome elevation Aerodrome identification sign		The elevation of the highest point of the landing area. A sign placed on an aerodrome to aid in identifying the aerodrome from the air.
Aerodrome meteorological office		An office, located at an «aerodrome, designated to provide meteorological service for international air navigation.
Aerodrome operating minima		The limits of usability of an aerodrome for: a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions; b) landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation; and c) landing in approach and landing operations with vertical guidance, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H); and d) landing in non-precision approach and landing operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.
Aerodrome reference point Aerodrome traffic		The designated geographical location of an aerodrome. All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome. Note: An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.
Aerodrome traffic density		a) Light. Where the number of movements in the mean busy hour is not greater than 15 per runway or typically less than 20 total aerodrome movements. b) Medium. Where the number of movements in the mean busy hour is of the order of 16 to 25 per runway or typically between 20 to 35 total aerodrome movements. c) Heavy. Where the number of movements in the mean busy hour is of the order of 26 or more per runway or typically more than 35 total aerodrome movements. Note 1: The number of movements in the mean busy hour is the arithmetic mean over the year of the number of movements in the daily busiest hour Note 2: Either a take-off or a landing constitutes a movement.
Aerodrome traffic zone		An airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.
Aeronautical beacon		An aeronautical ground light visible at all azimuths, either continuously or intermittently, to designate a particular point on the surface of the earth.
Aeronautical broadcasting service		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 data		A representation of aeronautical facts, concepts or instructions in a formalized manner suitable for communication, interpretation or processing.
Aeronautical fixed circuit Aeronautical fixed service	AFS	A circuit forming part of the 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. A station in the aeronautical fixed service.
Aeronautical fixed station Aeronautical fixed telecommunication network	AFTN	A worldwide system of aeronautical fixed circuits provided, as part of the aeronautical fixed service, for the exchange of messages and/or digital data between aeronautical fixed stations having the same or compatible communications characteristics.
Aeronautical fixed telecommunication network circuit		A circuit forming part of the aeronautical fixed telecommunication network (AFTN).
Aeronautical ground light		Any light specially provided as an aid to air navigation, other than a light displayed on an aircraft.
Aeronautical information		Information resulting from the assembly, analysis and formatting of aeronautical data.
Aeronautical Information Circular	AIC	A notice containing information that does not qualify for the origination of a NOTAM or for inclusion in the AIP, but which relates to flight safety, air navigation, technical, administrative or legislative matters.
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 information service	AIS	A service established within the defined area of coverage responsible for

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Aeronautical meteorological station		the provision of aeronautical information/data necessary for the safety, regularity and efficiency of air navigation. A station designated to make observations and meteorological reports for use in international air navigation.
Aeronautical mobile service (RR S1.32)		A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radiobeacon stations may also participate in this service on designated distress and emergency frequencies.
Aeronautical mobile service (RR S1.33)		An aeronautical mobile service reserved for communications relating to safety and regularity of flight, primarily along national or international civil air routes.
Aeronautical mobile-satellite service (RR S1.35)		A mobile-satellite service in which mobile earth stations are located on board aircraft; survival craft stations and emergency position-indicating radiobeacon stations may also participate in this service.
Aeronautical mobile-satellite service (RR S1.36)		An aeronautical mobile-satellite service reserved for communications relating to safety and regularity of flights, primarily along national or international civil air routes.
Aeronautical radio navigation service (RR S1.46)		A radio navigation service intended for the benefit and for the safe operation of aircraft. Note: The following Radio Regulations are quoted for purposes of reference and/or clarity in understanding of the above definition of the aeronautical radio navigation service: RR S1.10 Radio navigation: Radiodetermination used for the purpose of navigation, including obstruction warning. RR S1.9 Radiodetermination: The determination of the position, velocity and/or other characteristics of an object, or the obtaining of information relating to these parameters, by means of the propagation properties of radio waves.
Aeronautical station (RR S1.81)		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.
Aeronautical telecommunication agency		An agency responsible for operating a station or stations in the aeronautical telecommunication service.
Aeronautical telecommunication log		A record of the activities of an aeronautical telecommunication station.
Aeronautical telecommunication network	ATN	An internetwork architecture that allows ground, air-ground and avionic data subnetworks to interoperate by adopting common interface services and protocols based on the International Organization for Standardization (ISO) Open Systems Interconnection (OSI) reference model.
Aeronautical telecommunication service		A telecommunication service provided for any aeronautical purpose.
Aeronautical telecommunication station		A station in the aeronautical telecommunication service.
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.
Aeroplane reference field length		The minimum field length required for take-off at maximum certificated take-off mass, sea level, standard atmospheric conditions, still air and zero runway slope, as shown in the appropriate aeroplane flight manual prescribed by the certificating authority or equivalent data from the aeroplane manufacturer. Field length means balanced field length for aeroplanes, if applicable, or take-off distance in other cases. Note: Attachment A, Section 2 provides information on the concept of balanced field length and the Airworthiness Manual (Doc 9760) contains detailed guidance on matters related to take-off distance.
Afterburning		A mode of engine operation wherein a combustion system fed (in whole or part) by vitiated air is used.
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 and/or digital data are addressed for processing for delivery to the addressee.
AFTN origin station		An AFTN station where messages and/or digital data are accepted for 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.
AIP Amendment		Permanent changes to the information contained in the AIP.
AIP Supplement		Temporary changes to the information contained in the AIP which are

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Air defence identification zone	ADIZ	published by means of special pages. Special designated airspace of defined dimensions within which aircraft are required to comply with special identification and/or reporting procedures additional to those related to the provision of air traffic services (ATS).
Air operator certificate	AOC	A certificate authorizing an operator to carry out specified commercial air transport operations.
Air side		The movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled.
Air taxiway		A defined path on the surface established for the air taxiing of helicopters.
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 practical, between aircraft which are operating on IFR flight plans.
Air traffic control clearance		Authorization for an aircraft to proceed under conditions specified by an air traffic control unit. Note 1: For convenience, the term «air traffic control clearance» is frequently abbreviated to «clearance» when used in appropriate context. Note 2: 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.
Air traffic control service		A service provided for the purpose of: a) preventing collisions: 1) between aircraft, and 2) on the manoeuvring area between aircraft and obstructions, and b) expediting and maintaining an orderly flow of air traffic.
Air traffic control unit		A generic term meaning variously, area control centre, approach control unit or aerodrome control tower
Air traffic flow management	ATFM	A service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilized to the maximum extent possible and that the traffic volume is compatible with the capacities declared by the appropriate ATS authority.
Air traffic service		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 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. Note: ATS airspaces are classified as Class A to G.
Air traffic services reporting office		A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure. 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.
Air traffic services unit		A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.
Air transit route		A defined path on the surface established for the air transiting of helicopters.
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.
Air-report		A report from an aircraft in flight prepared in conformity with requirements for position, and operational and/or meteorological reporting. Note: Details of the AIREP form are given in the PANSATM (Doc 4444).
Air-taxiing		Movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kt). Note: The actual height 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 slingloads.
Air-to-ground communication		One-way communication from aircraft to stations or locations on the surface of the earth.
AIRAC		An acronym (aeronautical information regulation and control) signifying a system aimed at advance notification based on common effective dates, of circumstances that necessitate significant changes in operating practices.
Airborne collision avoidance system	ACAS	An aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of groundbased

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Aircraft		equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders. Note: In Annex 10 E3 - SSR transponders referred to above are those operating in Mode C or Mode S.
Aircraft - category		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.
Aircraft - type of		Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.
Aircraft address		All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.
Aircraft avionics		A unique combination of twenty-four bits available for assignment to an aircraft for the purpose of airground communications, navigation and surveillance.
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.
Aircraft certificated for single-pilot operation		A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.
Aircraft classification number	ACN	A number expressing the relative effect of an aircraft on a pavement for a specified standard subgrade category. Note: The aircraft classification number is calculated with respect to the center of gravity (CG) position which yields the critical loading on the critical gear. Normally the aftmost CG position appropriate to the maximum gross apron (ramp) mass is used to calculate the ACN. In exceptional cases the forwardmost CG position may result in the nose gear loading being more critical.
Aircraft earth station	AES	A mobile earth station in the aeronautical mobile-satellite service located on board an aircraft (see also «GES»).
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 observation		The evaluation of one or more meteorological elements made from an aircraft in flight.
Aircraft operating agency		The person, organization or enterprise engaged in, or offering to engage in, an aircraft operation.
Aircraft operating manual		A manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft. Note: The aircraft operating manual is part of the operations manual.
Aircraft stand		A designated area on an apron intended to be used for parking an aircraft.
Aircraft station (RR S1.83)		A mobile station in the aeronautical mobile service, other than a survival craft station, located on board an aircraft.
Airline		As provided in Article 96 of the Convention, any air transport enterprise offering or operating a scheduled international air service.
Airline and operators' documents		Air waybills/consignment notes, passenger tickets and boarding passes, bank and agent settlement plan documents, excess baggage tickets, miscellaneous charges orders (M.C.O.), damage and irregularity reports, baggage and cargo labels, timetables, and weight and balance documents, for use by airlines and operators.
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.
Airship		A power-driven lighter-than-air aircraft.
Airway		A control area or portion thereof established in the form of a corridor.
AIS product		Aeronautical information provided in the form of the elements of the Integrated Aeronautical Information Package (except NOTAM and PIB), including aeronautical charts, or in the form of suitable electronic media.
ALERFA		The code word used to designate an alert phase.
Alert phase		A situation wherein apprehension exists as to the safety of an aircraft and its occupants.
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.
Alerting service		A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.

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Alternate aerodrome		<p>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. Alternate aerodromes include the following: Take-off alternate. An alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.</p> <p>En-route alternate. An aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route. ETOPS en-route alternate. A suitable and appropriate alternate aerodrome at which an aeroplane would be able to land after experiencing an engine shutdown or other abnormal or emergency condition while en route in an ETOPS operation.</p> <p>Destination alternate. An alternate aerodrome to which an aircraft may proceed should it become either impossible or inadvisable to land at the aerodrome of intended landing.</p> <p>Note: The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.»</p>
Alternate heliport		<p>A heliport specified in the flight plan to which a flight may proceed when it becomes inadvisable to land at the heliport of intended landing.</p> <p>Note: An alternate heliport may be the heliport of departure.</p>
Alternative means of communication		<p>A means of communication provided with equal status, and in addition to the primary means.</p>
Altimetry system error	ASE	<p>The difference between the altitude indicated by the altimeter display, assuming a correct altimeter barometric setting, and the pressure altitude corresponding to the undisturbed ambient pressure.</p>
Altitude		<p>The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).</p>
Ampere	A	<p>The ampere is that constant electric current which, if maintained in two straight parallel conductors of infinite length, of negligible circular cross-section, and placed 1 metre apart in vacuum, would produce between these conductors a force equal to 2×10^{-7} newton per metre of length.</p>
Anticipated operating conditions		<p>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:</p> <ol style="list-style-type: none"> those extremes which can be effectively avoided by means of operating procedures; and 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.
Application		<p>Manipulation and processing of data in support of user requirements (ISO 19104*).</p>
Approach and landing operations using instrument approach procedures		<p>Instrument approach and landing operations are classified as follows:</p> <p>Non-precision approach and landing operations. An instrument approach and landing which utilizes lateral guidance but does not utilize vertical guidance. Approach and landing operations with vertical guidance. An instrument approach and landing which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations. Precision approach and landing operations. An instrument approach and landing using precision lateral and vertical guidance with minima as determined by the category of operation. Note.- Lateral and vertical guidance refers to the guidance provided either by: a) a ground-based navigation aid; or b) computer generated navigation data. Categories of precision approach and landing operations: Category I (CAT I) operation. A precision instrument approach and landing with a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m. Category II (CAT II) operation. A precision instrument approach and landing with a decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft), and a runway visual range not less than 350 m. Category IIIA (CAT IIIA) operation. A precision instrument approach and landing with: a) a decision height lower than 30 m (100 ft) or no decision height; and b) a runway visual range not less than 200 m. Category IIIB (CAT IIIB) operation. A precision instrument approach and landing with: a) a decision height lower than 15 m (50 ft) or no decision height; and b) a runway visual range less than 200 m but not less than 50 m. Category IIIC (CAT IIIC) operation. A precision instrument approach and landing</p>

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Approach and landing phase - helicopters		with no decision height and no runway visual range limitations. @Note: Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the instrument approach and landing operation would be conducted in accordance with the requirements of the most demanding category (e.g. an operation with a DH in the range of CAT IIIA but with an RVR in the range of CAT IIIB would be considered a CAT IIIB operation or an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation). That part of the flight from 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or from the commencement of the descent in the other cases, to landing or to the balked landing point.
Approach control service		Air traffic control service for arriving or departing controlled flights.
Approach control unit		A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.
Approach phase		The operating phase defined by the time during which the engine is operated in the approach operating mode.
Appropriate airworthiness requirements		The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration (see 3.2.2 of Part II of this Annex).
Appropriate ATS authority		The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.
Appropriate authority		a) Regarding flight over the high seas: The relevant authority of the State of Registry. b) Regarding flight other than over the high seas: The relevant authority of the State having sovereignty over the territory being overflown.
Approved		Accepted by a Contracting State as suitable for a particular purpose.
Approved maintenance organization		An organization approved by a Contracting State, in accordance with the requirements of Annex 6, Part I, Chapter 8 - Aeroplane Maintenance, to perform maintenance of aircraft or parts thereof and operating under supervision approved by that State. Note: Nothing in this definition is intended to preclude that the organization and its supervision be approved by more than one State.»
«Approved training»		
Apron		A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.
Apron management service		A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.
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 minimum altitude	AMA	The lowest altitude to be used under instrument meteorological conditions (IMC) that will provide a minimum vertical clearance of 300 m (1 000 ft) or in designated mountainous terrain 600 m (2 000 ft) above all obstacles located in the area specified, rounded up to the nearest (next higher) 30 m (100 ft).
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 ATS route established for the use of aircraft capable of employing area navigation.
Area of coverage (world area forecast system)		A geographical area for which a regional area forecast centre supplies forecasts for flights departing from aerodromes in its service area.
Area of responsibility (world area forecast system)		A geographical area for which a regional area forecast centre prepares significant weather forecasts.
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.
ASHTAM		A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations.
Assemble		A process of merging data from multiple sources into a database and establishing a baseline for subsequent processing. Note: The assemble phase includes checking the data and ensuring that detected errors and omissions are rectified.
Associated aircraft systems		Those aircraft systems drawing electrical/pneumatic power from an auxiliary power unit during ground operations.

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
ATS direct speech circuit		An aeronautical fixed service (AFS) telephone circuit, for direct exchange of information between air traffic services (ATS) units.
ATS route		A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services. Note 1: The term «ATS route» is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure route, etc. Note2: 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 appropriate ATS authority, the lowest safe altitude; Automatic dependent surveillance (ADS) : A surveillance technique in which aircraft automatically provide, via a data link, data derived from on-board navigation and position-fixing systems, including aircraft identification, four-dimensional position and additional data as appropriate.
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 dependent surveillance	ADS	A surveillance technique in which aircraft automatically provide, via a data link, data derived from on-board navigation and position-fixing systems, including aircraft identification, four-dimensional position and additional data as appropriate.
Automatic relay installation		A teletypewriter installation where automatic equipment is used to transfer messages from incoming to outgoing circuits. Note: This term covers both fully automatic and semiautomatic installations.
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 automatic provision of current, routine information to arriving and departing aircraft throughout 24 hours or a specified portion thereof: Data link-automatic terminal information service (D-ATIS). The provision of ATIS via data link. Voice-automatic terminal information service (Voice-ATIS). The provision of ATIS by means of continuous and repetitive voice broadcasts.
Auxiliary power-unit	APU	A self-contained power-unit on an aircraft providing electrical/pneumatic power to aircraft systems during ground operations.
Baggage		Personal property of passengers or crew carried on an aircraft by agreement with the operator.
Balloon		A non-power-driven lighter-than-air aircraft. Note: Annex 1 E9 - For the purposes of this Annex, this definition applies to free balloons.
Balloon		A non-power-driven lighter-than-air aircraft.
Bare Earth		Surface of the Earth including bodies of water and permanent ice and snow, and excluding vegetation and man-made objects.
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 initial approach between the end of the outbound track and the beginning of the intermediate or final approach track. The tracks are not reciprocal. Note: Base turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.
Becquerel	Bq	The activity of a radionuclide having one spontaneous nuclear transition per second.
Bit error rate	BER	The number of bit errors in a sample divided by the total number of bits in the sample, generally averaged over many such samples.
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.
Briefing		Oral commentary on existing and/or expected meteorological conditions.
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.
Cabin crew member		A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Calendar		Discrete temporal reference system that provides the basis for defining temporal position to a resolution of one day (ISO 19108*).
Candela	cd	The luminous intensity, in the perpendicular direction, of a surface of 1/600 000 square metre of black body at the temperature of freezing platinum under a pressure of 101 325 newtons per square metre.
Canopy		Bare Earth supplemented by vegetation height.
Capacitor discharge light		A lamp in which high-intensity flashes of extremely short duration are produced by the discharge of electricity at high voltage through a gas enclosed in a tube.
Cargo		Any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage.
Cargo aircraft		Any aircraft, other than a passenger aircraft, which is carrying goods or property.
Carrier-to-multipath ratio	C/M	The ratio of the carrier power received directly, i.e. without reflection, to the multipath power, i.e. carrier power received via reflection.
Carrier-to-noise density ratio	C/No	The ratio of the total carrier power to the average noise power in a 1 Hz bandwidth, usually expressed in dBHz.
Category A		With respect to helicopters, means a multi-engine helicopter designed with engine and system isolation features specified in Part IVB and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off.
Category B		With respect to helicopters, means a single-engine or multi-engine helicopter which does not meet Category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and a forced landing is assumed.
Causes		Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident.
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.
Celsius temperature	t°C	The Celsius temperature is equal to the difference $t^{\circ}\text{C} = T - T_0$ between two thermodynamic temperatures T and T_0 where T_0 equals 273.15 kelvin.
Certified aerodrome		An aerodrome whose operator has been granted an aerodrome certificate.
Certify as airworthy (to)		To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.
Change-over point		The point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft. Note: Change-over points are established to provide the optimum balance in respect of signal strength and quality between facilities at all levels to be used and to ensure a common source of azimuth guidance for all aircraft operating along the same portion of a route segment.
Channel rate		The rate at which bits are transmitted over the RF channel. These bits include those bits used for framing and error correction, as well as the information bits. For burst transmission, the channel rate refers to the instantaneous burst rate over the period of the burst.
Channel rate accuracy		This is relative accuracy of the clock to which the transmitted channel bits are synchronized. For example, at a channel rate of 1.2 kbits/s, maximum error of one part in 10 ⁶ implies the maximum allowed error in the clock is $\pm 1.2 \times 10^{-3}$ Hz.
Circuit mode		A configuration of the communications network which gives the appearance to the application of a dedicated transmission path.
Clearance limit		The point to which an aircraft is granted an air traffic control clearance.
Clearway		A defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height.
Climb phase		The operating phase defined by the time during which the engine is operated in the climb operating mode.
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.
Collision avoidance logic		The sub-system or part of ACAS that analyses data relating to an intruder and own aircraft, decides whether or not advisories are appropriate and, if so, generates the advisories. It includes the following functions: range and altitude tracking, threat detection and RA generation. It excludes surveillance.

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Commercial air transport operation		An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.
Common mark		A mark assigned by the International Civil Aviation Organization to the common mark registering authority registering aircraft of an international operating agency on other than a national basis. Note: All aircraft of an international operating agency which are registered on other than a national basis will bear the same common mark.
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.
Conference communications		Communication facilities whereby direct speech conversation may be conducted between three or more locations simultaneously.
Configuration (as applied to the aeroplane)		A particular combination of the positions of the moveable elements, such as wing flaps and landing gear, etc., that affect the aerodynamic characteristics of the aeroplane.
Configuration deviation list	CDL	A list established by the organization responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction.
Congested area		In relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes.
Consignment		One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.
Consultation		Discussion with a meteorologist or another qualified person of existing and/or expected meteorological conditions relating to flight operations; a discussion includes answers to questions.
Contour line		A line on a map or chart connecting points of equal elevation.
Control area		A controlled airspace extending upwards from a specified limit above the earth.
Control zone		A controlled airspace extending upwards from the surface of the earth to a specified upper limit.
Controlled aerodrome		An aerodrome at which air traffic control service is provided to aerodrome traffic. Note: The term «controlled aerodrome» indicates that air traffic control service is provided to aerodrome traffic but does not necessarily imply that a control zone exists.
Controlled airspace		An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification. Note: Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D and E as described in Annex 11, 2.6.
Controlled flight		Any flight which is subject to an air traffic control clearance.
Controller-pilot data link communications	CPDLC	A means of communication between controller and pilot, using data link for ATC communications.
Coulomb	C	The quantity of electricity transported in 1 second by a current of 1 ampere.
Crew member		A person assigned by an operator to duty on an aircraft during a flight duty period.
Critical power-unit(s)		The power-unit(s) failure of which gives the most adverse effect on the aircraft characteristics relative to the case under consideration. Note: On some aircraft there may be more than one equally critical power-unit. In this case, the expression «the critical power-unit» means one of those critical power-units.
Cruise climb		An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases.
Cruise relief pilot		A flight crew member who is assigned to perform pilot tasks during cruise flight, to allow the pilot-in-command or a co-pilot to obtain planned rest.
Cruising level		A level maintained during a significant portion of a flight.
Culture		All man-made features constructed on the surface of the Earth, such as cities, railways and canals.
Current data authority		The designated ground system through which a CPDLC dialogue between a pilot and a controller currently responsible for the flight is permitted to take place.
Current flight plan		The flight plan, including changes, if any, brought about by subsequent clearances.
Cyclic redundancy check	CRC	A mathematical algorithm applied to the digital expression of data that

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Danger area		provides a level of assurance against loss or alteration of data. An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.
Dangerous goods		Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions. Note: Dangerous goods are classified in Annex 18, Chapter 3.
Dangerous goods accident		An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage.
Dangerous goods incident		An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes the aircraft or its occupants is also deemed to constitute a dangerous goods incident.
Data link communications		A form of communication intended for the exchange of messages via a data link.
Data product		Data set or data set series that conforms to a data product specification (ISO 19131*).
Data product specification		Detailed description of a data set or data set series together with additional information that will enable it to be created, supplied to and used by another party (ISO 19131*).* Note: A data product specification provides a description of the universe of discourse and a specification for mapping the universe of discourse to a data set. It may be used for production, sales, end-use or other purpose.
Data quality		A degree or level of confidence that the data provided meet the requirements of the data user in terms of accuracy, resolution and integrity.
Data set		Identifiable collection of data (ISO 19101*).
Data set series		Collection of data sets sharing the same product specification (ISO 19115*).
Database		One or more files of data so structured that appropriate applications may draw from the files and update them. Note: This primarily refers to data stored electronically and accessed by computer rather than in files of physical records.
Date of manufacture		The date of issue of the document attesting that the individual aircraft or engine as appropriate conforms to the requirements of the type or the date of an analogous document.
Datum		Any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities (ISO 19104*).
De-icing/anti-icing facility		A facility where frost, ice or snow is removed (de-icing) from the aeroplane to provide clean surfaces, and/or where clean surfaces of the aeroplane receive protection (anti-icing) against the formation of frost or ice and accumulation of snow or slush for a limited period of time. Note: Further guidance is given in the Manual of Aircraft Ground De-icing/Anti-icing Operations (Doc 9640).
De-icing/anti-icing pad		An area comprising an inner area for the parking of an aeroplane to receive de-icing/anti-icing treatment and an outer area for the manoeuvring of two or more mobile de-icing/anti-icing equipment.
Decision altitude (DA) or decision height (DH)	DA or DH	A specified altitude or height in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. Note 1: Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation. Note 2: The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In Category III operations with a decision height the required visual reference is that specified for the particular procedure and operation. Note 3: For convenience where both expressions are used they may be written in the form «»decision altitude/height»» and abbreviated «DA/H».
Declared capacity		A measure of the ability of the ATC system or any of its subsystems or operating positions to provide service to aircraft during normal activities.

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Declared distances		It is expressed as the number of aircraft entering a specified portion of airspace in a given period of time, taking due account of weather, ATC unit configuration, staff and equipment available, and any other factors that may affect the workload of the controller responsible for the airspace. a) Take-off run available (TORA). The length of runway declared available and suitable for the ground run of an aeroplane taking off. b) Take-off distance available (TODA). The length of the take-off run available plus the length of the clearway, if provided. c) Accelerate-stop distance available (ASDA). The length of the take-off run available plus the length of the stopway, if provided. d) Landing distance available (LDA). The length of runway which is declared available and suitable for the ground run of an aeroplane landing.
Declared distances - heliports		a) Take-off distance available (TODAH). The length of the final approach and take-off area plus the length of helicopter clearway (if provided) declared available and suitable for helicopters to complete the take-off. b) Rejected take-off distance available (RTODAH). The length of the final approach and take-off area declared available and suitable for performance class 1 helicopters to complete a rejected take-off. c) Landing distance available (LDAH). The length of the final approach and take-off area plus any additional area declared available and suitable for helicopters to complete the landing manoeuvre from a defined height.
Defined point after take-off		The point, within the take-off and initial climb phase, before which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.
Defined point before landing		The point, within the approach and landing phase, after which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.
Degree Celsius	°C	Note: Defined points apply to performance Class 2 helicopters only. The special name for the unit kelvin for use in stating values of Celsius temperature.
Dependent parallel approaches		Simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway centre lines are prescribed.
Derivative version		An aircraft gas turbine engine of the same generic family as an originally type-certificated engine and having features which retain the basic core engine and combustor design of the original model and for which other factors, as judged by the certificating authority, have not changed. Note: Attention is drawn to the difference between the definition of «derived version of aircraft» in Volume I of Annex 16 and the definition of «derivative version» in this Volume.
Derived version of a helicopter		A helicopter which, from the point of view of airworthiness, is similar to the noise certificated prototype but incorporates changes in type design which may affect its noise characteristics adversely. Note 1: In applying the Standards of this Annex, a helicopter that is based on an existing prototype but which is considered by the certificating authority to be a new type design for airworthiness purposes shall nevertheless be considered as a derived version if the noise source characteristics are judged by the certificating authority to be the same as the prototype. Note 2: «Adversely» refers to an increase of more than 0.3 dB in any one of the noise certification levels.
Derived version of an aeroplane		An aeroplane which, from the point of view of airworthiness, is similar to the noise certificated prototype but incorporates changes in type design which may affect its noise characteristics adversely. Note 1: Where the certificating authority finds that the proposed change in design, configuration, power or mass is so extensive that a substantially new investigation of compliance with the applicable airworthiness regulations is required, the aeroplane should be considered to be a new type design rather than a derived version. Note 2: «Adversely» refers to an increase of more than 0.10 dB in any one of the noise certification levels unless the cumulative effects of changes in type design are tracked by an approved procedure in which case «adversely» refers to a cumulative increase in the noise level in any one of the noise certification levels of more than 0.30 dB or the margin of compliance, whichever is smaller.
Design landing mass		The maximum mass of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land.
Design take-off mass		The maximum mass at which the aircraft, for structural design purposes, is assumed to be planned to be at the start of the take-off run.

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Design taxiing mass		The maximum mass 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 Digital Elevation Model	DEM	The code word used to designate a distress phase. The representation of terrain surface by continuous elevation values at all intersections of a defined grid, referenced to common datum Note: Digital Terrain Model (DTM) is sometimes referred to as DEM.
Direct transit area		A special area established in connection with an international airport, approved by the public authorities concerned and under their direct supervision, for accommodation of traffic which is pausing briefly in its passage through the Contracting State.
Direct transit arrangements		Special arrangements approved by the public authorities concerned by which traffic which is pausing briefly in its passage through the Contracting State may remain under their direct control.
Discrete source damage		Structural damage of the aeroplane that is likely to result from: impact with a bird, uncontained fan blade failure, uncontained engine failure, uncontained high-energy rotating machinery failure or similar causes.
Disembarkation		The leaving of an aircraft after a landing, except by crew or passengers continuing on the next stage of the same through-flight.
Disinsecting		The operation in which measures are taken to kill the insect vectors of human disease present in aircraft and in containers (International Health Regulations (1969), Third Annotated Edition (1983), Part I, Article 1).
Displaced threshold		A threshold not located at the extremity of a runway.
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.
Doppler shift		The frequency shift observed at a receiver due to any relative motion between transmitter and receiver.
Double channel simplex		Simplex using two frequency channels, one in each direction. Note: This method was sometimes referred to as crossband.
Downstream clearance		A clearance issued to an aircraft by an air traffic control unit that is not the current controlling authority of that aircraft.
Downstream data authority		A designated ground system, different from the current data authority, through which the pilot can contact an appropriate ATC unit for the purposes of receiving a downstream clearance.
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 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.
Electronic aeronautical chart display		An electronic device by which flight crews are enabled to execute, in a convenient and timely manner, route planning, route monitoring and navigation by displaying required information.
Elevated heliport		A heliport located on a raised structure on land.
Elevation		The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.
Ellipsoid height (Geodetic height)		The height related to the reference ellipsoid, measured along the ellipsoidal outer normal through the point in question.
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 throughflight.
Emergency locator transmitter	ELT	A generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated. An ELT may be any of the following: Automatic fixed ELT (ELT(AF)). An automatically activated ELT which is permanently attached to an aircraft. Automatic portable ELT (ELT(AP)). An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft. Automatic deployable ELT (ELT(AD)). An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided. Survival ELT (ELT(S)). An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Emergency phase		manually activated by survivors. A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.
En-route phase		That part of the flight from the end of the take-off and initial climb phase to the commencement of the approach and landing phase. Note: Where adequate obstacle clearance cannot be guaranteed visually, flights must be planned to ensure that obstacles can be cleared by an appropriate margin. In the event of failure of the critical power-unit, operators may need to adopt alternative procedures.»
End-to-end		Pertaining or relating to an entire communication path, typically from (1) the interface between the information source and the communication system at the transmitting end to (2) the interface between the communication system and the information user or processor or application at the receiving end.
End-user		An ultimate source and/or consumer of information.
Energy per symbol to noise density ratio	(Es/No)	The ratio of the average energy transmitted per channel symbol to the average noise power in a 1 Hz bandwidth, usually expressed in dB. For A-BPSK and A-QPSK, one channel symbol refers to one channel bit.
Engine		A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller (if applicable).
Equivalent isotropically radiated power	e.i.r.p.	The product of the power supplied to the antenna and the antenna gain in a given direction relative to an isotropic antenna (absolute or isotropic gain).
Estimated off-block time		The estimated time at which the aircraft will commence movement associated with departure.
Estimated time of arrival		For IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome.
Exception		A provision in this Annex which excludes a specific item of dangerous goods from the requirements normally applicable to that item.
Exemption		An authorization issued by an appropriate national authority providing relief from the provisions of this Annex.
Expected approach time		The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding fix to complete its approach for a landing. Note: The actual time of leaving the holding fix will depend upon the approach clearance.
Extended range operation		Any flight by an aeroplane with two turbine power-units where the flight time at the one power-unit inoperative cruise speed (in ISA and still air conditions), from a point on the route to an adequate alternate aerodrome, is greater than the threshold time approved by the State of the Operator.
External equipment (helicopter)		Any instrument, mechanism, part, apparatus, appurtenance, or accessory that is attached to or extends from the helicopter exterior but is not used nor is intended to be used for operating or controlling a helicopter in flight and is not part of an airframe or engine.
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.
Fan marker beacon		A type of radio beacon, the emissions of which radiate in a vertical fan-shaped pattern.
Farad	F	The capacitance of a capacitor between the plates of which there appears a difference of potential of 1 volt when it is charged by a quantity of electricity equal to 1 Coulomb.
Feature		Abstraction of real world phenomena (ISO 19101*).
Feature attribute		Characteristic of a feature (ISO 19101*).
Feature operation		Operation that every instance of a feature type may perform (ISO 19110*).
Feature relationship		Relationship that links instances of one feature type with instances of the same or a different feature type (ISO 19101*).
Feature type		Class of real world phenomena with common properties (ISO 19110*).
Filed flight plan		Note: In a feature catalogue, the basic level of classification is the feature type. The flight plan as filed with an ATS unit by the pilot or a designated

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Final approach	FATO	representative, without any subsequent changes. That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified, a) at the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or b) at the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which: 1) a landing can be made; or 2) a missed approach procedure is initiated.
Final approach and take-off area		A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by performance Class 1 helicopters, the defined area includes the rejected take-off area available.
Final approach fix or point		That fix or point of an instrument approach procedure where the final approach segment commences.
Final approach segment		That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.
Fire resistant		The capability to withstand the application of heat by a flame for a period of 5 minutes. Note: The characteristics of an acceptable flame can be found in ISO 2685.
Fireproof		The capability to withstand the application of heat by a flame for a period of 15 minutes. Note: The characteristics of an acceptable flame can be found in ISO 2685.
Fireproof material		A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.
Fixed light		A light having constant luminous intensity when observed from a fixed point.
Flight crew member		A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.
Flight Data Analysis		A process of analysing recorded flight data in order to improve the safety of flight operations.
Flight documentation		Written or printed documents, including charts or forms, containing meteorological information for a flight.
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 the flight crew member 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 alerting service.
Flight information region		An airspace of defined dimensions within which flight information service and alerting 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.
Flight level		A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals. Note 1: A pressure type altimeter calibrated in accordance with the Standard Atmosphere: a) when set to a QNH altimeter setting, will indicate altitude; b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum; c) when set to a pressure of 1 013.2 hPa, may be used to indicate flight levels. Note 2: The terms «height» and «altitude», used in Note 1, indicate altimetric rather than geometric heights and altitudes.
Flight manual		A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.
Flight plan		Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft. Note: Specifications for flight plans are contained in Annex 2. When the expression «flight plan form» is used it denotes the model flight plan form at Appendix 2 to the PANS-ATM.
Flight procedures trainer		See Synthetic flight trainer.
Flight recorder		Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation. Note: See Annex 6, Parts I, II and III, for specifications relating to flight recorders.
Flight safety documents system	A set of inter-related documentation established by the operator, compiling and organizing information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and	

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Flight simulator		the operator's maintenance control manual. See Synthetic flight trainer.
Flight time - aeroplanes		The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight Note: Flight time as here defined is synonymous with the term «block to block» time or «chock to chock» time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.
Flight time - helicopters		The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.
Flight visibility		The visibility forward from the cockpit of an aircraft in flight.
Foot	ft	The length equal to 0.304 8 metre exactly.
Forecast		A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.
Forward error correction	FEC	The process of adding redundant information to the transmitted signal in a manner which allows correction, at the receiver, of errors incurred in the transmission.
Frangible object		An object of low mass designed to break, distort or yield on impact so as to present the minimum hazard to aircraft. Note: Guidance on design for frangibility is contained in the Aerodrome Design Manual, Part 6 (in preparation).
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 trans-shipped, without being subjected to any customs charges or duties and to any examination, except for aviation security or for appropriate narcotics control measures.
Free zone		An area where merchandise, whether of domestic or foreign origin, may be admitted, deposited, stored, packed, exhibited, sold, processed or manufactured, and from which such merchandise may be removed to a point outside the territory of the State without being subjected to customs duties, internal consumer taxes or to inspection except for aviation security or for appropriate narcotics control measures. Merchandise of domestic origin admitted into a free zone may be deemed to be exported. When removed from a free zone into the territory of the State, the merchandise is subjected to customs and other required entry procedures.
Frequency channel		A continuous portion of the frequency spectrum appropriate for a transmission utilizing a specified class of emission. Note: The classification of emissions and information relevant to the portion of the frequency spectrum appropriate for a given type of transmission (bandwidths) is specified in the ITU Radio Regulations, Article S2 and Appendix S1.
Fully 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 is carried out automatically, as well as all other normal operations of relay, thus obviating the need for operator intervention, except for supervisory purposes.
Gain-to-noise temperature ratio		The ratio, usually expressed in dB/K, of the antenna gain to the noise at the receiver output of the antenna subsystem. The noise is expressed as the temperature that a 1 ohm resistor must be raised to produce the same noise power density.
GAMET area forecast		An area forecast in abbreviated plain language for low-level flights for a flight information region or sub-area thereof, prepared by the meteorological office designated by the meteorological authority concerned and exchanged with meteorological offices in adjacent flight information regions, as agreed between the meteorological authorities concerned.
General aviation operation		An aircraft operation other than a commercial air transport operation or an aerial work operation.
Geodesic distance		The shortest distance between any two points on a mathematically defined ellipsoidal surface.
Geodetic datum		A minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.
Geoid		The equipotential surface in the gravity field of the Earth which coincides with the undisturbed mean sea level (MSL) extended continuously through the continents. Note: The geoid is irregular in shape because of local gravitational disturbances (wind tides, salinity, current, etc.) and the direction of gravity is perpendicular to the geoid at every point.

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Geoid undulation		The distance of the geoid above (positive) or below (negative) the mathematical reference ellipsoid. Note: In respect to the World Geodetic System - 1984 (WGS-84) defined ellipsoid, the difference between the WGS-84 ellipsoidal height and orthometric height represents WGS-84 geoid undulation.
Glide path Glider		A descent profile determined for vertical guidance during a final approach. A non-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.
Glider flight time		The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.
Gray	Gy	The energy imparted by ionizing radiation to a mass of matter corresponding to 1 joule per kilogram.
Gregorian calendar		Calendar in general use; first introduced in 1582 to define a year that more closely approximates the tropical year than the Julian calendar (ISO 19108*). Note: In the Gregorian calendar, common years have 365 days and leap years 366 days divided into twelve sequential months.
Grid point data in alphanumeric form		Processed meteorological data for a set of regularly spaced points on a chart, in a code form suitable for manual use.
Grid point data in digital form		Computer processed meteorological data for a set of regularly spaced points on a chart, for transmission from a meteorological computer to another computer in a code form suitable for automated use. Note: In most cases such data are transmitted on medium or high speed telecommunications channels.
Ground earth station	GES	An earth station in the fixed satellite service, or, in some cases, in the aeronautical mobile-satellite service, located at a specified fixed point on land to provide a feeder link for the aeronautical mobile-satellite service. Note: This definition is used in the ITU's Radio Regulations under the term «aeronautical earth station». The definition herein as «GES» for use in the SARPs is to clearly distinguish it from an aircraft earth station (AES), which is a mobile station on an aircraft.
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 handling		Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.
Ground visibility		The visibility at an aerodrome as reported by an accredited observer or by automatic systems.
Ground-to-air communication		One-way communication from stations or locations on the surface of the earth to aircraft.
Gyroplane		A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.
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).
Heavier-than-air aircraft		Any aircraft deriving its lift in flight chiefly from aerodynamic forces.
Height		The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.
Helicopter		A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more powerdriven rotors on substantially vertical axes.
Helicopter clearway		A defined area on the ground or water under the control of the appropriate authority, selected and/or prepared as a suitable area over which a performance class 1 helicopter may accelerate and achieve a specific height.
Helicopter ground taxiway		A ground taxiway for use by helicopters only.
Helicopter stand		An aircraft stand which provides for parking a helicopter and, where air taxiing operations are contemplated, the helicopter touchdown and lift-off.
Helideck		A heliport located on a floating or fixed off-shore structure.
Heliport		An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.
Heliport operating minima		The limits of usability of a heliport for: a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions; b) landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation; c) landing in approach and landing operations with vertical guidance, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H); and d) landing in non-precision approach and landing operations,

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Henry	H	expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.
Hertz	Hz	The inductance of a closed circuit in which an electromotive force of 1 volt is produced when the electric current in the circuit varies uniformly at a rate of 1 ampere per second.
Holding bay		The frequency of a periodic phenomenon of which the period is 1 second.
Holding procedure		A defined area where aircraft can be held, or bypassed, to facilitate efficient surface movement of aircraft.
Holdover time		A predetermined manoeuvre which keeps an aircraft within a specified airspace while awaiting.
Homing		The estimated time the anti-icing fluid (treatment) will prevent the formation of ice and frost and the accumulation of snow on the protected (treated) surfaces of an aeroplane.
Human Factors principles		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.
Human performance		Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.
Human performance		Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.
Hypsometric tints		Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.
Identification beacon		A succession of shades or colour gradations used to depict ranges of elevation.
IFR		An aeronautical beacon emitting a coded signal by means of which a particular point of reference can be identified.
IFR flight		The symbol used to designate the instrument flight rules.
IMC		A flight conducted in accordance with the instrument flight rules.
Inadmissible person		The symbol used to designate instrument meteorological conditions.
INCERFA		A person who is or will be refused admission to a State by its authorities.
Incident		The code word used to designate an uncertainty phase.
Incompatible		An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.
Independent parallel approaches		Note: The types of incidents which are of main interest to the International Civil Aviation Organization for accident prevention studies are listed in the Accident/Incident Reporting Manual (ADREP Manual) (Doc 9156).
Independent parallel departures		Describing dangerous goods which, if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance.
Infected area		Simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway centre lines are not prescribed.
Initial approach segment		Simultaneous departures from parallel or near-parallel instrument runways.
Instrument approach procedure		Defined on epidemiological principles by the health administration reporting the disease in its country and need not correspond to administrative boundaries. It is that part of its territory which, because of population characteristics, density and mobility and/or vector and animal reservoir potential, could support transmission of the reported disease (International Health Regulations (1969), Third Annotated Edition (1983), Part I, Article 1). A list of infected areas notified by health administrations is published in the World Health Organization's Weekly Epidemiological Record.

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Instrument flight time	IMC	guidance with minima as determined by the category of operation. Note: Lateral and vertical guidance refers to the guidance provided either by: a) a ground-based navigation aid; or b) computer-generated navigation data.
Instrument ground time		Time during which a pilot is practising, on the ground, simulated instrument flight in a synthetic flight trainer approved by the Licensing Authority.
Instrument meteorological conditions		Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling*, less than the minima specified for visual meteorological conditions. Note: The specified minima for visual meteorological conditions are contained in Chapter 4 fo Annex 2. *as defined in Annex 2.
Instrument runway		One of the following types of runways intended for the operation of aircraft using instrument approach procedures: a) Non-precision approach runway. An instrument runway served by visual aids and 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 and/or MLS and visual aids intended for operations with a decision height not lower than 60 m (200 ft) and either a visibility not less than 800 m or a runway visual range not less than 550 m. c) Precision approach runway, category II. An instrument runway served by ILS and/or MLS and visual aids intended for operations with a decision height lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 350 m. d) Precision approach runway, category III. An instrument runway served by ILS and/or MLS to and along the surface of the runway and: A - intended for operations with a decision height lower than 30 m (100 ft), or no decision height and a runway visual range not less than 200 m. B - intended for operations with a decision height lower than 15 m (50 ft), or no decision height and a runway visual range less than 200 m but not less than 50 m. C - intended for operations with no decision height and no runway visual range limitations. Note 1: See Annex 10, Volume I for related ILS and/or MLS specifications Note 2: Visual aids need not necessarily be matched to the scale of non-visual aids provided. The criterion for the selection of visual aids is the conditions in which operations are intended to be conducted.
Instrument time Integrated Aeronautical Information Package		Instrument flight time or instrument ground time.
Integrity (aeronautical data)		A package which consists of the following elements: - AIP, including amendment service; - Supplements to the AIP; - NOTAM and PIB; - AIC; and - checklists and lists of valid NOTAM.
Intermediate approach segment		A degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment.
Intermediate holding position		That segment of an instrument approach procedure between either the intermediate approach fix and the final approach fix or point, or between the end of a reversal, racetrack or dead reckoning track procedure and the final approach fix or point, as appropriate.
International airport		A designated position intended for traffic control at which taxiing aircraft and vehicles shall stop and hold until further cleared to proceed, when so instructed by the aerodrome control tower.
International airway volcano watch	IAVW	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 airways volcano watch	IAVW	International arrangements for monitoring and providing warnings to aircraft of volcanic ash in the atmosphere. Note: The IAVW is based on the cooperation of aviation and non-aviation operational units using information derived from observing sources and networks that are provided by States. The watch is coordinated by ICAO with the cooperation of other concerned international organizations.
International NOTAM office International operating agency International telecommunication service	NOF	An office designated by a State for the exchange of NOTAM internationally. An agency of the kind contemplated in Article 77 of the Convention. 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.
Interpilot air-to-air communication		Two-way communication on the designated air-to-air channel to enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.
Investigation		A process conducted for the purpose of accident prevention which includes

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Investigator-in-charge		the gathering and analysis of information, the drawing of conclusions, including the determination of causes and, when appropriate, the making of safety recommendations. A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation Note: Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body.
Isogonal		A line on a map or chart on which all points have the same magnetic variation for a specified epoch.
Isogriv		A line on a map or chart which joins points of equal angular difference between the North of the navigation grid and Magnetic North.
Joule	J	The work done when the point of application of a force of 1 newton is displaced a distance of 1 metre in the direction of the force.
Kelvin	K	A unit of thermodynamic temperature which is the fraction 1/273.16 of the thermodynamic temperature of the triple point of water.
Kilogram	kg	The unit of mass equal to the mass of the international prototype of the kilogram.
Knot	kt	The speed equal to 1 nautical mile per hour.
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		That part of a movement area intended for the landing or take-off of aircraft.
Landing decision point	LDP	The point used in determining landing performance from which, a power-unit failure occurring at this point, the landing may be safely continued or a balked landing initiated. Note: LDP applies to performance Class 1 helicopters.
Landing direction indicator		A device to indicate visually the direction currently designated for landing and for take-off.
Landing 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 landing in a particular direction.
Large aeroplane		An aeroplane of a maximum certificated take-off mass of over 5 700 kg.
Laser-beam critical flight zone	LCFZ	Airspace in the proximity of an aerodrome but beyond the LFFZ where the irradiance is restricted to a level unlikely to cause glare effects.
Laser-beam free flight zone	LFFZ	Airspace in the immediate proximity to the aerodrome where the irradiance is restricted to a level unlikely to cause any visual disruption.
Laser-beam sensitive flight zone	LSFZ	Airspace outside, and not necessarily contiguous with, the LFFZ and LCFZ where the irradiance is restricted to a level unlikely to cause flash-blindness or after-image effects.
Level		A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.
Licensing Authority		The Authority designated by a Contracting State as responsible for the licensing of personnel. Note: In the provisions of this Annex, the Licensing Authority is deemed to have been given the following responsibilities by the Contracting State: a) assessment of an applicant's qualifications to hold a licence or rating; b) issue and endorsement of licences and ratings; c) designation and authorization of approved persons; d) approval of training courses; e) approval of the use of synthetic flight trainers and authorization for their use in gaining the experience or in demonstrating the skill required for the issue of a licence or rating; and f) validation of licences issued by other Contracting States.
Lighter-than-air aircraft		Any aircraft supported chiefly by its buoyancy in the air.
Lighting system reliability		The probability that the complete installation operates within the specified tolerances and that the system is operationally usable.
Limit loads		The maximum loads assumed to occur in the anticipated operating conditions.
Litre	L	A unit of volume restricted to the measurement of liquids and gases which is equal to 1 cubic decimetre.
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.
Location indicator		A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the location of an aeronautical fixed station.
Lumen	lm	The luminous flux emitted in a solid angle of 1 steradian by a point source having a uniform intensity of 1 candela.
Lux	lx	The illuminance produced by a luminous flux of 1 lumen uniformly distributed over a surface of 1 square metre.
Magnetic variation		The angular difference between True North and Magnetic North. Note: The value given indicates whether the angular difference is East

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Mail		or West of True North. Dispatches of correspondence and other objects tendered by and intended for delivery to postal administrations.
Maintenance		Tasks required to ensure the continued airworthiness of an aircraft including any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification.
Maintenance		The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.
Maintenance organization's procedures manual		A document endorsed by the head of the maintenance organization which details the maintenance organization's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems.
Maintenance programme		A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies.
Maintenance release		A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organization's procedures manual or under an equivalent system.
Manoeuvring area		That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.
Marker		An object displayed above ground level in order to indicate an obstacle or delineate a boundary.
Marking		A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.
Master minimum equipment list	MMEL	A list established for a particular aircraft type by the organization responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures.
Maximum mass		Maximum certificated take-off mass.
Mean power (of a radio transmitter)		The average power supplied to the antenna transmission line by a transmitter during an interval of time sufficiently long compared with the lowest frequency encountered in the modulation taken under normal operating conditions. Note: A time of 1/10 second during which the mean power is greatest will be selected normally.
Medical Assessment		The evidence issued by a Contracting State that the licence holder meets specific requirements of medical fitness. It is issued following an evaluation by the Licensing Authority of the report submitted by the designated medical examiner who conducted the examination of the applicant for the licence.
Message field		An assigned area of a message containing specified elements of data.
Metadata		Data about data (ISO 19115*). Note: Data that describes and documents data.
Meteorological authority		The authority providing or arranging for the provision of meteorological service for international air navigation on behalf of a Contracting State.
Meteorological bulletin		A text comprising meteorological information preceded by an appropriate heading.
Meteorological information		Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.
Meteorological office		An office designated to provide meteorological service for international air navigation.
Meteorological operational channel		A channel of the aeronautical fixed service (AFS), for the exchange of aeronautical meteorological information.
Meteorological operational telecommunication 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. Note: «Integrated» is to be interpreted as a mode of operation necessary to ensure that the information can be transmitted and received by the stations within the network in accordance with pre-established schedules.
Meteorological report		A statement of observed meteorological conditions related to a specified time and location.
Meteorological satellite		An artificial Earth satellite making meteorological observations and

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Metre	m	transmitting these observations to Earth. The distance travelled by light in a vacuum during 1/299 792 458 of a second.
Minimum descent altitude (MDA) or minimum descent height (MDH)	MDA MDH	A specified altitude or height in a nonprecision approach or circling approach below which descent must not be made without the required visual reference. Note 1: Minimum descent altitude (MDA) is referenced to mean sea level and minimum descent height (MDH) is referenced to the aerodrome elevation or to the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. A minimum descent height for a circling approach is referenced to the aerodrome elevation. Note 2: The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach the required visual reference is the runway environment. Note 3: For convenience when both expressions are used they may be written in the form «»minimum descent altitude/height»» and abbreviated «MDA/H».
Minimum equipment list	MEL	A list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type.
Minimum sector altitude		The lowest altitude which may be used which will provide a minimum clearance of 300 m (1 000 ft) above all objects located in the area contained within a sector of a circle of 46 km (25 NM) radius centred on a radio aid to navigation.
Mishandled baggage		Baggage involuntarily, or inadvertently, separated from passengers or crew.
Missed approach point	MAPt	That point in an instrument approach procedure at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.
Missed approach procedure		The procedure to be followed if the approach cannot be continued.
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 S subnetwork		A means of performing an interchange of digital data through the use of secondary surveillance radar (SSR) Mode S interrogators and transponders in accordance with defined protocols.
Mole	mol	The amount of substance of a system which contains as many elementary entities as there are atoms in 0.012 kilogram of carbon-12. Note: When the mole is used, the elementary entities must be specified and may be atoms, molecules, ions, electrons, other particles or specified groups of such particles.
Movement area		That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).
Narcotics control		Measures to control the illicit movement of narcotics and psychotropic substances by air.
Nautical mile	NM	The length equal to 1 852 metres exactly.
Near-parallel runways		Non-intersecting runways whose extended centre lines have an angle of convergence/divergence of 15 degrees or less.
Nephanalysis		The graphical depiction of analysed cloud data on a geographical map.
Network station		An aeronautical station forming part of a radiotelephony network.
Newton	N	The force which when applied to a body having a mass of 1 kilogram gives it an acceleration of 1 metre per second squared.
Next data authority		The ground system so designated by the current data authority through which an onward transfer of communications and control can take place.
Night		The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority. Note: Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.
Non-instrument runway		A runway intended for the operation of aircraft using visual approach procedures.
Non-network communications		Radiotelephony communications conducted by a station of the aeronautical mobile service, other than those conducted as part of a radiotelephony network.
Normal flight zone	NFZ	Airspace not defined as LFFZ, LCFZ or LSFZ but which must be protected

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
NOTAM Observation (meteorological) Obstacle		<p>from laser radiation capable of causing biological damage to the eye. A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations. The evaluation of one or more meteorological elements.</p> <p>All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extend above a defined surface intended to protect aircraft in flight.</p> <p>Note: The term obstacle is used in Annex 4 Edition 10 solely for the purpose of specifying the charting of objects that are considered a potential hazard to the safe passage of aircraft in the type of operation for which the individual chart series is designed.</p>
Obstacle clearance altitude (OCA) or obstacle clearance height (OCH)	OCA OCH	<p>The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria.</p> <p>Note 1: Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approaches to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An obstacle clearance height for a circling approach is referenced to the aerodrome elevation.</p> <p>Note 2: For convenience when both expressions are used they may be written in the form «obstacle clearance altitude/height» and abbreviated «OCA/H».</p> <p>Note 3: See Procedures for Air Navigation Services - Aircraft Operations (Doc 8168), Volume I, Part III, 1.5, and Volume II, Part III, 6.4, for specific applications of this definition.</p>
Obstacle free zone	OFZ	<p>The airspace above the inner approach surface, inner transitional surfaces, and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than a low-mass and frangibly mounted one required for air navigation purposes.</p>
Obstacle/terrain data collection surface		<p>A defined surface intended for the purpose of collecting obstacle/terrain data.</p>
Offset frequency simplex		<p>A variation of single channel simplex wherein telecommunication between two 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.</p>
Ohm	Ω	<p>The electric resistance between two points of a conductor when a constant difference of potential of 1 volt, applied between these two points, produces in this conductor a current of 1 ampere, this conductor not being the source of any electromotive force.</p>
Operational control		<p>The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight</p>
Operational control communications		<p>Communications required for the exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of a flight.</p> <p>Note: Such communications are normally required for the exchange of messages between aircraft and aircraft operating agencies.</p>
Operational flight plan		<p>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.</p>
Operational planning Operations manual		<p>The planning of flight operations by an operator. A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.</p>
Operator		<p>A person, organization or enterprise engaged in or offering to engage in an aircraft operation.</p>
Operator's maintenance control manual		<p>A document which describes the operator's procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator's aircraft on time and in a controlled and satisfactory manner.</p>
Ornithopter		<p>A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.</p>
Orthometric height		<p>Height of a point related to the geoid, generally presented as an MSL elevation.</p>
Overpack		<p>An enclosure used by a single shipper to contain one or more packages</p>

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Oxides of nitrogen		and to form one handling unit for convenience of handling and stowage Note: A unit load device is not included in this definition.
Package		The sum of the amounts of the nitric oxide and nitrogen dioxide contained in a gas sample calculated as if the nitric oxide were in the form of nitrogen dioxide.
Packaging		The complete product of the packing operation consisting of the packaging and its contents prepared for transport.
Packet		Receptacles and any other components or materials necessary for the receptacle to perform its containment function. Note: For radioactive material, see Part 2, paragraph 7.2 of the Technical Instructions.
Packet layer protocol	PLP	The basic unit of data transfer among communications devices within the network layer.
Pascal	Pa	A protocol to establish and maintain a connection between peer level entities at the network layer, and to transfer data packets between them. In the context of this standard, the term refers to the protocol defined by the ISO 8208 standard used in this document.
Passenger aircraft		The pressure or stress of 1 newton per square metre.
Pavement classification number	PCN	An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of an appropriate national authority or a person accompanying a consignment or other cargo.
Performance Class 1 helicopter		A number expressing the bearing strength of a pavement for unrestricted operations.
Performance Class 1 helicopter.		A helicopter with performance such that, in case of critical power-unit failure, it is able to land on the rejected take-off area or safely continue the flight to an appropriate landing area, depending on when the failure occurs.
Performance Class 2 helicopter		A helicopter with performance such that, in case of engine failure, it is able to land on the rejected take-off area or safely continue the flight to an appropriate landing area.
Performance Class 2 helicopter.		A helicopter with performance such that, in case of critical power-unit failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after take-off or after a defined point before landing, in which cases a forced landing may be required.
Performance Class 3 helicopter		A helicopter with performance such that, in case of engine failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after take-off or after a defined point before landing, in which cases a forced landing may be required.
Performance Class 3 helicopter.		A helicopter with performance such that, in case of power-unit failure at any point in the flight profile, a forced landing must be performed.
Person with disabilities		A helicopter with performance such that, in case of engine failure at any point in the flight profile, a forced landing must be performed.
Pilot (to)		Any person whose mobility is reduced due to a physical incapacity (sensory or locomotor), an intellectual deficiency, age, illness or any other cause of disability when using transport and whose situation needs special attention and the adaptation to the person's needs of the services made available to all passengers.
Pilot-in-command		To manipulate the flight controls of an aircraft during flight time.
Point light		The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.
Point-to-point		A luminous signal appearing without perceptible length.
Portrayal		Pertaining or relating to the interconnection of two devices, particularly end-user instruments. A communication path of service intended to connect two discrete end-users; as distinguished from broadcast or multipoint service.
Position (geographical)		Presentation of information to humans (ISO 19117*).
Post spacing		Set of coordinates (latitude and longitude) referenced to the mathematical reference ellipsoid which define the position of a point on the surface of the Earth.
Power-unit		Angular or linear distance between two adjacent elevation points.
Pre-flight information bulletin	PIB	A system of one or more engines and ancillary parts which are together necessary to provide thrust, independently of the continued operation of any other power-unit(s), but not including short period thrust-producing devices.
Precision		A presentation of current NOTAM information of operational significance, prepared prior to flight.
		The smallest difference that can be reliably distinguished by a measurement process. Note: In reference to geodetic surveys, precision is a degree of refinement in performance of an operation or a degree of

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Precision approach procedure		perfection in the instruments and methods used when taking measurements. An instrument approach procedure utilizing azimuth and glide path information provided by ILS or PAR.
Precision approach runway		see Instrument runway.
Preliminary Report		The communication used for the prompt dissemination of data obtained during the early stages of the investigation.
Pressure-altitude		An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.* As defined in Annex 8.
Primary frequency		The radiotelephony frequency assigned to an aircraft as a first choice for air-ground communication in a radiotelephony 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 runway(s)		Runway(s) used in preference to others whenever conditions permit.
Printed communications		Communications which automatically provide a permanent printed record at each terminal of a circuit of all messages which pass over such circuit.
Problematic use of substances		The use of one or more psychoactive substances by aviation personnel in a way that: a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or b) causes or worsens an occupational, social, mental or physical problem or disorder.
Procedure altitude/height		A specified altitude/height flown operationally at or above the minimum altitude/height and established to accommodate a stabilized descent at a prescribed descent gradient/angle in the intermediate/final approach segment.
Procedure turn		A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track. Note 1: Procedure turns are designated «left» or «right» according to the direction of the initial turn. Note 2: Procedure turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.
Prognostic chart		A forecast of a specified meteorological element(s) 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.
Protected flight zones		Airspace specifically designated to mitigate the hazardous effects of laser radiation.
Protected service volume		A part of the facility coverage where the facility provides a particular service in accordance with relevant SARPs and within which the facility is afforded frequency protection.
Psychoactive substances		Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.
Public authorities		The agencies or officials of a Contracting State responsible for the application and enforcement of the particular laws and regulations of that State which relate to any aspect of these Standards and Recommended Practices.
Quality		Totality of characteristics of an entity that bear on its ability to satisfy stated and implied needs (ISO 8402*). Note: Entity is an item which can be individually described and considered (ISO 8402*).
Quality assurance		All the planned and systematic activities implemented within the quality system, and demonstrated as needed, to provide adequate confidence that an entity will fulfil requirements for quality (ISO 8402*).
Quality control		The operational techniques and activities that are used to fulfil requirements for quality (ISO 8402*).
Quality management		All activities of the overall management function that determine the quality policy, objectives and responsibilities, and implementing them by means such as quality planning, quality control, quality assurance and quality improvement within the quality system (ISO 8402*).
Quality system		The organizational structure, procedures, processes and resources needed to implement quality management (ISO 8402*).
Radar vectoring		Provision of navigational guidance to aircraft in the form of specific headings, based on the use of radar.
Radian	rad	The plane angle between two radii of a circle which cut off on the circumference an arc equal in length to the radius.

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Radio bearing		The angle between the apparent direction of a definite source of emission of electro-magnetic 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 (RR S1.12)		Radiodetermination using the reception of radio waves for the purpose of determining the direction of a station or object.
Radio direction-finding station (RR S1.91)		A radiodetermination station using radio direction finding. Note: The aeronautical application of radio direction finding is in the aeronautical radio navigation service.
Radiotelephony		A form of radiocommunication primarily intended for the exchange of information in the form of speech.
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 air-ground 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 to be exercised.
Rated output		For engine emissions purposes, the maximum power/thrust available for take-off under normal operating conditions at ISA sea level static conditions without the use of water injection as approved by the certificating authority. Thrust is expressed in kilonewtons.
Rating		An authorization entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence.
Re-certification		Certification of an aircraft with or without a revision to its certification noise levels, to a Standard different to that to which it was originally certificated.
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.
Reference pressure ratio		The ratio of the mean total pressure at the last compressor discharge plane of the compressor to the mean total pressure at the compressor entry plane when the engine is developing take-off thrust rating in ISA sea level static conditions. Note: Methods of measuring reference pressure ratio are given in Appendix 1.
Regional air navigation agreement		Agreement approved by the Council of ICAO normally on the advice of a regional air navigation meeting.
Regional area forecast centre	RAFC	A meteorological centre designated to prepare and supply significant weather forecasts and upper wind and temperature charts for flights departing from aerodromes within its service area and to supply grid point data in digital form for up to worldwide coverage.
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.
Regulated Agent		An agent, freight forwarder or any other entity who conducts business with an operator and provides security controls that are accepted or required by the appropriate authority in respect of cargo, courier and express parcels or mail. Note: The term «Known shipper» has been amended to «Regulated Agent» to take into account the different security controls applied to originators of cargo and those entities that consolidate and forward cargo shipments via an air carrier.
Relief		The inequalities in elevation of the surface of the Earth represented on aeronautical charts by contours, hypsometric tints, shading or spot elevations.
Relief flights		Flights operated for humanitarian purposes which carry relief personnel and relief supplies such as food, clothing, shelter, medical and other items during or after an emergency and/or disaster and/or are used to evacuate persons from a place where their life or health is threatened by such emergency and/or disaster to a safe haven in the same State or another State willing to receive such persons.
Rendering (a Certificate of Airworthiness) 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.
Repair		The restoration of an aeronautical product to an airworthy condition to

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Repair		ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear.
Repetitive flight plan	RPL	The restoration of an aeronautical product to an airworthy condition as defined by the appropriate airworthiness requirements. A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.
Reporting point		A specified geographical location in relation to which the position of an aircraft can be reported.
Required navigation performance	RNP	A statement of the navigation performance necessary for operation within a defined airspace. Note: Navigation performance and requirements are defined for a particular RNP type and/or application.»
Requirements for quality		Expression of the needs or their translation into a set of quantitatively or qualitatively stated requirements for the characteristics of an entity to enable its realization and examination (ISO 8402*).
Rescue coordination centre		A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.
Rescue subcentre		A unit subordinate to a rescue coordination 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.
Resolution		A number of units or digits to which a measured or calculated value is expressed and used.
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 or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.
Reversal procedure		A procedure designed to enable aircraft to reverse direction during the initial approach segment of an instrument approach procedure. The sequence may include procedure turns or base turns.
RNP type		A containment value expressed as a distance in nautical miles from the intended position within which flights would be for at least 95 per cent of the total flying time. Example.- RNP 4 represents a navigation accuracy of plus or minus 7.4 km (4 NM) on a 95 per cent containment basis.
Road		An established surface route on the movement area meant for the exclusive use of vehicles.
Road-holding position		A designated position at which vehicles may be required to hold.
Rotorcraft		A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.
Route segment		A route or portion of route usually flown without an intermediate stop.
Route stage		A route or portion of a route flown without an intermediate landing.
Routing Directory		A list in a communication centre indicating for each addressee the outgoing circuit to be used.
Runway		A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.
Runway end safety area	RESE	An area symmetrical about the extended runway centre line and adjacent to the end of the strip primarily intended to reduce the risk of damage to an aeroplane undershooting or overrunning the runway.
Runway guard lights		A light system intended to caution pilots or vehicle drivers that they are about to enter an active runway.
Runway strip		A defined area including the runway and stopway, if provided, intended: a) to reduce the risk of damage to aircraft running off a runway; and b) to protect aircraft flying over it during take-off or landing operations.
Runway strip		A defined area including the runway and stopway, if provided, intended: a) to reduce the risk of damage to aircraft running off a runway; and b) to protect aircraft flying over it during take-off or landing operations.
Runway turn pad		A defined area on a land aerodrome adjacent to a runway for the purpose of completing a 180-degree turn on a runway.
Runway visual range	RVR	The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.
Runway-holding position		A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorized by the aerodrome control tower. Note: In radiotelephony phraseologies, the expression «holding point»

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Safe forced landing		is used to designate the runway-holding position. Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.
Safety area		A defined area on a heliport surrounding the FATO which is free of obstacles, other than those required for air navigation purposes, and intended to reduce the risk of damage to helicopters accidentally diverging from the FATO.
Safety management system		A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.
Safety management system		A system for the management of safety at aerodromes, including the organizational structure, responsibilities, procedures, processes and provisions for the implementation of aerodrome safety policies by an aerodrome operator, which provides for control of safety at, and the safe use of, the aerodrome.
Safety programme		An integrated set of regulations and activities aimed at improving safety.
Safety recommendation		A proposal of the accident investigation authority of the State conducting the investigation, based on information derived from the investigation, made with the intention of preventing accidents or incidents.
Safety-sensitive personnel		Persons who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crew members, aircraft maintenance personnel and air traffic controllers.
Satisfactory evidence		A set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement.
Screening		The application of technical or other means which are intended to detect weapons, explosives or other dangerous devices which may be used to commit an act of unlawful interference.
Search and rescue aircraft		An aircraft provided with specialized equipment suitable for the efficient conduct of search and rescue missions.
Search and rescue region		An area of defined dimensions within which search and rescue services are provided.
Search and rescue services unit		A generic term meaning, as the case may be, rescue coordination centre, rescue subcentre or alerting post.
Second	s	The duration of 9 192 631 770 periods of the radiation corresponding to the transition between the two hyperfine levels of the ground state of the caesium-133 atom.
Secondary frequency		The radiotelephony frequency assigned to an aircraft as a second choice for air-ground communication in a radiotelephony network.
Secondary surveillance radar	SSR	A surveillance radar system which uses transmitters/receivers (interrogators) and transponders. Note: The requirements for interrogators and transponders are specified in Chapter 3.
Security		A combination of measures and human and material resources intended to safeguard international civil aviation against acts of unlawful interference.
Security Control		A means by which the introduction of weapons, explosives or articles likely to be utilized to commit an act of unlawful interference can be prevented.
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.
Security Programme		Measures adopted to safeguard international civil aviation against acts of unlawful interference.
Segregated parallel operations		Simultaneous operations on parallel or near-parallel instrument runways in which one runway is used exclusively for approaches and the other runway is used exclusively for departures.
Self-sustaining powered sailplane		A powered aeroplane with available engine power which allows it to maintain level flight but not to take off under its own power.
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.
Serious incident		An incident involving circumstances indicating that an accident nearly occurred. Note 1: The difference between an accident and a serious incident lies only in the result. Note 2: Examples of serious incidents can be found in Attachment C of Annex 13 and in the Accident/Incident Reporting Manual (Doc 9156).
Serious injury		An injury which is sustained by a person in an accident and which: a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Service area (world area forecast system)		c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or f) involves verified exposure to infectious substances or injurious radiation. A geographical area within which a regional area forecast centre is responsible for supplying area forecasts to meteorological authorities and other users.
Shoulder		An area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface.
Siemens	S	The electric conductance of a conductor in which a current of 1 ampere is produced by an electric potential difference of 1 volt.
Sievert	Sv	The unit of radiation dose equivalent corresponding to 1 joule per kilogram.
SIGMET 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 aircraft operations.
Sign		a) Fixed message sign. A sign presenting only one message. b) Variable message sign. A sign capable of presenting several pre-determined messages or no message, as applicable.
Sign a maintenance release (to)		To certify that maintenance work has been completed satisfactorily in accordance with the applicable Standards of airworthiness, by issuing the maintenance release referred to in Annex 6.
Signal area		An area on an aerodrome used for the display of ground signals.
Significant point		A specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes.
Simplex		A method in which telecommunication between two stations takes place in one direction at a time.
Simplex		A method in which telecommunication between two stations takes place in one direction at a time. Note: In application to the aeronautical mobile service, this method may be subdivided as follows: a) single channel simplex; b) double channel simplex; c) offset frequency simplex.
Single channel simplex		Simplex using the same frequency channel in each direction.
Slotted aloha		A random access strategy whereby multiple users access the same communications channel independently, but each communication must be confined to a fixed time slot. The same timing slot structure is known to all users, but there is no other coordination between the users.
Slush		Water-saturated snow which with a heel-and-toe slapdown motion against the ground will be displaced with a splatter; specific gravity: 0.5 up to 0.8. Note: Combinations of ice, snow and/or standing water may, especially when rain, rain and snow, or snow is falling, produce substances with specific gravities in excess of 0.8. These substances, due to their high water/ice content, will have a transparent rather than a cloudy appearance and, at the higher specific gravities, will be readily distinguishable from slush.
Small aeroplane		An aeroplane of a maximum certificated take-off mass of 5 700 kg or less.
Smoke		The carbonaceous materials in exhaust emissions which obscure the transmission of light.
Smoke Number		The dimensionless term quantifying smoke emissions (see 3 of Appendix 2).
Snow (on the ground).		a) Dry snow. Snow which can be blown if loose or, if compacted by hand, will fall apart again upon release; specific gravity: up to but not including 0.35. b) Wet snow. Snow which, if compacted by hand, will stick together and tend to or form a snowball; specific gravity: 0.35 up to but not including 0.5. c) Compacted snow. Snow which has been compressed into a solid mass that resists further compression and will hold together or break up into lumps if picked up; specific gravity: 0.5 and over.
SNOWTAM		A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format.
Solo flight time		Flight time during which a student 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 VFR flight		A VFR flight cleared by air traffic control to operate within a control zone

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Standard atmosphere		<p>in meteorological conditions below VMC. An atmosphere defined as follows: a) the air is a perfect dry gas; b) the physical constants are: - Sea level mean molar mass: $M_0 = 28.964420 \cdot 10^{-3} \text{ kg mol}^{-1}$ - Sea level atmospheric pressure: $P_0 = 1013.250 \text{ hPa}$ - Sea level temperature: $t_0 = 15^\circ\text{C}$ $T_0 = 288.15 \text{ K}$ - Sea level atmospheric density: $\rho_0 = 1.2250 \text{ kg m}^{-3}$ - Temperature of the ice point: $T_i = 273.15 \text{ K}$ - Universal gas constant: $R^* = 8.31432 \text{ JK}^{-1}\text{mol}^{-1}$ c) the temperature gradients are: Note 1: The standard geopotential metre has the value $9.80665 \text{ m}^2 \text{ s}^{-2}$. Note 2: See Doc 7488 for the relationship between the variables and for tables giving the corresponding values of temperature, pressure, density and geopotential. Note 3: Doc 7488 also gives the specific weight, dynamic viscosity, kinematic viscosity and speed of sound at various altitudes.»</p>
Standard isobaric surface		<p>An isobaric surface used on a worldwide basis for representing and analysing the conditions in the atmosphere.</p>
State of Design		<p>The State having jurisdiction over the organization responsible for the type design.</p>
State of Manufacture		<p>The State having jurisdiction over the organization responsible for the final assembly of the aircraft.</p>
State of Occurrence		<p>The State in the territory of which an accident or incident occurs.</p>
State of Origin		<p>The State in the territory of which the cargo was first loaded on an aircraft.</p>
State of Registry		<p>The State on whose register the aircraft is entered. Note: In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).</p>
State of the Operator		<p>The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.</p>
Station declination		<p>An alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station is calibrated.</p>
Steradian	sr	<p>The solid angle which, having its vertex in the centre of a sphere, cuts off an area of the surface of the sphere equal to that of a square with sides of length equal to the radius of the sphere.</p>
Stopway		<p>A defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off.</p>
Stores		<p>Articles of a readily consumable nature for use or sale on board an aircraft during flight, including commissary supplies.</p>
Subsonic aeroplane		<p>An aeroplane incapable of sustaining level flight at speeds exceeding flight Mach number of 1.</p>
Surface level heliport		<p>A heliport located on the ground or on the water.</p>
Surveillance radar		<p>Radar equipment used to determine the position of an aircraft in range and azimuth.</p>
Switch-over time (light)		<p>The time required for the actual intensity of a light measured in a given direction to fall from 50 per cent and recover to 50 per cent during a power supply changeover, when the light is being operated at intensities of 25 per cent or above.</p>
Switched virtual circuit	SVC	<p>The primary circuit management technique provided within the ISO 8208 protocol. The network resources are dynamically allocated when needed and released when no longer required.</p>
Synthetic flight trainer		<p>Any one of the following three types of apparatus in which flight conditions are simulated on the ground: 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 systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated; A flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class; A basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight</p>

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Take-off and initial climb phase		deck environment of an aircraft in flight in instrument flight conditions. That part of the flight from the start of take-off to 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or to the end of the climb in the other cases.
Take-off decision point	TDP	The point used in determining take-off performance from which, a power-unit failure occurring at this point, either a rejected take-off may be made or a take-off safely continued. Note: TDP applies to performance Class 1 helicopters.
Take-off phase		The operating phase defined by the time during which the engine is operated at the rated output.
Take-off runway		A runway intended for take-off only.
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 level of safety	TLS	A generic term representing the level of risk which is considered acceptable in particular circumstances.
Taxi/ground idle		The operating phases involving taxi and idle between the initial starting of the propulsion engine(s) and the initiation of the take-off roll and between the time of runway turn-off and final shutdown of all propulsion engine(s).
Taxiing		Movement of an aircraft on the surface of an aerodrome under its own power, excluding take-off and landing.
Taxiway		A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including: a) Aircraft stand taxilane. A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only. b) Apron taxiway. A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron. c) Rapid exit taxiway. A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimizing runway occupancy times.
Taxiway intersection		A junction of two or more taxiways.
Taxiway strip		An area including a taxiway intended to protect an aircraft operating on the taxiway and to reduce the risk of damage to an aircraft accidentally running off the taxiway.
Telecommunication (RR S1.3)		Any transmission, emission, or reception of signs, signals, writing, images and sounds or intelligence of any nature by wire, radio, optical 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 (visitor)		Any person, who disembarks and enters the territory of a Contracting State other than that in which that person normally resides; remains there lawfully as prescribed by that Contracting State for legitimate nonimmigrant purposes, such as touring, recreation, sports, health, family reasons, study, religious pilgrimages, or business; and does not take up any gainful occupation during his stay in the territory visited.
Terminal arrival altitude	TAA	The lowest altitude that will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an arc of a circle defined by a 46-km (25 NM) radius centred on the initial approach fix (IAF), or where there is no IAF on the intermediate approach fix (IF), delimited by straight lines joining the extremity of the arc to the IF. The combined TAAs associated with an approach procedure shall account for an area of 360 degrees around the IF.
Terminal control area		A control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.
Terrain		The surface of the Earth containing naturally occurring features such as mountains, hills, ridges, valleys, bodies of water, permanent ice and snow, and excluding obstacles. Note: In practical terms, depending on the method of data collection, terrain represents the continuous surface that exists at the bare Earth, the top of the canopy or something in-between, also known as `first reflective surface`.
Tesla	T	The magnetic flux density given by a magnetic of 1 weber per square metre.
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.
Time division multiple access	TDMA	A multiple access scheme based on time-shared use of an RF channel employing: (1) discrete contiguous time slots as the fundamental shared

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
Time division multiplex	TDM	resource; and (2) a set of operating protocols that allows users to interact with a master control station to mediate access to the channel. A channel sharing strategy in which packets of information from the same source but with different destinations are sequenced in time on the same channel.
Tonne	t	The mass equal to 1000 kilograms.
Torn-tape relay installation		A teletypewriter installation where messages are received and relayed in teletypewriter tape form and where all operations of relay are performed as the result of operator intervention.
Total estimated elapsed time		For IFR flights, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from take-off to arrive over the destination aerodrome.
Total vertical error	TVE	The vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude (flight level).
Touchdown		The point where the nominal glide path intercepts the runway. Note: «Touchdown» as defined above is only a datum and is not necessarily the actual point at which the aircraft will touch the runway.
Touchdown and lift-off area	TLOF	A load bearing area on which a helicopter may touch down or lift off.
Touchdown zone		The portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.
Traceability		Ability to trace the history, application or location of an entity by means of recorded identifications (ISO 8402*).
Track		The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).
Traffic avoidance advice		Advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision.
Traffic information		Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.
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		Air traffic control unit in the process of transferring the responsibility for providing air traffic control service to an aircraft to the next air traffic control unit along the route of flight.
Transit delay		In packet data systems, the elapsed time between a request to transmit an assembled data packet and an indication at the receiving end that the corresponding packet has been received and is ready to be used or forwarded.
Transition altitude		The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.
Transition altitude		The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.
Tributary station		An aeronautical fixed station that may receive or transmit messages * route and/or digital data but which does not relay except for the purpose of serving similar stations connected through it to a communication centre.
Tropical cyclone		Generic term for a non-frontal synopticscale cyclone originating over tropical or sub-tropical waters with organized convection and definite cyclonic surface wind circulation.
Tropical cyclone advisory centre	TCAC	A meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices regarding the position, forecast direction and speed of movement, central pressure and maximum surface wind of tropical cyclones.
Type Certificate		A document issued by a Contracting State to define the design of an aircraft type and to certify that this design meets the appropriate airworthiness requirements of that State.
Ultimate load		The limit load multiplied by the appropriate factor of safety.
UN number		The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances.
Unaccompanied baggage		Baggage which is transported as cargo and may or may not be carried on the same aircraft with the person to whom it belongs.
Unburned hydrocarbons		The total of hydrocarbon compounds of all classes and molecular weights contained in a gas sample, calculated as if they were in the form of methane.
Uncertainty phase		A situation wherein uncertainty exists as to the safety of an aircraft and

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Unclaimed baggage		its occupants. Baggage which arrives at an airport and is not picked up or claimed by a passenger.
Unidentified baggage		Baggage at an airport with or without a baggage tag which is not picked up by or identified with a passenger.
Unit load device		Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo. Note: An overpack is not included in this definition.
Unlading		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 throughflight.
Unmanned free balloon		A non-power-driven, unmanned, * As defined in Annex 8. lighter-than-air aircraft in free flight. Note: Unmanned free balloons are classified as heavy, medium or light in accordance with specifications contained in Appendix 4.
Upper-air chart		A meteorological chart relating to a specified upper-air surface or layer of the atmosphere.
Usability factor		The percentage of time during which the use of a runway or system of runways is not restricted because of the cross-wind component. Note: Cross-wind component means the surface wind component at right angles to the runway centre line.
Validation		Confirmation by examination and provision of objective evidence that the particular requirements for a specific intended use are fulfilled (ISO 8402*).
Verification		Confirmation by examination and provision of objective evidence that specified requirements have been fulfilled (ISO 8402*).* Note: Objective evidence is information which can be proved true, based on facts obtained through observation, measurement, test or other means (ISO 8402*).
VFR VFR flight VHF digital link	VDL	The symbol used to designate the visual flight rules. A flight conducted in accordance with the visual flight rules. A constituent mobile subnetwork of the aeronautical telecommunication network (ATN), operating in the aeronautical mobile VHF frequency band. In addition, the VDL may provide non-ATN functions such as, for instance, digitized voice.
Visibility		Visibility for aeronautical purposes is the greater of: a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background; b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background. Note 1: The two distances have different values in air of a given extinction coefficient, and the latter b) varies with the background illumination. The former a) is represented by the meteorological optical range (MOR). Note 2: The definition applies to the observations of visibility in local routine and special reports, to the observations of prevailing and minimum visibility reported in METAR and SPECI and to the observations of ground visibility.
Visitor Visual approach procedure		(See temporary visitor.) A series of predetermined manoeuvres by visual reference, from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, a go-around procedure can be carried-out.
Visual meteorological conditions		Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling *, equal to or better than specified minima. Note: The specified minima are contained in Chapter 4 of Annex 2. * As defined in Annex 2.
VMC Volcanic ash advisory centre	VAAC	The symbol used to designate visual meteorological conditions. A meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, area control centres, flight information centres, world area forecast centres, relevant regional area forecast centres and international OPMET data banks regarding the lateral and vertical extent and forecast movement of volcanic ash in the atmosphere following volcanic eruptions.
VOLMET broadcast		Routine broadcast containing, as appropriate, current aerodrome weather reports, aerodrome forecasts and SIGMET messages for aircraft in flight.
VOLMET data link service	D-VOLMET	Provision of current aerodrome weather reports, aerodrome forecasts and SIGMET messages through data link.
Volt	V	The unit of electric potential difference and electromotive force which is the difference of electric potential between two points of a conductor carrying a constant current of 1 ampere, when the power dissipated

Term	Acronym	ICAO Definition (Chicago Convention on International Civil Aviation)
VTOSS		<p>between these points is equal to 1 watt.</p> <p>The minimum speed at which climb shall be achieved with the critical power-unit inoperative, the remaining power-units operating within approved operating limits.</p> <p>Note: The speed referred to above may be measured by instrument indications or achieved by a procedure specified in the flight manual.</p>
Watt	W	<p>The power which gives rise to the production of energy at the rate of 1 joule per second.</p>
Waypoint		<p>A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation. Waypoints are identified as either:</p> <p>Fly-by waypoint. A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure; or</p> <p>Flyover waypoint: A waypoint at which a turn is initiated in order to join the next segment of a route or procedure.</p>
Weber	Wb	<p>The magnetic flux which, linking a circuit of one turn, produces in it an electromotive force of 1 volt as it is reduced to zero at a uniform rate in 1 second.</p>
World area forecast centre	WAFC	<p>A meteorological centre designated to prepare and supply significant weather forecasts and upper-air forecasts in digital and/or pictorial form on a global basis to regional area forecast centres, and direct to States by appropriate means as part of the aeronautical fixed service.</p>
World area forecast system	WAFS	<p>A worldwide system by which world and regional area forecast centres provide aeronautical meteorological en-route forecasts in uniform standardized formats.</p>
Z marker beacon		<p>A type of radio beacon, the emissions of which radiate in a vertical cone-shaped pattern.</p>