

ASDL Ontology

Term	Definition
ABORT	To terminate a preplanned aircraft maneuver; e.g., an aborted takeoff.
ACKNOWLEDGE	Let me know that you have received and understood this message.
ACTUAL CALCULATED LANDING TIME	ACLT is a flight's frozen calculated landing time. An actual time determined at freeze calculated landing time (FCLT) or meter list display interval (MLDI) for the adapted vertex for each arrival aircraft based upon runway configuration, airport acceptance rate, airport arrival delay period, and other metered arrival aircraft. This time is either the vertex time of arrival (VTA) of the aircraft or the tentative calculated landing time (TCLT)/ACLT of the previous aircraft plus the arrival aircraft interval (AAI), whichever is later. This time will not be updated in response to the aircraft's
AFFIRMATIVE	Yes.
AIR TRAFFIC [ICAO]	All aircraft in flight or operating on the maneuvering area of an aerodrome.
AIR TRAFFIC CONTROL	A service operated by appropriate authority to promote the safe, orderly and expeditious flow of air traffic.
AIR TRAFFIC CONTROL CLEARANCE [ICAO]	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 contexts. Note 2: The abbreviated term clearance may be prefixed by the words taxi, takeoff, departure, en route, approach or landing to indicate the particular portion of flight
AIRBORNE	An aircraft is considered airborne when all parts of the aircraft are off the ground.
AIRCRAFT [ICAO]	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 APPROACH CATEGORY	A grouping of aircraft based on a speed of 1.3 times the stall speed in the landing configuration at maximum gross landing weight. An aircraft must fit in only one category. If it is necessary to maneuver at speeds in excess of the upper limit of a speed range for a category, the minimums for the category for that speed must be used. For example, an aircraft which falls in Category A, but is circling to land at a speed in excess of 91 knots, must use the approach Category B minimums when circling to land. The categories are as follows: a. Category A– Speed less than 91 knots. b. Category B– Speed 91 knots or more but less than 121 knots. c. Category C– Speed 121 knots or more but less than 141 knots. d. Category D– Speed 141 knots or more but less than 166 knots.
AIRCRAFT CLASSES	For the purposes of Wake Turbulence Separation Minima, ATC classifies aircraft as Heavy, Large, and Small as follows: a. Heavy– Aircraft capable of takeoff weights of 300,000 pounds or more whether or not they are operating at this weight during a particular phase of flight. b. Large– Aircraft of more than 41,000 pounds, maximum certificated takeoff weight, up to but not including 300,000 pounds. c. Small– Aircraft of 41,000 pounds or less maximum certificated takeoff weight.

AIRCRAFT CONFLICT	Predicted conflict, within URET, of two aircraft, or between aircraft and airspace. A Red alert is used for conflicts when the predicted minimum separation is 5 nautical miles or less. A Yellow alert is used when the predicted minimum separation is between 5 and approximately 12 nautical miles. A Blue alert is used for conflicts
AIRPORT	An area on land or water that is used or intended to be used for the landing and takeoff of aircraft and includes its buildings and facilities, if any.
AIRPORT ELEVATION	The highest point of an airport's usable runways measured in feet from mean sea
AIRSPEED	The speed of an aircraft relative to its surrounding air mass. The unqualified term "airspeed" means one of the following: a. Indicated Airspeed– The speed shown on the aircraft airspeed indicator. This is the speed used in pilot/controller communications under the general term "airspeed." (Refer to 14 CFR Part 1.) b. True Airspeed– The airspeed of an aircraft relative to undisturbed air. Used primarily in flight planning and en route portion of flight. When used in
ALERT	A notification to a position that there is an aircraft-to-aircraft or aircraft-to-airspace conflict, as detected by Automated Problem Detection (APD).
ALTERNATE AERODROME [ICAO]	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.
ALTITUDE [ICAO]	The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).
APPROACH CLEARANCE	Authorization by ATC for a pilot to conduct an instrument approach. The type of instrument approach for which a clearance and other pertinent information is provided in the approach clearance when required.
APPROACH SPEED	The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration.
ARRIVAL CENTER	The ARTCC having jurisdiction for the impacted airport.
ARRIVAL TIME	The time an aircraft touches down on arrival.
CALCULATED LANDING TIME	A term that may be used in place of tentative or actual calculated landing time, whichever applies.
CLEARED APPROACH	ATC authorization for an aircraft to execute any standard or special instrument approach procedure for that airport. Normally, an aircraft will be cleared for a
CLEARED FOR TAKEOFF	ATC authorization for an aircraft to depart. It is predicated on known traffic and known physical airport conditions.
CLEARED THROUGH	ATC authorization for an aircraft to make intermediate stops at specified airports without refiling a flight plan while en route to the clearance limit.
CLEARED TO LAND	ATC authorization for an aircraft to land. It is predicated on known traffic and known physical airport conditions.
CONTROLLER [ICAO]	A person authorized to provide air traffic control services.
COORDINATES	The intersection of lines of reference, usually expressed in degrees/minutes/seconds of latitude and longitude, used to determine position or
CROSSWIND	a. When used concerning the traffic pattern, the word means "crosswind leg." (See TRAFFIC PATTERN.) b. When used concerning wind conditions, the word means a wind not parallel to the runway or the path of an aircraft.
CROSSWIND COMPONENT	The wind component measured in knots at 90 degrees to the longitudinal axis of the runway.

CRUISING ALTITUDE	An altitude or flight level maintained during en route level flight. This is a constant altitude and should not be confused with a cruise clearance.
FINAL APPROACH	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.
FLIGHT LEVEL	A level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury. Each is stated in three digits that represent hundreds of feet. For example, flight level (FL) 250 represents a barometric altimeter indication of 25,000
FUEL REMAINING	A phrase used by either pilots or controllers when relating to the fuel remaining on board until actual fuel exhaustion. When transmitting such information in response to either a controller question or pilot initiated cautionary advisory to air traffic control, pilots will state the APPROXIMATE NUMBER OF MINUTES the flight can continue with the fuel remaining. All reserve fuel SHOULD BE INCLUDED in the time stated, as should an allowance for established fuel gauge system error.
GROUND SPEED	The speed of an aircraft relative to the surface of the earth.
HOLD PROCEDURE	A predetermined maneuver which keeps aircraft within a specified airspace while awaiting further clearance from air traffic control. Also used during ground operations to keep aircraft within a specified area or at a specified point while
IFR CONDITIONS	Weather conditions below the minimum for flight under visual flight rules.
INSTRUMENT APPROACH OPERATIONS	An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations: a. A two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and b. A three-dimensional (3D) instrument approach operation, using both lateral and
INSTRUMENT APPROACH PROCEDURE	A series of predetermined maneuvers by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position
INSTRUMENT FLIGHT RULES	A set of rules governing the conduct of flight under instrument meteorological conditions.
INSTRUMENT LANDING SYSTEM	A precision instrument approach system which normally consists of the following electronic components and visual aids: a. Localizer. b. Glideslope. c. Outer Marker. d. Middle Marker. e. Approach Lights.
LANDING AREA	That part of a movement area intended for the landing or take-off of aircraft.
LANDING DIRECTION INDICATOR	A device which visually indicates the direction in which landings and takeoffs should be made.
LANDING DISTANCE AVAILABLE	The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

LANDING MINIMUMS	The minimum visibility prescribed for landing a civil aircraft while using an instrument approach procedure. The minimum applies with other limitations set forth in 14 CFR Part 91 with respect to the Minimum Descent Altitude (MDA) or Decision Height (DH) prescribed in the instrument approach procedures as follows: a. Straight-in landing minimums. A statement of MDA and visibility, or DH and visibility, required for a straight-in landing on a specified runway, or b. Circling minimums. A statement of MDA and visibility required for the circle-to-
LANDING ROLL	The distance from the point of touchdown to the point where the aircraft can be brought to a stop or exit the runway.
LANDING SEQUENCE	The order in which aircraft are positioned for landing.
MISSED APPROACH	a. A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. The route of flight and altitude are shown on instrument approach procedure charts. A pilot executing a missed approach prior to the Missed Approach Point (MAP) must continue along the final approach to the MAP. b. A term used by the pilot to inform ATC that he/she is executing the missed approach. c. At locations where ATC radar service is provided, the pilot should conform to
NATIONAL AIRSPACE SYSTEM	The common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, and manpower and material. Included are system components shared jointly with the military.
NEGATIVE	"No" or "Permission not granted" or "That is not correct."
PRECISION APPROACH PROCEDURE	A standard instrument approach procedure in which an electronic glideslope/ or other type of glidepath is provided; e.g., ILS, PAR, and GLS.
RADIO ALTIMETER	Aircraft equipment which makes use of the reflection of radio waves from the ground to determine the height of the aircraft above the surface.
RADIO MAGNETIC INDICATOR	An aircraft navigational instrument coupled with a gyro compass or similar compass that indicates the direction of a selected NAVAID and indicates bearing with respect
REQUEST FULL ROUTE CLEARANCE	Used by pilots to request that the entire route of flight be read verbatim in an ATC clearance. Such request should be made to preclude receiving an ATC clearance based on the original filed flight plan when a filed IFR flight plan has been revised by the pilot, company, or operations prior to departure.
RNAV APPROACH	An instrument approach procedure which relies on aircraft area navigation equipment for navigational guidance.
RUNWAY	A defined rectangular area on a land aerodrome prepared for the landing and take-
RUNWAY HEADING	The magnetic direction that corresponds with the runway centerline extended, not the painted runway number. When cleared to "fly or maintain runway heading," pilots are expected to fly or maintain the heading that corresponds with the extended centerline of the departure runway. Drift correction shall not be applied; e.g., Runway 4, actual magnetic heading of the runway centerline 044, fly 044.
RUNWAY IN USE/ACTIVE RUNWAY/DUTY RUNWAY	Any runway or runways currently being used for takeoff or landing. When multiple runways are used, they are all considered active runways. In the metering sense, a selectable adapted item which specifies the landing runway configuration or direction of traffic flow. The adapted optimum flight plan from each transition fix to the vertex is determined by the runway configuration for arrival metering

SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE	<p>An instrument approach procedure may have as many as four separate segments depending on how the approach procedure is structured.</p> <p>a. Initial Approach– The segment between the initial approach fix and the intermediate fix or the point where the aircraft is established on the intermediate course or final approach course. (See ICAO term INITIAL APPROACH SEGMENT.)</p> <p>b. Intermediate Approach– The segment between the intermediate fix or point and the final approach fix. (See ICAO term INTERMEDIATE APPROACH SEGMENT.)</p> <p>c. Final Approach– The segment between the final approach fix or point and the runway, airport, or missed approach point. (See ICAO term FINAL APPROACH SEGMENT.)</p> <p>d. Missed Approach– The segment between the missed approach point or the point</p>
STOP AND GO	A procedure wherein an aircraft will land, make a complete stop on the runway, and then commence a takeoff from that point.
STRAIGHT-IN LANDING	A landing made on a runway aligned within 30o of the final approach course following completion of an instrument approach.
SURVEILLANCE APPROACH	An instrument approach wherein the air traffic controller issues instructions, for pilot compliance, based on aircraft position in relation to the final approach course (azimuth), and the distance (range) from the end of the runway as displayed on the controller's radar scope. The controller will provide recommended altitudes on final
TAILWIND	Any wind more than 90 degrees to the longitudinal axis of the runway. The magnetic direction of the runway shall be used as the basis for determining the
TAXI	The movement of an airplane under its own power on the surface of an airport.
TENTATIVE CALCULATED LANDING TIME	A projected time calculated for adapted vertex for each arrival aircraft based upon runway configuration, airport acceptance rate, airport arrival delay period, and other metered arrival aircraft. This time is either the VTA of the aircraft or the TCLT/ACLT of the previous aircraft plus the AAI, whichever is later. This time will be updated in response to an aircraft's progress and its current relationship to other
TOTAL ESTIMATED ELAPSED TIME [ICAO]	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
TOUCH-AND-GO	An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.
TOUCHDOWN	The point where the nominal glide path intercepts the runway.
TOUCHDOWN ZONE	The portion of a runway, beyond the threshold, where it is intended landing aircraft first contact the runway.
TRAFFIC	a. A term used by a controller to transfer radar identification of an aircraft to another controller for the purpose of coordinating separation action.
VFR AIRCRAFT	An aircraft conducting flight in accordance with visual flight rules.
VFR CONDITIONS	Weather conditions equal to or better than the minimum for flight under visual

VISIBILITY	<p>The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night.</p> <p>a. Flight Visibility–The visibility forward from the cockpit of an aircraft in flight.</p> <p>b. Ground Visibility–The visibility at an aerodrome as reported by an accredited observer.</p> <p>c. Runway Visual Range [RVR]–The range over which the pilot of an aircraft on the</p>
VISUAL APPROACH	An approach by an IFR flight when either part or all of an instrument approach procedure is not completed and the approach is executed in visual reference to
WAKE TURBULENCE	Phenomena resulting from the passage of an aircraft through the atmosphere. The term includes vortices, thrust stream turbulence, jet blast, jet wash, propeller wash, and rotor wash both on the ground and in the air.
WIND SHEAR	A change in wind speed and/or wind direction in a short distance resulting in a tearing or shearing effect. It can exist in a horizontal or vertical direction and