

DEFINITIONS AND ABBREVIATIONS

Australian definitions and abbreviations applicable to this section which are not published or differ from those published in INTRODUCTION — Chart Glossary. See also Definitions and Abbreviations sections in the Air Traffic Control, Emergency and Meteorology chapters of this manual.

1 DEFINITIONS

AERODROME METEOROLOGICAL MINIMA (Ceiling and Visibility Minima) — The minimum heights of cloud base (ceiling) and minimum values of visibility which are prescribed in pursuance of CAR 257 for the purpose of determining the usability of an aerodrome either for take-off or landing.

BASE TURN (Instrument Approach) — 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.

CIRCLING APPROACH — An extension of an instrument approach procedure which provides for visual circling of the aerodrome prior to landing.

DAY — That period of time from the beginning of morning civil twilight to the end of evening civil twilight.

DME DISTANCE — The slant range from the source of a DME signal to the receiving antenna.

FINAL APPROACH ALTITUDE — The specified altitude at which final approach is commenced.

FINAL APPROACH FIX (FAF) — A specified point on a non-precision instrument approach which identifies the commencement of the final segment.

FINAL APPROACH POINT (FAP) — A specified point on the glide path of a precision instrument approach which identifies the commencement of the final segment.

NOTE: The FAP is co-incident with the FAF of a localizer based non-precision approach.

FINAL APPROACH SEGMENT — That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

GLIDE PATH — A descent profile determined for vertical guidance during a final approach.

HEIGHT ABOVE AERODROME (Non-precision Approach or Circling) (HAA) — The height of the Minimum Descent Altitude above the published aerodrome elevation.

HEIGHT ABOVE THRESHOLD (Precision Approach) (HAT) — The height of the Decision Altitude above the threshold.

INSTRUMENT APPROACH AND LANDING OPERATIONS — Instrument approach and landing operations are classified as follows:

- a. **Non-Precision Approach and Landing Operations:** Instrument approaches and landings which do not utilize electronic glide path guidance.
- b. **Precision Approach and Landing Operations:** Instrument approaches and landings using precision azimuth and glide path guidance with minima as determined by the category of operation. Categories of Precision Approach and Landing Operations are:

1. **Category I (CAT I) operation.** A precision instrument approach and landing with a decision height not lower than 200 ft and a visibility not less than 800m, or a RVR not less than 550m.
2. **Category II (CAT II) operation.** A precision instrument approach and landing with a decision height lower than 200 ft but not lower than 100 ft, and a runway visual range not less than 350m.
3. **Category IIIA (CAT IIIA) operation.** A precision instrument approach and landing with a decision height lower than 100 ft, or no decision height and a runway visual range not less than 200m.
4. **Category IIIB (CAT IIIB) operation.** A precision instrument approach and landing with a decision height lower than 50 ft, or no decision height and a runway visual range not less than 50m.
5. **Category IIIC (CAT IIIC) operation.** A precision instrument approach and landing with no decision height no runway visual range limitations.

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 at which holding or enroute obstacle clearance criteria apply.

INSTRUMENT LANDING SYSTEM (ILS) — A precision instrument approach system which normally consists of the following electronic components: VHF Localizer; UHF Glide slope; VHF Marker Beacons.

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 nonvisual aid providing at least directional guidance adequate for a straight-in approach;
- b. **Precision Approach Runway, CAT I** — An instrument runway served by ILS and visual aids intended for operations with a decision height not lower than 200 ft and either a visibility not less than 800m, or a RVR not less than 550m;
- c. **Precision Approach Runway, CAT II** — An instrument runway served by ILS and visual aids intended for operations with a decision height lower than 200 ft but not lower than 100 ft and a RVR not less than 350m;
- d. **Precision Approach Runway, CAT III** — An instrument runway served by ILS to and along the surface of the runway and: