

COMBINED CENTER-RAPCON– An air traffic facility which combines the functions of an ARTCC and a radar approach control facility.

(See AIR ROUTE TRAFFIC CONTROL CENTER.)

(See RADAR APPROACH CONTROL FACILITY.)

COMMON POINT– A significant point over which two or more aircraft will report passing or have reported passing before proceeding on the same or diverging tracks. To establish/maintain longitudinal separation, a controller may determine a common point not originally in the aircraft's flight plan and then clear the aircraft to fly over the point.

(See SIGNIFICANT POINT.)

COMMON PORTION–

(See COMMON ROUTE.)

COMMON ROUTE– That segment of a North American Route between the inland navigation facility and the coastal fix.

OR

COMMON ROUTE– Typically the portion of a RNAV STAR between the en route transition end point and the runway transition start point; however, the common route may only consist of a single point that joins the en route and runway transitions.

COMMON TRAFFIC ADVISORY FREQUENCY (CTAF)– A frequency designed for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower. The CTAF may be a UNICOM, Multicom, FSS, or tower frequency and is identified in appropriate aeronautical publications.

(See DESIGNATED COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) AREA.)

(Refer to AC 90-42, Traffic Advisory Practices at Airports Without Operating Control Towers.)

COMPASS LOCATOR– A low power, low or medium frequency (L/MF) radio beacon installed at the site of the outer or middle marker of an instrument landing system (ILS). It can be used for navigation at distances of approximately 15 miles or as authorized in the approach procedure.

a. Outer Compass Locator (LOM)– A compass locator installed at the site of the outer marker of an instrument landing system.

(See OUTER MARKER.)

b. Middle Compass Locator (LMM)– A compass locator installed at the site of the middle marker of an instrument landing system.

(See MIDDLE MARKER.)

(See ICAO term LOCATOR.)

COMPASS ROSE– A circle, graduated in degrees, printed on some charts or marked on the ground at an airport. It is used as a reference to either true or magnetic direction.

COMPLY WITH RESTRICTIONS– An ATC instruction that requires an aircraft being vectored back onto an arrival or departure procedure to comply with all altitude and/or speed restrictions depicted on the procedure. This term may be used in lieu of repeating each remaining restriction that appears on the procedure.

COMPOSITE FLIGHT PLAN– A flight plan which specifies VFR operation for one portion of flight and IFR for another portion. It is used primarily in military operations.

(Refer to AIM.)

COMPULSORY REPORTING POINTS– Reporting points which must be reported to ATC. They are designated on aeronautical charts by solid triangles or filed in a flight plan as fixes selected to define direct routes. These points are geographical locations which are defined by navigation aids/fixes. Pilots should discontinue position reporting over compulsory reporting points when informed by ATC that their aircraft is in “radar contact.”

CONDITIONS NOT MONITORED– When an airport operator cannot monitor the condition of the movement area or airfield surface area, this information is issued as a NOTAM. Usually necessitated due to staffing, operating hours or other mitigating factors associated with airport operations.

CONFIDENCE MANEUVER– A confidence maneuver consists of one or more turns, a climb or descent, or other maneuver to determine if the pilot in command (PIC) is able to receive and comply with ATC instructions.

CONFLICT ALERT– A function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between tracked targets (known IFR or VFR aircraft) that require his/her immediate attention/action.

(See MODE C INTRUDER ALERT.)

CONFLICT RESOLUTION– The resolution of potential conflicts between aircraft that are radar