

**b.** Concerning a precision radar approach (PAR), it is the point where the glide path intercepts the landing surface.

(See ICAO term TOUCHDOWN.)

**TOUCHDOWN [ICAO]**– 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 RVR**–

(See VISIBILITY.)

**TOUCHDOWN ZONE**– The first 3,000 feet of the runway beginning at the threshold. The area is used for determination of Touchdown Zone Elevation in the development of straight-in landing minimums for instrument approaches.

(See ICAO term TOUCHDOWN ZONE.)

**TOUCHDOWN ZONE [ICAO]**– The portion of a runway, beyond the threshold, where it is intended landing aircraft first contact the runway.

**TOUCHDOWN ZONE ELEVATION**– The highest elevation in the first 3,000 feet of the landing surface. TDZE is indicated on the instrument approach procedure chart when straight-in landing minimums are authorized.

(See TOUCHDOWN ZONE.)

**TOUCHDOWN ZONE LIGHTING**–

(See AIRPORT LIGHTING.)

**TOWER**– A terminal facility that uses air/ground communications, visual signaling, and other devices to provide ATC services to aircraft operating in the vicinity of an airport or on the movement area. Authorizes aircraft to land or takeoff at the airport controlled by the tower or to transit the Class D airspace area regardless of flight plan or weather conditions (IFR or VFR). A tower may also provide approach control services (radar or nonradar).

(See AIRPORT TRAFFIC CONTROL SERVICE.)

(See APPROACH CONTROL FACILITY.)

(See APPROACH CONTROL SERVICE.)

(See MOVEMENT AREA.)

(See TOWER EN ROUTE CONTROL SERVICE.)

(See ICAO term AERODROME CONTROL TOWER.)

(Refer to AIM.)

**TOWER EN ROUTE CONTROL SERVICE**– The control of IFR en route traffic within delegated airspace between two or more adjacent approach control facilities. This service is designed to expedite traffic and reduce control and pilot communication requirements.

**TOWER TO TOWER**–

(See TOWER EN ROUTE CONTROL SERVICE.)

**TRACEABLE PRESSURE STANDARD**– The facility station pressure instrument, with certification/calibration traceable to the National Institute of Standards and Technology. Traceable pressure standards may be mercurial barometers, commissioned ASOS/AWSS or dual transducer AWOS, or portable pressure standards or DASI.

**TRACK**– The actual flight path of an aircraft over the surface of the earth.

(See COURSE.)

(See FLIGHT PATH.)

(See ROUTE.)

(See ICAO term TRACK.)

**TRACK [ICAO]**– 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).

**TRACK OF INTEREST (TOI)**– Displayed data representing an airborne object that threatens or has the potential to threaten North America or National Security. Indicators may include, but are not limited to: noncompliance with air traffic control instructions or aviation regulations; extended loss of communications; unusual transmissions or unusual flight behavior; unauthorized intrusion into controlled airspace or an ADIZ; noncompliance with issued flight restrictions/security procedures; or unlawful interference with airborne flight crews, up to and including hijack. In certain circumstances, an object may become a TOI based on specific and credible intelligence pertaining to that particular aircraft/object, its passengers, or its cargo.

**TRACK OF INTEREST RESOLUTION**– A TOI will normally be considered resolved when: the aircraft/object is no longer airborne; the aircraft complies with air traffic control instructions, aviation regulations, and/or issued flight restrictions/security procedures; radio contact is re-established and authorized control of the aircraft is verified; the aircraft is intercepted and intent is verified to be