orderly, and expeditious flow of traffic while minimizing delays. The following functions are located at the ATCSCC:

a. Central Altitude Reservation Function (CARF). Responsible for coordinating, planning, and approving special user requirements under the Altitude Reservation (ALTRV) concept.

(See ALTITUDE RESERVATION.)

b. Airport Reservation Office (ARO). Monitors the operation and allocation of reservations for unscheduled operations at airports designated by the Administrator as High Density Airports. These airports are generally known as slot controlled airports. The ARO allocates reservations on a first come, first served basis determined by the time the request is received at the ARO.

(Refer to 14 CFR Part 93.)

(See CHART SUPPLEMENT U.S.)

c. U.S. Notice to Air Missions (NOTAM) Office. Responsible for collecting, maintaining, and distributing NOTAMs for the U.S. civilian and military, as well as international aviation communities.

(See NOTICE TO AIR MISSIONS.)

d. Weather Unit. Monitor all aspects of weather for the U.S. that might affect aviation including cloud cover, visibility, winds, precipitation, thunderstorms, icing, turbulence, and more. Provide forecasts based on observations and on discussions with meteorologists from various National Weather Service offices, FAA facilities, airlines, and private weather services.

e. Air Traffic Organization (ATO) Space Operations and Unmanned Aircraft System (UAS); the Office of Primary Responsibility (OPR) for all space and upper class E tactical operations in the National Airspace System (NAS).

AIR TRAFFIC SERVICE– A generic term meaning:

a. Flight Information Service.

b. Alerting Service.

c. Air Traffic Advisory Service.

d. Air Traffic Control Service:

1. Area Control Service,

2. Approach Control Service, or

3. Airport Control Service.

AIR TRAFFIC ORGANIZATION (ATO) – The FAA line of business responsible for providing safe and efficient air navigation services in the national airspace system.

AIR TRAFFIC SERVICE (ATS) ROUTES – The term “ATS Route” is a generic term that includes “VOR Federal airways,” “colored Federal airways,” “jet routes,” and “RNAV routes.” The term “ATS route” does not replace these more familiar route names, but serves only as an overall title when listing the types of routes that comprise the United States route structure.

AIRBORNE– An aircraft is considered airborne when all parts of the aircraft are off the ground.

AIRBORNE DELAY– Amount of delay to be encountered in airborne holding.

AIRBORNE REROUTE (ABRR)– A capability within the Traffic Flow Management System used for the timely development and implementation of tactical reroutes for airborne aircraft. This capability defines a set of aircraft–specific reroutes that address a certain traffic flow problem and then electronically transmits them to En Route Automation Modernization (ERAM) for execution by the appropriate sector controllers.

AIRCRAFT– Device(s) that are used or intended to be used for flight in the air, and when used in air traffic control terminology, may include the flight crew.

(See ICAO term AIRCRAFT.)

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.