

**SECONDARY RADAR TARGET**– A target derived from a transponder return presented on a radar display.

**SECTIONAL AERONAUTICAL CHARTS**–

(See AERONAUTICAL CHART.)

**SECTOR LIST DROP INTERVAL**– A parameter number of minutes after the meter fix time when arrival aircraft will be deleted from the arrival sector list.

**SECURITY NOTICE (SECNOT)** – A SECNOT is a request originated by the Air Traffic Security Coordinator (ATSC) for an extensive communications search for aircraft involved, or suspected of being involved, in a security violation, or are considered a security risk. A SECNOT will include the aircraft identification, search area, and expiration time. The search area, as defined by the ATSC, could be a single airport, multiple airports, a radius of an airport or fix, or a route of flight. Once the expiration time has been reached, the SECNOT is considered to be canceled.

**SECURITY SERVICES AIRSPACE** – Areas established through the regulatory process or by NOTAM, issued by the Administrator under title 14, CFR, sections 99.7, 91.141, and 91.139, which specify that ATC security services are required; i.e., ADIZ or temporary flight rules areas.

**SEE AND AVOID**– When weather conditions permit, pilots operating IFR or VFR are required to observe and maneuver to avoid other aircraft. Right-of-way rules are contained in 14 CFR Part 91.

**SEGMENTED CIRCLE**– A system of visual indicators designed to provide traffic pattern information at airports without operating control towers.

(Refer to AIM.)

**SEGMENTS OF A SID/STAR**–

**a. En Route Transition**– The segment(s) of a SID/STAR that connect to/from en route flight. Not all SIDs/STARs will contain an en route transition.

**b. En Route Transition Waypoint**– The NAVAID/fix/waypoint that defines the beginning of the SID/STAR en route transition.

**c. Common Route**– The segment(s) of a SID/STAR procedure that provides a single route serving an airport/runway or multiple airports/runways. The common route may consist of a single point. Not all conventional SIDs will contain a common route.

**d. Runway Transition**– The segment(s) of a SID/STAR between the common route/point and the runway(s). Not all SIDs/STARs will contain a runway transition.

**e. Runway Transition Waypoint (RTW)**– On a STAR, the NAVAID/fix/waypoint that defines the end of the common route or en route transition and the beginning of a runway transition (In the arrival route description found on the STAR chart, the last fix of the common route and the first fix of the runway transition(s)).

**SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE**– An instrument approach procedure may have as many as four separate segments depending on how the approach procedure is structured.

**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.)

**b. Intermediate Approach**– The segment between the intermediate fix or point and the final approach fix.

(See ICAO term INTERMEDIATE APPROACH SEGMENT.)

**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.)

**d. Missed Approach**– The segment between the missed approach point or the point of arrival at decision height and the missed approach fix at the prescribed altitude.

(Refer to 14 CFR Part 97.)

(See ICAO term MISSED APPROACH PROCEDURE.)