

**UNMANNED AIRCRAFT (UA)**- A device used or intended to be used for flight that has no onboard pilot. This device can be any type of airplane, helicopter, airship, or powered-lift aircraft. Unmanned free balloons, moored balloons, tethered aircraft, gliders, and unmanned rockets are not considered to be a UA.

**UNMANNED AIRCRAFT SYSTEM (UAS)**- An unmanned aircraft and its associated elements related to safe operations, which may include control stations (ground, ship, or air based), control links, support equipment, payloads, flight termination systems, and launch/recovery equipment. It consists of three elements: unmanned aircraft, control station, and data link.

**UNPUBLISHED ROUTE**- A route for which no minimum altitude is published or charted for pilot use. It may include a direct route between NAVAIDs, a radial, a radar vector, or a final approach course beyond the segments of an instrument approach procedure.

(See PUBLISHED ROUTE.)

(See ROUTE.)

**UNRELIABLE (GPS/WAAS)**- An advisory to pilots indicating the expected level of service of the GPS and/or WAAS may not be available. Pilots must then determine the adequacy of the signal for desired use.

**UNSERVICEABLE (U/S)**

(See OUT OF SERVICE/UNSERVICEABLE.)

**UPWIND LEG**-

(See TRAFFIC PATTERN.)

**URBAN AIR MOBILITY (UAM)**- A subset of Advanced Air Mobility (AAM), referring to an air transportation system utilizing highly automated aircraft to transport passengers or cargo in urban/suburban areas.

**URGENCY**- A condition of being concerned about safety and of requiring timely but not immediate assistance; a potential distress condition.

(See ICAO term URGENCY.)

**URGENCY [ICAO]**- A condition concerning the safety of an aircraft or other vehicle, or of person on board or in sight, but which does not require immediate assistance.

**USAFIB**-

(See ARMY AVIATION FLIGHT INFORMATION BULLETIN.)

**UTM**-

(See UAS TRAFFIC MANAGEMENT.)