

DME FIX– A geographical position determined by reference to a navigational aid which provides distance and azimuth information. It is defined by a specific distance in nautical miles and a radial, azimuth, or course (i.e., localizer) in degrees magnetic from that aid.

(See **DISTANCE MEASURING EQUIPMENT**.)

(See **FIX**.)

DME SEPARATION– Spacing of aircraft in terms of distances (nautical miles) determined by reference to distance measuring equipment (DME).

(See **DISTANCE MEASURING EQUIPMENT**.)

DOD FLIP– Department of Defense Flight Information Publications used for flight planning, en route, and terminal operations. FLIP is produced by the National Geospatial–Intelligence Agency (NGA) for world-wide use. United States Government Flight Information Publications (en route charts and instrument approach procedure charts) are incorporated in DOD FLIP for use in the National Airspace System (NAS).

DOMESTIC AIRSPACE– Airspace which overlies the continental land mass of the United States plus Hawaii and U.S. possessions. Domestic airspace extends to 12 miles offshore.

DOMESTIC NOTICE– A special notice or notice containing graphics or plain language text pertaining to almost every aspect of aviation, such as military training areas, large scale sporting events, air show information, Special Traffic Management Programs (STMPs), and airport–specific information. These notices are applicable to operations within the United States and can be found on the Domestic Notices website.

DOWNBURST– A strong downdraft which induces an outburst of damaging winds on or near the ground. Damaging winds, either straight or curved, are highly divergent. The sizes of downbursts vary from 1/2 mile or less to more than 10 miles. An intense downburst often causes widespread damage. Damaging winds, lasting 5 to 30 minutes, could reach speeds as high as 120 knots.

DOWNWIND LEG–

(See **TRAFFIC PATTERN**.)

DP–

(See **INSTRUMENT DEPARTURE PROCEDURE**.)

DRA–

(See **DEBRIS RESPONSE AREA**.)

DRAG CHUTE– A parachute device installed on certain aircraft which is deployed on landing roll to assist in deceleration of the aircraft.

DROP ZONE– Any pre-determined area upon which parachutists or objects land after making an intentional parachute jump or drop.

(Refer to 14 CFR §105.3, Definitions)

DSP–

(See **DEPARTURE SEQUENCING PROGRAM**.)

DTAS–

(See **DIGITAL TERMINAL AUTOMATION SYSTEM**.)

DUE REGARD– A phase of flight wherein an aircraft commander of a State-operated aircraft assumes responsibility to separate his/her aircraft from all other aircraft.

(See also FAA Order JO 7110.65, Para 1–2–1, **WORD MEANINGS**.)

DUTY RUNWAY–

(See **RUNWAY IN USE/ACTIVE RUNWAY/DUTY RUNWAY**.)

DVA–

(See **DIVERSE VECTOR AREA**.)

DVFR–

(See **DEFENSE VISUAL FLIGHT RULES**.)

DVFR FLIGHT PLAN– A flight plan filed for a VFR aircraft which intends to operate in airspace within which the ready identification, location, and control of aircraft are required in the interest of national security.

DVRSN–

(See **DIVERSION**.)

DYNAMIC– Continuous review, evaluation, and change to meet demands.

DYNAMIC RESTRICTIONS– Those restrictions imposed by the local facility on an “as needed” basis to manage unpredictable fluctuations in traffic demands.