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**GATE HOLD PROCEDURES**– Procedures at selected airports to hold aircraft at the gate or other ground location whenever departure delays exceed or are anticipated to exceed 15 minutes. The sequence for departure will be maintained in accordance with initial call-up unless modified by flow control restrictions. Pilots should monitor the ground control/clearance delivery frequency for engine start/taxi advisories or new proposed start/taxi time if the delay changes.

**GCA**–

(See **GROUND CONTROLLED APPROACH**.)

**GDP**–

(See **GROUND DELAY PROGRAM**.)

**GENERAL AVIATION**– That portion of civil aviation that does not include scheduled or unscheduled air carriers or commercial space operations.

(See ICAO term **GENERAL AVIATION**.)

**GENERAL AVIATION [ICAO]**– All civil aviation operations other than scheduled air services and nonscheduled air transport operations for remuneration or hire.

**GEO MAP**– The digitized map markings associated with the ASR-9 Radar System.

**GLIDEPATH**–

(See **GLIDESLOPE**.)

**GLIDEPATH [ICAO]**– A descent profile determined for vertical guidance during a final approach.

**GLIDEPATH INTERCEPT ALTITUDE**–

(See **GLIDESLOPE INTERCEPT ALTITUDE**.)

**GLIDESLOPE**– Provides vertical guidance for aircraft during approach and landing. The glideslope/glidepath is based on the following:

**a.** Electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as ILS; or,

**b.** Visual ground aids, such as VASI, which provide vertical guidance for a VFR approach or for

the visual portion of an instrument approach and landing.

**c. PAR.** Used by ATC to inform an aircraft making a PAR approach of its vertical position (elevation) relative to the descent profile.

(See ICAO term **GLIDEPATH**.)

**GLIDESLOPE INTERCEPT ALTITUDE**– The published minimum altitude to intercept the glideslope in the intermediate segment of an instrument approach. Government charts use the lightning bolt symbol to identify this intercept point. This intersection is called the Precise Final Approach fix (PFAF). ATC directs a higher altitude, the resultant intercept becomes the PFAF.

(See **FINAL APPROACH FIX**.)

(See **SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE**.)

**GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)**– GNSS refers collectively to the worldwide positioning, navigation, and timing determination capability available from one or more satellite constellations. A GNSS constellation may be augmented by ground stations and/or geostationary satellites to improve integrity and position accuracy.

(See **GROUND-BASED AUGMENTATION SYSTEM**.)

(See **SATELLITE-BASED AUGMENTATION SYSTEM**.)

**GLOBAL NAVIGATION SATELLITE SYSTEM MINIMUM EN ROUTE IFR ALTITUDE (GNSS MEA)**– The minimum en route IFR altitude on a published ATS route or route segment which assures acceptable Global Navigation Satellite System reception and meets obstacle clearance requirements. (Refer to 14 CFR Part 91.) (Refer to 14 CFR Part 95.)

**GLOBAL POSITIONING SYSTEM (GPS)**– GPS refers to the worldwide positioning, navigation and timing determination capability available from the U.S. satellite constellation. The service provided by GPS for civil use is defined in the GPS Standard Positioning System Performance Standard. GPS is composed of space, control, and user elements.