

**AIR TAXI**– Used to describe a helicopter/VTOL aircraft movement conducted above the surface but normally not above 100 feet AGL. The aircraft may proceed either via hover taxi or flight at speeds more than 20 knots. The pilot is solely responsible for selecting a safe airspeed/altitude for the operation being conducted.

(See HOVER TAXI.)

(Refer to AIM.)

**AIR TRAFFIC**– Aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas.

(See ICAO term AIR TRAFFIC.)

**AIR TRAFFIC [ICAO]**– All aircraft in flight or operating on the maneuvering area of an aerodrome.

**AIR TRAFFIC CLEARANCE**– An authorization by air traffic control for the purpose of preventing collision between known aircraft, for an aircraft to proceed under specified traffic conditions within controlled airspace. The pilot-in-command of an aircraft may not deviate from the provisions of a visual flight rules (VFR) or instrument flight rules (IFR) air traffic clearance except in an emergency or unless an amended clearance has been obtained. Additionally, the pilot may request a different clearance from that which has been issued by air traffic control (ATC) if information available to the pilot makes another course of action more practicable or if aircraft equipment limitations or company procedures forbid compliance with the clearance issued. Pilots may also request clarification or amendment, as appropriate, any time a clearance is not fully understood, or considered unacceptable because of safety of flight. Controllers should, in such instances and to the extent of operational practicality and safety, honor the pilot's request. 14 CFR Part 91.3(a) states: "The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft." **THE PILOT IS RESPONSIBLE TO REQUEST AN AMENDED CLEARANCE** if ATC issues a clearance that would cause a pilot to deviate from a rule or regulation, or in the pilot's opinion, would place the aircraft in jeopardy.

(See ATC INSTRUCTIONS.)

(See ICAO term AIR TRAFFIC CONTROL CLEARANCE.)

**AIR TRAFFIC CONTROL**– A service operated by appropriate authority to promote the safe, orderly and expeditious flow of air traffic.

(See ICAO term AIR TRAFFIC CONTROL SERVICE.)

**AIR TRAFFIC CONTROL CLEARANCE [ICAO]**– Authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

Note 1: For convenience, the term air traffic control clearance is frequently abbreviated to clearance when used in appropriate contexts.

Note 2: The abbreviated term clearance may be prefixed by the words taxi, takeoff, departure, en route, approach or landing to indicate the particular portion of flight to which the air traffic control clearance relates.

**AIR TRAFFIC CONTROL SERVICE**–

(See AIR TRAFFIC CONTROL.)

**AIR TRAFFIC CONTROL SERVICE [ICAO]**– A service provided for the purpose of:

- a. Preventing collisions:
  1. Between aircraft; and
  2. On the maneuvering area between aircraft and obstructions.
- b. Expediting and maintaining an orderly flow of air traffic.

**AIR TRAFFIC CONTROL SPECIALIST**– A person authorized to provide air traffic control service.

(See AIR TRAFFIC CONTROL.)

(See FLIGHT SERVICE STATION.)

(See ICAO term CONTROLLER.)

**AIR TRAFFIC CONTROL SYSTEM COMMAND CENTER (ATCSCC)**– An Air Traffic Tactical Operations facility responsible for monitoring and managing the flow of air traffic throughout the NAS, producing a safe,