

STRAIGHT-IN APPROACH IFR– An instrument approach wherein final approach is begun without first having executed a procedure turn, not necessarily completed with a straight-in landing or made to straight-in landing minimums.

(See **LANDING MINIMUMS**.)

(See **STRAIGHT-IN APPROACH VFR**.)

(See **STRAIGHT-IN LANDING**.)

STRAIGHT-IN APPROACH VFR– Entry into the traffic pattern by interception of the extended runway centerline (final approach course) without executing any other portion of the traffic pattern.

(See **TRAFFIC PATTERN**.)

STRAIGHT-IN LANDING– A landing made on a runway aligned within 30° of the final approach course following completion of an instrument approach.

(See **STRAIGHT-IN APPROACH IFR**.)

STRAIGHT-IN LANDING MINIMUMS–

(See **LANDING MINIMUMS**.)

STRAIGHT-IN MINIMUMS–

(See **STRAIGHT-IN LANDING MINIMUMS**.)

STRATEGIC PLANNING– Planning whereby solutions are sought to resolve potential conflicts.

sUAS–

(See **SMALL UNMANNED AIRCRAFT SYSTEM**.)

SUBSTITUTE ROUTE– A route assigned to pilots when any part of an airway or route is unusable because of NAVAID status. These routes consist of:

- a. Substitute routes which are shown on U.S. Government charts.
- b. Routes defined by ATC as specific NAVAID radials or courses.
- c. Routes defined by ATC as direct to or between NAVAIDs.

SUNSET AND SUNRISE– The mean solar times of sunset and sunrise as published in the Nautical Almanac, converted to local standard time for the locality concerned. Within Alaska, the end of evening civil twilight and the beginning of morning civil twilight, as defined for each locality.

SUPPLEMENTAL WEATHER SERVICE LOCATION– Airport facilities staffed with contract personnel who take weather observations and provide current local weather to pilots via telephone

or radio. (All other services are provided by the parent FSS.)

SUPPS– Refers to ICAO Document 7030 Regional Supplementary Procedures. SUPPS contain procedures for each ICAO Region which are unique to that Region and are not covered in the worldwide provisions identified in the ICAO Air Navigation Plan. Procedures contained in Chapter 8 are based in part on those published in SUPPS.

SURFACE AREA– The airspace contained by the lateral boundary of the Class B, C, D, or E airspace designated for an airport that begins at the surface and extends upward.

SURFACE METERING PROGRAM– A capability within Terminal Flight Data Manager that provides the user with the ability to tactically manage surface traffic flows through adjusting desired minimum and maximum departure queue lengths to balance surface demand with capacity. When a demand/capacity imbalance for a surface resource is predicted, a metering procedure is recommended.

SURFACE VIEWER– A capability within the Traffic Flow Management System that provides situational awareness for a user–selected airport. The Surface Viewer displays a top–down view of an airport depicting runways, taxiways, gate areas, ramps, and buildings. The display also includes icons representing aircraft and vehicles currently on the surface, with identifying information. In addition, the display includes current airport configuration information such as departure/arrival runways and airport departure/arrival rates.

SURPIC– A description of surface vessels in the area of a Search and Rescue incident including their predicted positions and their characteristics.

(Refer to FAA Order JO 7110.65, Para 10–6–4, **INFLIGHT CONTINGENCIES**.)

SURVEILLANCE APPROACH– An instrument approach wherein the air traffic controller issues instructions, for pilot compliance, based on aircraft position in relation to the final approach course (azimuth), and the distance (range) from the end of the runway as displayed on the controller’s radar scope. The controller will provide recommended altitudes on final approach if requested by the pilot.

(Refer to AIM.)

SUSPICIOUS UAS– Suspicious UAS operations may include operating without authorization,