

**PILOT'S DISCRETION**– When used in conjunction with altitude assignments, means that ATC has offered the pilot the option of starting climb or descent whenever he/she wishes and conducting the climb or descent at any rate he/she wishes. He/she may temporarily level off at any intermediate altitude. However, once he/she has vacated an altitude, he/she may not return to that altitude.

**PIREP**–

(See PILOT WEATHER REPORT.)

**PITCH POINT**– A fix/waypoint that serves as a transition point from a departure procedure or the low altitude ground-based navigation structure into the high altitude waypoint system.

**PLAN, EXECUTE, REVIEW, TRAIN, IMPROVE (PERTI)**– A process that delivers a one-day detailed plan for NAS operations, and a two-day outlook, which sets NAS performance goals for high impact constraints. **PLAN**: Increase lead time for identifying aviation system constraint planning and goals while utilizing historical NAS performance data and constraints to derive successful and/or improved advance planning strategies. **EXECUTE**: Set goals and a strategy. The Air Traffic Control System Command Center (ATCSCC), FAA field facilities, and aviation stakeholders execute the strategy and work to achieve the desired/planned outcomes. **REVIEW**: Utilize post event analysis and lessons learned to define and implement future strategies and operational triggers based on past performance and outcomes, both positive and negative. **TRAIN**: Develop training that includes rapid and continuous feedback to operational personnel and provides increased data and weather knowledge and tools for analytical usage and planning. **IMPROVE**: Implement better information sharing processes, technologies, and procedures that improve the skills and technology needed to implement operational insights and improvements.

**PLANS DISPLAY**– A display available in EDST that provides detailed flight plan and predicted conflict information in textual format for requested Current Plans and all Trial Plans.

(See EN ROUTE DECISION SUPPORT TOOL)

**PLANVIEW GRAPHICAL USER INTERFACE (PGUI)**– A TBFM display that provides a spatial display of individual aircraft track information.

**POFZ**–

(See PRECISION OBSTACLE FREE ZONE.)

**POINT OUT**–

(See RADAR POINT OUT.)

**POINT-TO-POINT (PTP)**– A level of NRR service for aircraft that is based on traditional waypoints in their FMSs or RNAV equipage.

**POLAR TRACK STRUCTURE**– A system of organized routes between Iceland and Alaska which overlie Canadian MNPS Airspace.

**POSITION REPORT**– A report over a known location as transmitted by an aircraft to ATC.

(Refer to AIM.)

**POSITION SYMBOL**– A computer-generated indication shown on a radar display to indicate the mode of tracking.

**POSITIVE CONTROL**– The separation of all air traffic within designated airspace by air traffic control.

**PRACTICE INSTRUMENT APPROACH**– An instrument approach procedure conducted by a VFR or an IFR aircraft for the purpose of pilot training or proficiency demonstrations.

**PRE-DEPARTURE CLEARANCE**– An application with the Terminal Data Link System (TDLS) that provides clearance information to subscribers, through a service provider, in text to the cockpit or gate printer.

**PRE-DEPARTURE REROUTE (PDRR)**– A capability within the Traffic Flow Management System that enables ATC to quickly amend and execute revised departure clearances that mitigate en route constraints or balance en route traffic flows.

**PREARRANGED COORDINATION**– A standardized procedure which permits an air traffic controller to enter the airspace assigned to another air traffic controller without verbal coordination. The procedures are defined in a facility directive which ensures approved separation between aircraft.

**PREARRANGED COORDINATION PROCEDURES**– A facility's standardized procedure that describes the process by which one controller shall allow an aircraft to penetrate or transit another controller's airspace in a manner that assures approved separation without individual coordination for each aircraft.