

information at airports without operating control towers.

(Refer to AIM.)

SEGMENTS OF A SID/STAR–

a. En Route Transition– The segment(s) of a SID/STAR that connect to/from en route flight. Not all SIDs/STARs will contain an en route transition.

b. En Route Transition Waypoint– The NAVAID/fix/waypoint that defines the beginning of the SID/STAR en route transition.

c. Common Route– The segment(s) of a SID/STAR procedure that provides a single route serving an airport/runway or multiple airports/runways. The common route may consist of a single point. Not all conventional SIDs will contain a common route.

d. Runway Transition– The segment(s) of a SID/STAR between the common route/point and the runway(s). Not all SIDs/STARs will contain a runway transition.

e. Runway Transition Waypoint (RTW)– On a STAR, the NAVAID/fix/waypoint that defines the end of the common route or en route transition and the beginning of a runway transition (In the arrival route description found on the STAR chart, the last fix of the common route and the first fix of the runway transition(s)).

SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE– An instrument approach procedure may have as many as four separate segments depending on how the approach procedure is structured.

a. Initial Approach– The segment between the initial approach fix and the intermediate fix or the point where the aircraft is established on the intermediate course or final approach course.

(See ICAO term INITIAL APPROACH SEGMENT.)

b. Intermediate Approach– The segment between the intermediate fix or point and the final approach fix.

(See ICAO term INTERMEDIATE APPROACH SEGMENT.)

c. Final Approach– The segment between the final approach fix or point and the runway, airport, or missed approach point.

(See ICAO term FINAL APPROACH SEGMENT.)

d. Missed Approach– The segment between the missed approach point or the point of arrival at decision height and the missed approach fix at the prescribed altitude.

(Refer to 14 CFR Part 97.)

(See ICAO term MISSED APPROACH PROCEDURE.)

SELF–BRIEFING– A self–briefing is a review, using automated tools, of all meteorological and aeronautical information that may influence the pilot in planning, altering, or canceling a proposed route of flight.

SEPARATION– In air traffic control, the spacing of aircraft to achieve their safe and orderly movement in flight and while landing and taking off.

(See SEPARATION MINIMA.)

(See ICAO term SEPARATION.)

SEPARATION [ICAO]– Spacing between aircraft, levels or tracks.

SEPARATION MINIMA– The minimum longitudinal, lateral, or vertical distances by which aircraft are spaced through the application of air traffic control procedures.

(See SEPARATION.)

SERVICE– A generic term that designates functions or assistance available from or rendered by air traffic control. For example, Class C service would denote the ATC services provided within a Class C airspace area.

SEVERE WEATHER AVOIDANCE PLAN (SWAP)– An approved plan to minimize the affect of severe weather on traffic flows in impacted terminal and/or ARTCC areas. A SWAP is normally implemented to provide the least disruption to the ATC system when flight through portions of airspace is difficult or impossible due to severe weather.

SEVERE WEATHER FORECAST ALERTS– Preliminary messages issued in order to alert users that a Severe Weather Watch Bulletin (WW) is being issued. These messages define areas of possible severe thunderstorms or tornado activity. The messages are unscheduled and issued as required by the Storm Prediction Center (SPC) at Norman, Oklahoma.

(See AIRMET.)

(See CONVECTIVE SIGMET.)

(See CWA.)

(See SIGMET.)