

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.

GNSS [ICAO]–

(See GLOBAL NAVIGATION SATELLITE SYSTEM.)

GNSS MEA–

(See GLOBAL NAVIGATION SATELLITE SYSTEM MINIMUM EN ROUTE IFR ALTITUDE.)

GO AHEAD– Proceed with your message. Not to be used for any other purpose.

GO AROUND– Instructions for a pilot to abandon his/her approach to landing. Additional instructions may follow. Unless otherwise advised by ATC, a VFR aircraft or an aircraft conducting visual approach should overfly the runway while climbing to traffic pattern altitude and enter the traffic pattern via the crosswind leg. A pilot on an IFR flight plan making an instrument approach should execute the published missed approach procedure or proceed as instructed by ATC; e.g., “Go around” (additional instructions if required).

(See LOW APPROACH.)

(See MISSED APPROACH.)

GPD–

(See GRAPHIC PLAN DISPLAY.)

GPS–

(See GLOBAL POSITIONING SYSTEM.)

GRAPHIC PLAN DISPLAY (GPD)– A view available with EDST that provides a graphic display of aircraft, traffic, and notification of predicted conflicts. Graphic routes for Current Plans and Trial Plans are displayed upon controller request.

(See EN ROUTE DECISION SUPPORT TOOL.)