

that are not equipped with discrete decoding capability and for other purposes such as emergencies (7700), VFR aircraft (1200), etc.

(See RADAR.)

(Refer to AIM.)

**DISCRETE FREQUENCY**– A separate radio frequency for use in direct pilot-controller communications in air traffic control which reduces frequency congestion by controlling the number of aircraft operating on a particular frequency at one time. Discrete frequencies are normally designated for each control sector in en route/terminal ATC facilities. Discrete frequencies are listed in the Chart Supplement U.S. and the DoD FLIP IFR En Route Supplement.

(See CONTROL SECTOR.)

**DISPLACED THRESHOLD**– A threshold that is located at a point on the runway other than the designated beginning of the runway.

(See THRESHOLD.)

(Refer to AIM.)

**DISTANCE MEASURING EQUIPMENT (DME)**– Equipment (airborne and ground) used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigational aid.

(See TACAN.)

(See VORTAC.)

**DISTRESS**– A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.

**DIVE BRAKES**–

(See SPEED BRAKES.)

**DIVERSE VECTOR AREA**– In a radar environment, that area in which a prescribed departure route is not required as the only suitable route to avoid obstacles. The area in which random radar vectors below the MVA/MIA, established in accordance with the TERPS criteria for diverse departures, obstacles and terrain avoidance, may be issued to departing aircraft.

**DIVERSION (DVRSN)**– Flights that are required to land at other than their original destination for reasons beyond the control of the pilot/company, e.g. periods of significant weather.

**DME**–

(See DISTANCE MEASURING EQUIPMENT.)

**DME FIX**– A geographical position determined by reference to a navigational aid which provides distance and azimuth information. It is defined by a specific distance in nautical miles and a radial, azimuth, or course (i.e., localizer) in degrees magnetic from that aid.

(See DISTANCE MEASURING EQUIPMENT.)

(See FIX.)

**DME SEPARATION**– Spacing of aircraft in terms of distances (nautical miles) determined by reference to distance measuring equipment (DME).

(See DISTANCE MEASURING EQUIPMENT.)

**DoD FLIP**– Department of Defense Flight Information Publications used for flight planning, en route, and terminal operations. FLIP is produced by the National Geospatial-Intelligence Agency (NGA) for world-wide use. United States Government Flight Information Publications (en route charts and instrument approach procedure charts) are incorporated in DoD FLIP for use in the National Airspace System (NAS).

**DOMESTIC AIRSPACE**– Airspace which overlies the continental land mass of the United States plus Hawaii and U.S. possessions. Domestic airspace extends to 12 miles offshore.

**DOMESTIC NOTICE**– A special notice or notice containing graphics or plain language text pertaining to almost every aspect of aviation, such as military training areas, large scale sporting events, air show information, Special