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**CALCULATED LANDING TIME**– A term that may be used in place of tentative or actual calculated landing time, whichever applies.

**CALL FOR RELEASE**– Wherein the overlying ARTCC requires a terminal facility to initiate verbal coordination to secure ARTCC approval for release of a departure into the en route environment.

**CALL UP**– Initial voice contact between a facility and an aircraft, using the identification of the unit being called and the unit initiating the call.

(Refer to AIM.)

**CANADIAN MINIMUM NAVIGATION PERFORMANCE SPECIFICATION AIRSPACE**– That portion of Canadian domestic airspace within which MNPS separation may be applied.

**CARDINAL ALTITUDES**– “Odd” or “Even” thousand-foot altitudes or flight levels; e.g., 5,000, 6,000, 7,000, FL 250, FL 260, FL 270.

(See ALTITUDE.)

(See FLIGHT LEVEL.)

**CARDINAL FLIGHT LEVELS**–

(See CARDINAL ALTITUDES.)

**CAT**–

(See CLEAR-AIR TURBULENCE.)

**CATCH POINT**– A fix/waypoint that serves as a transition point from the high altitude waypoint navigation structure to an arrival procedure (STAR) or the low altitude ground-based navigation structure.

**CEILING**– The heights above the earth’s surface of the lowest layer of clouds or obscuring phenomena that is reported as “broken,” “overcast,” or “obscuration,” and not classified as “thin” or “partial.”

(See ICAO term CEILING.)

**CEILING [ICAO]**– The height above the ground or water of the base of the lowest layer of cloud below 6,000 meters (20,000 feet) covering more than half the sky.

**CENRAP**–

(See CENTER RADAR ARTS PRESENTATION/PROCESSING.)

**CENRAP-PLUS**–

(See CENTER RADAR ARTS PRESENTATION/PROCESSING-PLUS.)

**CENTER**–

(See AIR ROUTE TRAFFIC CONTROL CENTER.)

**CENTER’S AREA**– The specified airspace within which an air route traffic control center (ARTCC) provides air traffic control and advisory service.

(See AIR ROUTE TRAFFIC CONTROL CENTER.)

(Refer to AIM.)

**CENTER RADAR ARTS PRESENTATION/PROCESSING**– A computer program developed to provide a back-up system for airport surveillance radar in the event of a failure or malfunction. The program uses air route traffic control center radar for the processing and presentation of data on the ARTS IIA or IIIA displays.

**CENTER RADAR ARTS PRESENTATION/PROCESSING-PLUS**– A computer program developed to provide a back-up system for airport surveillance radar in the event of a terminal secondary radar system failure. The program uses a combination of Air Route Traffic Control Center Radar and terminal airport surveillance radar primary targets displayed simultaneously for the processing and presentation of data on the ARTS IIA or IIIA displays.

**CENTER TRACON AUTOMATION SYSTEM (CTAS)**– A computerized set of programs designed to aid Air Route Traffic Control Centers and TRACONS in the management and control of air traffic.

**CENTER WEATHER ADVISORY**– An unscheduled weather advisory issued by Center Weather Service Unit meteorologists for ATC use to alert pilots of existing or anticipated adverse weather conditions within the next 2 hours. A CWA may modify or redefine a SIGMET.

(See AWW.)

(See AIRMET.)

(See CONVECTIVE SIGMET.)

(See SIGMET.)

(Refer to AIM.)