

service in this airspace is delegated to various countries, based generally upon geographic proximity and the availability of the required resources.

**OCEANIC ERROR REPORT**– A report filed when ATC observes an Oceanic Error as defined by FAA Order 7110.82, Reporting Oceanic Errors.

**OCEANIC PUBLISHED ROUTE**– A route established in international airspace and charted or described in flight information publications, such as Route Charts, DOD En route Charts, Chart Supplements, NOTAMs, and Track Messages.

**OCEANIC TRANSITION ROUTE**– An ATS route established for the purpose of transitioning aircraft to/from an organized track system.

**ODP**–

(See OBSTACLE DEPARTURE PROCEDURE.)

**OFF COURSE**– A term used to describe a situation where an aircraft has reported a position fix or is observed on radar at a point not on the ATC-approved route of flight.

**OFF-ROUTE VECTOR**– A vector by ATC which takes an aircraft off a previously assigned route. Altitudes assigned by ATC during such vectors provide required obstacle clearance.

**OFFSET PARALLEL RUNWAYS**– Staggered runways having centerlines which are parallel.

**OFFSHORE/CONTROL AIRSPACE AREA**– That portion of airspace between the U.S. 12 NM limit and the oceanic CTA/FIR boundary within which air traffic control is exercised. These areas are established to provide air traffic control services. Offshore/Control Airspace Areas may be classified as either Class A airspace or Class E airspace.

**OFT**–

(See OUTER FIX TIME.)

**OM**–

(See OUTER MARKER.)

**ON COURSE**–

**a.** Used to indicate that an aircraft is established on the route centerline.

**b.** Used by ATC to advise a pilot making a radar approach that his/her aircraft is lined up on the final approach course.

(See ON-COURSE INDICATION.)

**ON-COURSE INDICATION**– An indication on an instrument, which provides the pilot a visual means of determining that the aircraft is located on the centerline of a given navigational track, or an indication on a radar scope that an aircraft is on a given track.

**ONE-MINUTE WEATHER**– The most recent one minute updated weather broadcast received by a pilot from an uncontrolled airport ASOS/AWOS.

**ONER**–

(See OCEANIC NAVIGATIONAL ERROR REPORT.)

**OPERATIONAL**–

(See DUE REGARD.)

**OPERATIONS SPECIFICATIONS [ICAO]**– The authorizations, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual.

**OPPOSITE DIRECTION AIRCRAFT**– Aircraft are operating in opposite directions when:

**a.** They are following the same track in reciprocal directions; or

**b.** Their tracks are parallel and the aircraft are flying in reciprocal directions; or

**c.** Their tracks intersect at an angle of more than 135°.

**OPTION APPROACH**– An approach requested and conducted by a pilot which will result in either a touch-and-go, missed approach, low approach, stop-and-go, or full stop landing. Pilots should advise ATC if they decide to remain on the runway, of any delay in their stop and go, delay clearing the runway, or are unable to comply with the instruction(s).

(See CLEARED FOR THE OPTION.)

(Refer to AIM.)

**ORGANIZED TRACK SYSTEM**– A series of ATS routes which are fixed and charted; i.e., CEP, NOPAC, or flexible and described by NOTAM; i.e., NAT TRACK MESSAGE.