

RNAV APPROACH– An instrument approach procedure which relies on aircraft area navigation equipment for navigational guidance.

(See AREA NAVIGATION (RNAV).)

(See INSTRUMENT APPROACH PROCEDURE.)

ROAD RECONNAISSANCE (RC)– Military activity requiring navigation along roads, railroads, and rivers. Reconnaissance route/route segments are seldom along a straight line and normally require a lateral route width of 10 NM to 30 NM and an altitude range of 500 feet to 10,000 feet AGL.

ROGER– I have received all of your last transmission. It should not be used to answer a question requiring a yes or a no answer.

(See AFFIRMATIVE.)

(See NEGATIVE.)

ROLLOUT RVR–

(See VISIBILITY.)

ROTOR WASH– A phenomenon resulting from the vertical down wash of air generated by the main rotor(s) of a helicopter.

ROUTE– A defined path, consisting of one or more courses in a horizontal plane, which aircraft traverse over the surface of the earth.

(See AIRWAY.)

(See JET ROUTE.)

(See PUBLISHED ROUTE.)

(See UNPUBLISHED ROUTE.)

ROUTE ACTION NOTIFICATION– EDST notification that a PAR/PDR/PDAR has been applied to the flight plan.

(See ATC PREFERRED ROUTE NOTIFICATION.)

(See EN ROUTE DECISION SUPPORT TOOL.)

ROUTE SEGMENT– As used in Air Traffic Control, a part of a route that can be defined by two navigational fixes, two NAVAIDS, or a fix and a NAVAID.

(See FIX.)

(See ROUTE.)

(See ICAO term ROUTE SEGMENT.)

ROUTE SEGMENT [ICAO]– A portion of a route to be flown, as defined by two consecutive significant points specified in a flight plan.

RSA–

(See RUNWAY SAFETY AREA.)

RTR–

(See REMOTE TRANSMITTER/RECEIVER.)

RUNWAY– A defined rectangular area on a land airport prepared for the landing and takeoff run of aircraft along its length. Runways are normally numbered in relation to their magnetic direction rounded off to the nearest 10 degrees; e.g., Runway 1, Runway 25.

(See PARALLEL RUNWAYS.)

(See ICAO term RUNWAY.)

RUNWAY [ICAO]– A defined rectangular area on a land aerodrome prepared for the landing and takeoff of aircraft.

RUNWAY CENTERLINE LIGHTING–

(See AIRPORT LIGHTING.)

RUNWAY CONDITION CODES (RwyCC)– Numerical readings, provided by airport operators, that indicate runway surface contamination (for example, slush, ice, rain, etc.). These values range from “1” (poor) to “6” (dry) and must be included on the ATIS when the reportable condition is less than 6 in any one or more of the three runway zones (touchdown, midpoint, rollout).

RUNWAY CONDITION READING– Numerical decelerometer readings relayed by air traffic controllers at USAF and certain civil bases for use by the pilot in determining runway braking action. These readings are routinely relayed only to USAF and Air National Guard Aircraft.

(See BRAKING ACTION.)

RUNWAY CONDITION REPORT (RwyCR)– A data collection worksheet used by airport operators that correlates the runway percentage of coverage along with the depth and type of contaminant for the purpose of creating a FICON NOTAM.

(See RUNWAY CONDITION CODES.)

RUNWAY END IDENTIFIER LIGHTS (REIL)–

(See AIRPORT LIGHTING.)

RUNWAY ENTRANCE LIGHTS (REL)–An array of red lights which include the first light at the hold line followed by a series of evenly spaced lights to the runway edge aligned with the taxiway centerline, and one additional light at the runway centerline in line with the last two lights before the runway edge.

RUNWAY GRADIENT– The average slope, measured in percent, between two ends or points on a