

the verbally reported altitude varies 300 feet or more from the automatic altitude report.

(See ALTITUDE READOUT.)

(See TRANSPONDER.)

**STOP AND GO**– A procedure wherein an aircraft will land, make a complete stop on the runway, and then commence a takeoff from that point.

(See LOW APPROACH.)

(See OPTION APPROACH.)

***STOP BURST***–

(See STOP STREAM.)

***STOP BUZZER***–

(See STOP STREAM.)

***STOP SQUAWK (Mode or Code)***– Used by ATC to tell the pilot to turn specified functions of the aircraft transponder off.

(See STOP ALTITUDE SQUAWK.)

(See TRANSPONDER.)

***STOP STREAM***– Used by ATC to request a pilot to suspend electronic attack activity.

(See JAMMING.)

**STOPOVER FLIGHT PLAN**– A flight plan format which permits in a single submission the filing of a sequence of flight plans through interim full-stop destinations to a final destination.

**STOPWAY**– An area beyond the takeoff runway no less wide than the runway and centered upon the extended centerline of the runway, able to support the airplane during an aborted takeoff, without causing structural damage to the airplane, and designated by the airport authorities for use in decelerating the airplane during an aborted takeoff.

**STRAIGHT-IN APPROACH IFR**– An instrument approach wherein final approach is begun without first having executed a procedure turn, not necessarily completed with a straight-in landing or made to straight-in landing minimums.

(See LANDING MINIMUMS.)

(See STRAIGHT-IN APPROACH VFR.)

(See STRAIGHT-IN LANDING.)

**STRAIGHT-IN APPROACH VFR**– Entry into the traffic pattern by interception of the extended runway

centerline (final approach course) without executing any other portion of the traffic pattern.

(See TRAFFIC PATTERN.)

**STRAIGHT-IN LANDING**– A landing made on a runway aligned within 30° of the final approach course following completion of an instrument approach.

(See STRAIGHT-IN APPROACH IFR.)

**STRAIGHT-IN LANDING MINIMUMS**–

(See LANDING MINIMUMS.)

**STRAIGHT-IN MINIMUMS**–

(See STRAIGHT-IN LANDING MINIMUMS.)

**STRATEGIC PLANNING**– Planning whereby solutions are sought to resolve potential conflicts.

**SUBSTITUTE ROUTE**– A route assigned to pilots when any part of an airway or route is unusable because of NAVAID status. These routes consist of:

**a.** Substitute routes which are shown on U.S. Government charts.

**b.** Routes defined by ATC as specific NAVAID radials or courses.

**c.** Routes defined by ATC as direct to or between NAVAIDs.

**SUNSET AND SUNRISE**– The mean solar times of sunset and sunrise as published in the Nautical Almanac, converted to local standard time for the locality concerned. Within Alaska, the end of evening civil twilight and the beginning of morning civil twilight, as defined for each locality.

**SUPPLEMENTAL WEATHER SERVICE LOCATION**– Airport facilities staffed with contract personnel who take weather observations and provide current local weather to pilots via telephone or radio. (All other services are provided by the parent FSS.)

**SUPPS**– Refers to ICAO Document 7030 Regional Supplementary Procedures. SUPPS contain procedures for each ICAO Region which are unique to that Region and are not covered in the worldwide provisions identified in the ICAO Air Navigation Plan. Procedures contained in Chapter 8 are based in part on those published in SUPPS.

**SURFACE AREA**– The airspace contained by the lateral boundary of the Class B, C, D, or E airspace designated for an airport that begins at the surface and extends upward.