

CENTRAL EAST PACIFIC– An organized route system between the U.S. West Coast and Hawaii.

CEP–

(See **CENTRAL EAST PACIFIC**.)

CERAP–

(See **COMBINED CENTER-RAPCON**.)

CERTIFIED TOWER RADAR DISPLAY (CTRD)– An FAA radar display certified for use in the NAS.

CFR–

(See **CALL FOR RELEASE**.)

CHAFF– Thin, narrow metallic reflectors of various lengths and frequency responses, used to reflect radar energy. These reflectors, when dropped from aircraft and allowed to drift downward, result in large targets on the radar display.

CHART SUPPLEMENT U.S.– A publication designed primarily as a pilot's operational manual containing all airports, seaplane bases, and heliports open to the public including communications data, navigational facilities, and certain special notices and procedures. This publication is issued in seven volumes according to geographical area.

CHARTED VFR FLYWAYS– Charted VFR Flyways are flight paths recommended for use to bypass areas heavily traversed by large turbine-powered aircraft. Pilot compliance with recommended flyways and associated altitudes is strictly voluntary. VFR Flyway Planning charts are published on the back of existing VFR Terminal Area charts.

CHARTED VISUAL FLIGHT PROCEDURE APPROACH– An approach conducted while operating on an instrument flight rules (IFR) flight plan which authorizes the pilot of an aircraft to proceed visually and clear of clouds to the airport via visual landmarks and other information depicted on a charted visual flight procedure. This approach must be authorized and under the control of the appropriate air traffic control facility. Weather minimums required are depicted on the chart.

CHASE– An aircraft flown in proximity to another aircraft normally to observe its performance during training or testing.

CHASE AIRCRAFT–

(See **CHASE**.)

CHOP– A form of turbulence.

a. Light Chop– Turbulence that causes slight, rapid and somewhat rhythmic bumpiness without appreciable changes in altitude or attitude.

b. Moderate Chop– Turbulence similar to Light Chop but of greater intensity. It causes rapid bumps or jolts without appreciable changes in aircraft altitude or attitude.

(See **TURBULENCE**.)

CIRCLE-TO-LAND MANEUVER– A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or is not desirable. At tower controlled airports, this maneuver is made only after ATC authorization has been obtained and the pilot has established required visual reference to the airport.

(See **CIRCLE TO RUNWAY**.)

(See **LANDING MINIMUMS**.)

(Refer to **AIM**.)

CIRCLE TO RUNWAY (RUNWAY NUMBER)– Used by ATC to inform the pilot that he/she must circle to land because the runway in use is other than the runway aligned with the instrument approach procedure. When the direction of the circling maneuver in relation to the airport/runway is required, the controller will state the direction (eight cardinal compass points) and specify a left or right downwind or base leg as appropriate; e.g., “Cleared VOR Runway Three Six Approach circle to Runway Two Two,” or “Circle northwest of the airport for a right downwind to Runway Two Two.”

(See **CIRCLE-TO-LAND MANEUVER**.)

(See **LANDING MINIMUMS**.)

(Refer to **AIM**.)

CIRCLING APPROACH–

(See **CIRCLE-TO-LAND MANEUVER**.)

CIRCLING MANEUVER–

(See **CIRCLE-TO-LAND MANEUVER**.)

CIRCLING MINIMA–

(See **LANDING MINIMUMS**.)

CLASS A AIRSPACE–

(See **CONTROLLED AIRSPACE**.)

CLASS B AIRSPACE–

(See **CONTROLLED AIRSPACE**.)

CLASS C AIRSPACE–

(See **CONTROLLED AIRSPACE**.)