

**CLEARED TO LAND**– ATC authorization for an aircraft to land. It is predicated on known traffic and known physical airport conditions.

**CLEARWAY**– An area beyond the takeoff runway under the control of airport authorities within which terrain or fixed obstacles may not extend above specified limits. These areas may be required for certain turbine-powered operations and the size and upward slope of the clearway will differ depending on when the aircraft was certificated.

(Refer to 14 CFR Part 1.)

**CLIMB TO VFR**– ATC authorization for an aircraft to climb to VFR conditions within Class B, C, D, and E surface areas when the only weather limitation is restricted visibility. The aircraft must remain clear of clouds while climbing to VFR.

(See SPECIAL VFR CONDITIONS.)

(Refer to AIM.)

**CLIMBOUT**– That portion of flight operation between takeoff and the initial cruising altitude.

**CLIMB VIA**– An abbreviated ATC clearance that requires compliance with the procedure lateral path, associated speed restrictions, and altitude restrictions along the cleared route or procedure.

**CLOSE PARALLEL RUNWAYS**– Two parallel runways whose extended centerlines are separated by less than 4,300 feet and at least 3000 feet (750 feet for SOIA operations) for which ATC is authorized to conduct simultaneous independent approach operations. PRM and simultaneous close parallel appear in approach title. Dual communications, special pilot training, an Attention All Users Page (AAUP), NTZ monitoring by displays that have aural and visual alerting algorithms are required. A high update rate surveillance sensor is required for certain runway or approach course spacing.

**CLOSED RUNWAY**– A runway that is unusable for aircraft operations. Only the airport management/military operations office can close a runway.

**CLOSED TRAFFIC**– Successive operations involving takeoffs and landings or low approaches where the aircraft does not exit the traffic pattern.

**CLOUD**– A cloud is a visible accumulation of minute water droplets and/or ice particles in the atmosphere above the Earth's surface. Cloud differs

from ground fog, fog, or ice fog only in that the latter are, by definition, in contact with the Earth's surface.

**CLT**–

(See CALCULATED LANDING TIME.)

**CLUTTER**– In radar operations, clutter refers to the reception and visual display of radar returns caused by precipitation, chaff, terrain, numerous aircraft targets, or other phenomena. Such returns may limit or preclude ATC from providing services based on radar.

(See CHAFF.)

(See GROUND CLUTTER.)

(See PRECIPITATION.)

(See TARGET.)

(See ICAO term RADAR CLUTTER.)

**CMNPS**–

(See CANADIAN MINIMUM NAVIGATION PERFORMANCE SPECIFICATION AIRSPACE.)

**COASTAL FIX**– A navigation aid or intersection where an aircraft transitions between the domestic route structure and the oceanic route structure.

**CODES**– The number assigned to a particular multiple pulse reply signal transmitted by a transponder.

(See DISCRETE CODE.)

**COLD TEMPERATURE COMPENSATION**– An action on the part of the pilot to adjust an aircraft's indicated altitude due to the effect of cold temperatures on true altitude above terrain versus aircraft indicated altitude. The amount of compensation required increases at a greater rate with a decrease in temperature and increase in height above the reporting station.

**COLLABORATIVE TRAJECTORY OPTIONS PROGRAM (CTOP)**– CTOP is a traffic management program administered by the Air Traffic Control System Command Center (ATCSCC) that manages demand through constrained airspace, while considering operator preference with regard to both route and delay as defined in a Trajectory Options Set (TOS).

**COMBINED CENTER-RAPCON**– An air traffic facility which combines the functions of an ARTCC and a radar approach control facility.

(See AIR ROUTE TRAFFIC CONTROL CENTER.)

(See RADAR APPROACH CONTROL FACILITY.)