

a. Nonradar Approach. Used to describe instrument approaches for which course guidance on final approach is not provided by ground-based precision or surveillance radar. Radar vectors to the final approach course may or may not be provided by ATC. Examples of nonradar approaches are VOR, NDB, TACAN, ILS, RNAV, and GLS approaches.

(See FINAL APPROACH COURSE.)

(See FINAL APPROACH-IFR.)

(See INSTRUMENT APPROACH PROCEDURE.)

(See RADAR APPROACH.)

b. Nonradar Approach Control. An ATC facility providing approach control service without the use of radar.

(See APPROACH CONTROL FACILITY.)

(See APPROACH CONTROL SERVICE.)

c. Nonradar Arrival. An aircraft arriving at an airport without radar service or at an airport served by a radar facility and radar contact has not been established or has been terminated due to a lack of radar service to the airport.

(See RADAR ARRIVAL.)

(See RADAR SERVICE.)

d. Nonradar Route. A flight path or route over which the pilot is performing his/her own navigation. The pilot may be receiving radar separation, radar monitoring, or other ATC services while on a nonradar route.

(See RADAR ROUTE.)

e. Nonradar Separation. The spacing of aircraft in accordance with established minima without the use of radar; e.g., vertical, lateral, or longitudinal separation.

(See RADAR SEPARATION.)

NON-RESTRICTIVE ROUTING (NRR)– Portions of a proposed route of flight where a user can flight plan the most advantageous flight path with no requirement to make reference to ground-based NAVAIDs.

NOPAC–

(See NORTH PACIFIC.)

NORDO (No Radio)– Aircraft that cannot or do not communicate by radio when radio communication is required are referred to as “NORDO.”

(See LOST COMMUNICATIONS.)

NORMAL OPERATING ZONE (NOZ)– The NOZ is the operating zone within which aircraft flight remains during normal independent simultaneous parallel ILS approaches.

NORTH AMERICAN ROUTE– A numerically coded route preplanned over existing airway and route systems to and from specific coastal fixes serving the North Atlantic. North American Routes consist of the following:

a. Common Route/Portion. That segment of a North American Route between the inland navigation facility and the coastal fix.

b. Noncommon Route/Portion. That segment of a North American Route between the inland navigation facility and a designated North American terminal.

c. Inland Navigation Facility. A navigation aid on a North American Route at which the common route and/or the noncommon route begins or ends.

d. Coastal Fix. A navigation aid or intersection where an aircraft transitions between the domestic route structure and the oceanic route structure.

NORTH AMERICAN ROUTE PROGRAM (NRP)– The NRP is a set of rules and procedures which are designed to increase the flexibility of user flight planning within published guidelines.

NORTH ATLANTIC HIGH LEVEL AIRSPACE (NAT HLA)– That volume of airspace (as defined in ICAO Document 7030) between FL 285 and FL 420 within the Oceanic Control Areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East, Reykjavik, Santa Maria, and Shanwick, excluding the Shannon and Brest Ocean Transition Areas. ICAO Doc 007 *North Atlantic Operations and Airspace Manual* provides detailed information on related aircraft and operational requirements.

NORTH MARK– A beacon data block sent by the host computer to be displayed by the ARTS on a 360 degree bearing at a locally selected radar azimuth and distance. The North Mark is used to ensure correct range/azimuth orientation during periods of CENRAP.

NORTH PACIFIC– An organized route system between the Alaskan west coast and Japan.

NOT STANDARD– Varying from what is expected or published. For use in NOTAMs only.

NOT STD-

(See NOT STANDARD.)