

**OFF-ROUTE OBSTRUCTION CLEARANCE ALTITUDE (OROCA)**– An off-route altitude which provides obstruction clearance with a 1,000 foot buffer in non-mountainous terrain areas and a 2,000 foot buffer in designated mountainous areas within the United States. This altitude may not provide signal coverage from ground-based navigational aids, air traffic control radar, or communications coverage.

**OTR**–

(See OCEANIC TRANSITION ROUTE.)

**OTS**–

(See ORGANIZED TRACK SYSTEM.)

**OUT**– The conversation is ended and no response is expected.

**OUT OF SERVICE**– When a piece of equipment, a system, a facility or a service is not operational, certified (if required) and immediately “available” for Air Traffic or public use.

**OUTER AREA** (associated with Class C airspace)– Non-regulatory airspace surrounding designated Class C airspace airports wherein ATC provides radar vectoring and sequencing on a full-time basis for all IFR and participating VFR aircraft. The service provided in the outer area is called Class C service which includes: IFR/IFR-IFR separation; IFR/VFR-traffic advisories and conflict resolution; and VFR/VFR-traffic advisories and, as appropriate, safety alerts. The normal radius will be 20 nautical miles with some variations based on site-specific requirements. The outer area extends outward from the primary Class C airspace airport and extends from the lower limits of radar/radio coverage up to the ceiling of the approach control’s delegated airspace excluding the Class C charted area and other airspace as appropriate.

(See CONFLICT RESOLUTION.)

(See CONTROLLED AIRSPACE.)

**OUTER COMPASS LOCATOR**–

(See COMPASS LOCATOR.)

**OUTER FIX**– A general term used within ATC to describe fixes in the terminal area, other than the final approach fix. Aircraft are normally cleared to these fixes by an Air Route Traffic Control Center or an Approach Control Facility. Aircraft are normally cleared from these fixes to the final approach fix or final approach course.

## OR

**OUTER FIX**– An adapted fix along the converted route of flight, prior to the meter fix, for which crossing times are calculated and displayed in the metering position list.

**OUTER FIX ARC**– A semicircle, usually about a 50–70 mile radius from a meter fix, usually in high altitude, which is used by CTAS/ERAM to calculate outer fix times and determine appropriate sector meter list assignments for aircraft on an established arrival route that will traverse the arc.

**OUTER FIX TIME**– A calculated time to depart the outer fix in order to cross the vertex at the ACLT. The time reflects descent speed adjustments and any applicable delay time that must be absorbed prior to crossing the meter fix.

**OUTER MARKER**– A marker beacon at or near the glideslope intercept altitude of an ILS approach. It is keyed to transmit two dashes per second on a 400 Hz tone, which is received aurally and visually by compatible airborne equipment. The OM is normally located four to seven miles from the runway threshold on the extended centerline of the runway.

(See INSTRUMENT LANDING SYSTEM.)

(See MARKER BEACON.)

(Refer to AIM.)

**OVER**– My transmission is ended; I expect a response.

**OVERHEAD MANEUVER**– A series of predetermined maneuvers prescribed for aircraft (often in formation) for entry into the visual flight rules (VFR) traffic pattern and to proceed to a landing. An overhead maneuver is not an instrument flight rules (IFR) approach procedure. An aircraft executing an overhead maneuver is considered VFR and the IFR flight plan is cancelled when the aircraft reaches the “initial point” on the initial approach portion of the maneuver. The pattern usually specifies the following:

- a. The radio contact required of the pilot.
- b. The speed to be maintained.
- c. An initial approach 3 to 5 miles in length.
- d. An elliptical pattern consisting of two 180 degree turns.
- e. A break point at which the first 180 degree turn is started.
- f. The direction of turns.