

**RCAG–**

(See REMOTE COMMUNICATIONS AIR/GROUND FACILITY.)

**RCC–**

(See RESCUE COORDINATION CENTER.)

**RCO–**

(See REMOTE COMMUNICATIONS OUTLET.)

**RCR–**

(See RUNWAY CONDITION READING.)

**READ BACK**– Repeat my message back to me.

**RECEIVER AUTONOMOUS INTEGRITY MONITORING (RAIM)**– A technique whereby a civil GNSS receiver/processor determines the integrity of the GNSS navigation signals without reference to sensors or non-DoD integrity systems other than the receiver itself. This determination is achieved by a consistency check among redundant pseudorange measurements.

**RECEIVING CONTROLLER**– A controller/facility receiving control of an aircraft from another controller/facility.

**RECEIVING FACILITY–**

(See RECEIVING CONTROLLER.)

**RECONFORMANCE**– The automated process of bringing an aircraft's Current Plan Trajectory into conformance with its track.

**REDUCE SPEED TO (SPEED)–**

(See SPEED ADJUSTMENT.)

**REIL–**

(See RUNWAY END IDENTIFIER LIGHTS.)

**RELEASE TIME**– A departure time restriction issued to a pilot by ATC (either directly or through an authorized relay) when necessary to separate a departing aircraft from other traffic.

(See ICAO term RELEASE TIME.)

**RELEASE TIME [ICAO]**– Time prior to which an aircraft should be given further clearance or prior to which it should not proceed in case of radio failure.

**REMOTE AIRPORT INFORMATION SERVICE (RAIS)**– A temporary service provided by facilities, which are not located on the landing airport, but have communication capability and automated weather reporting available to the pilot at the landing airport.

**REMOTE COMMUNICATIONS AIR/GROUND FACILITY**– An unmanned VHF/UHF transmitter/receiver facility which is used to expand ARTCC air/ground communications coverage and to facilitate direct contact between pilots and controllers. RCAG facilities are sometimes not equipped with emergency frequencies 121.5 MHz and 243.0 MHz.

(Refer to AIM.)

**REMOTE COMMUNICATIONS OUTLET (RCO)**– An unmanned communications facility remotely controlled by air traffic personnel. RCOs serve FSSs. Remote Transmitter/Receivers (RTR) serve terminal ATC facilities. An RCO or RTR may be UHF or VHF and will extend the communication range of the air traffic facility. There are several classes of RCOs and RTRs. The class is determined by the number of transmitters or receivers. Classes A through G are used primarily for air/ground purposes. RCO and RTR class O facilities are nonprotected outlets subject to undetected and prolonged outages. RCO (O's) and RTR (O's) were established for the express purpose of providing ground-to-ground communications between air traffic control specialists and pilots located at a satellite airport for delivering en route clearances, issuing departure authorizations, and acknowledging instrument flight rules cancellations or departure/landing times. As a secondary function, they may be used for advisory purposes whenever the aircraft is below the coverage of the primary air/ground frequency.

**REMOTE TRANSMITTER/RECEIVER (RTR)–**

(See REMOTE COMMUNICATIONS OUTLET.)

**REPORT**– Used to instruct pilots to advise ATC of specified information; e.g., "Report passing Hamilton VOR."

**REPORTING POINT**– A geographical location in relation to which the position of an aircraft is reported.

(See COMPULSORY REPORTING POINTS.)

(See ICAO term REPORTING POINT.)

(Refer to AIM.)

**REPORTING POINT [ICAO]**– A specified geographical location in relation to which the position of an aircraft can be reported.

**REQUEST FULL ROUTE CLEARANCE**– Used by pilots to request that the entire route of flight be read verbatim in an ATC clearance. Such request should be made to preclude receiving an ATC clearance based on the original filed flight plan when