

COMMUNITY-BASED ORGANIZATION (CBO)– A membership-based entity, described under Section 501(a,c), whose mission is the furtherance of model aviation. (see also, 49 United States Code (USC) §44809 (h) and Advisory Circular (AC) 91-57).

COMPASS LOCATOR– A low power, low or medium frequency (L/MF) radio beacon installed at the site of the outer or middle marker of an instrument landing system (ILS). It can be used for navigation at distances of approximately 15 miles or as authorized in the approach procedure.

a. Outer Compass Locator (LOM)– A compass locator installed at the site of the outer marker of an instrument landing system.

(See OUTER MARKER.)

b. Middle Compass Locator (LMM)– A compass locator installed at the site of the middle marker of an instrument landing system.

(See MIDDLE MARKER.)

(See ICAO term LOCATOR.)

COMPASS ROSE– A circle, graduated in degrees, printed on some charts or marked on the ground at an airport. It is used as a reference to either true or magnetic direction.

COMPLY WITH RESTRICTIONS– An ATC instruction that requires an aircraft being vectored back onto an arrival or departure procedure to comply with all altitude and/or speed restrictions depicted on the procedure. This term may be used in lieu of repeating each remaining restriction that appears on the procedure.

COMPOSITE FLIGHT PLAN– A flight plan which specifies VFR operation for one portion of flight and IFR for another portion. It is used primarily in military operations.

(Refer to AIM.)

COMPULSORY REPORTING POINTS– Reporting points which must be reported to ATC. They are designated on aeronautical charts by solid triangles or filed in a flight plan as fixes selected to define direct routes. These points are geographical locations which are defined by navigation aids/fixes. Pilots should discontinue position reporting over compulsory reporting points when informed by ATC that their aircraft is in “radar contact.”

COMPUTER NAVIGATION FIX (CNF)– A Computer Navigation Fix is a point defined by a latitude/longitude coordinate and is required to support Performance-Based Navigation (PBN) operations. A five-letter identifier denoting a CNF can be found next to an “x” on en route charts and on some approach charts. Eventually, all CNFs will be labeled and begin with the letters “CF” followed by three consonants (e.g., ‘CFWBG’). CNFs are not recognized by ATC, are not contained in ATC fix or automation databases, and are not used for ATC purposes. Pilots should not use CNFs for point-to-point navigation (e.g., proceed direct), filing a flight plan, or in aircraft/ATC communications. Use of CNFs has not been adopted or recognized by the International Civil Aviation Organization (ICAO).

(REFER to AIM 1-1-17b5(i)(2), Global Positioning System (GPS).

CONDITIONS NOT MONITORED– When an airport operator cannot monitor the condition of the movement area or airfield surface area, this information is issued as a NOTAM. Usually necessitated due to staffing, operating hours or other mitigating factors associated with airport operations.

CONFIDENCE MANEUVER– A confidence maneuver consists of one or more turns, a climb or descent, or other maneuver to determine if the pilot in command (PIC) is able to receive and comply with ATC instructions.

CONFLICT ALERT– A function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between tracked targets (known IFR or VFR aircraft) that require his/her immediate attention/action.

(See MODE C INTRUDER ALERT.)

CONFLICT RESOLUTION– The resolution of potential conflicts between aircraft that are radar identified and in communication with ATC by ensuring that radar targets do not touch. Pertinent traffic advisories shall be issued when this procedure is applied.

Note: This procedure shall not be provided utilizing mosaic radar systems.