

**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 canceled 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.
- g. Altitude (at least 500 feet above the conventional pattern).
- h. A “Roll-out” on final approach not less than 1/4 mile from the landing threshold and not less than 300 feet above the ground.

**OVERLYING CENTER**– The ARTCC facility that is responsible for arrival/departure operations at a specific terminal.