

PERTI–

(See PLAN, EXECUTE, REVIEW, TRAIN, IMPROVE.)

PGUI–

(See PLANVIEW GRAPHICAL USER INTERFACE.)

PHOTO RECONNAISSANCE– Military activity that requires locating individual photo targets and navigating to the targets at a preplanned angle and altitude. The activity normally requires a lateral route width of 16 NM and altitude range of 1,500 feet to 10,000 feet AGL.

PILOT BRIEFING– The gathering, translation, interpretation, and summarization of weather and aeronautical information into a form usable by the pilot or flight supervisory personnel to assist in flight planning and decision-making for the safe and efficient operation of aircraft. These briefings may include, but are not limited to, weather observations, forecasts, and aeronautical information (for example, NOTAMs, military activities, flow control information, and temporary flight restrictions [TFR]).

(Refer to AIM.)

PILOT IN COMMAND– The pilot responsible for the operation and safety of an aircraft during flight time.

(Refer to 14 CFR Part 91.)

PILOT WEATHER REPORT– A report of meteorological phenomena encountered by aircraft in flight.

(Refer to AIM.)

PILOT'S DISCRETION– When used in conjunction with altitude assignments, means that ATC has offered the pilot the option of starting climb or descent whenever he/she wishes and conducting the climb or descent at any rate he/she wishes. He/she may temporarily level off at any intermediate altitude. However, once he/she has vacated an altitude, he/she may not return to that altitude.

PIREP–

(See PILOT WEATHER REPORT.)

PITCH POINT– A fix/waypoint that serves as a transition point from a departure procedure or the low altitude ground-based navigation structure into the high altitude waypoint system.

PLAN, EXECUTE, REVIEW, TRAIN, IMPROVE (PERTI)– A process that delivers a one-day detailed plan for NAS operations, and a two-day outlook, which sets NAS performance goals for high impact constraints. **PLAN:** Increase lead time for identifying aviation system constraint planning and goals while utilizing historical NAS performance data and constraints to derive successful and/or improved advance planning strategies. **EXECUTE:** Set goals and a strategy. The Air Traffic Control System Command Center (ATCSCC), FAA field facilities, and aviation stakeholders execute the strategy and work to achieve the desired/planned outcomes. **REVIEW:** Utilize post event analysis and lessons learned to define and implement future strategies and operational triggers based on past performance and outcomes, both positive and negative. **TRAIN:** Develop training that includes rapid and continuous feedback to operational personnel and provides increased data and weather knowledge and tools for analytical usage and planning. **IMPROVE:** Implement better information sharing processes, technologies, and procedures that improve the skills and technology needed to implement operational insights and improvements.

PLANS DISPLAY– A display available in EDST that provides detailed flight plan and predicted conflict information in textual format for requested Current Plans and all Trial Plans.

(See EN ROUTE DECISION SUPPORT TOOL)

PLANVIEW GRAPHICAL USER INTERFACE (PGUI)– A TBFM display that provides a spatial display of individual aircraft track information.

POFZ–

(See PRECISION OBSTACLE FREE ZONE.)

POINT OUT–

(See RADAR POINT OUT.)