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WA–

(See AIRMET.)

(See WEATHER ADVISORY.)

WAAS–

(See WIDE-AREA AUGMENTATION SYSTEM.)

WAKE RE–CATEGORIZATION (RECAT)– A set of optimized wake separation standards, featuring an increased number of aircraft wake categories, in use at select airports, which allows reduced wake intervals.

(See WAKE TURBULENCE.)

WAKE TURBULENCE– A phenomenon that occurs when an aircraft develops lift and forms a pair of counter–rotating vortices.

(See AIRCRAFT CLASSES.)

(See VORTICES.)

(Refer to AIM.)

WARNING AREA–

(See SPECIAL USE AIRSPACE.)

WAYPOINT– A predetermined geographical position used for route/instrument approach definition, progress reports, published VFR routes, visual reporting points or points for transitioning and/or circumnavigating controlled and/or special use airspace, that is defined relative to a VORTAC station or in terms of latitude/longitude coordinates.

WEATHER ADVISORY– In aviation weather forecast practice, an expression of hazardous weather conditions not predicted in the Aviation Surface Forecast, Aviation Cloud Forecast, or area forecast, as they affect the operation of air traffic and as prepared by the NWS.

(See AIRMET.)

(See GRAPHICAL AIRMEN’S METEOROLOGICAL INFORMATION.)

(See SIGMET.)

WEATHER RECONNAISSANCE AREA (WRA)– A WRA is airspace with defined dimensions and published by Notice to Air Missions, which is established to support weather reconnaissance/research flights. Air traffic control services are not provided within WRAs. Only participating weather reconnaissance/research aircraft from the 53rd Weather Reconnaissance Squadron and National Oceanic and Atmospheric Administration Aircraft Operations Center are permitted to operate within a WRA. A WRA may only be established in airspace within U.S. Flight Information Regions outside of U.S. territorial airspace.

WHEN ABLE–

a. In conjunction with ATC instructions, gives the pilot the latitude to delay compliance until a condition or event has been reconciled. Unlike “pilot discretion,” when instructions are prefaced “when able,” the pilot is expected to seek the first opportunity to comply.

b. In conjunction with a weather deviation clearance, requires the pilot to determine when he/she is clear of weather, then execute ATC instructions.

c. Once a maneuver has been initiated, the pilot is expected to continue until the specifications of the instructions have been met. “When able,” should not be used when expeditious compliance is required.

WIDE-AREA AUGMENTATION SYSTEM (WAAS)– The WAAS is a satellite navigation system consisting of the equipment and software which augments the GPS Standard Positioning Service (SPS). The WAAS provides enhanced integrity, accuracy, availability, and continuity over and above GPS SPS. The differential correction function provides improved accuracy required for precision approach.