

Jane's Dictionary of **MILITARY TERMS**

Compiled by Brigadier PHC Hayward



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Jane's Dictionary of Military Terms.

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简氏军事术语辞典

本书收集了英国陆军常用的军事技术概念与术语、军事装备与设施、科技辞汇等约 3000 条以及有关的缩语约 1000 条,内容较新,解释较清楚。可供军事机构、军工部门以及有关的情报资料和教学工作人员参考。

Introduction

During the eighteenth and nineteenth centuries several military dictionaries were produced in England; but no one appears to have compiled one in the last seventy years or so. During this time conditions in the Armed Forces of the Crown have changed so completely that any nineteenth century work of this nature is only of interest in a purely historical context. Definitions of technical words and phrases in common use in those days will help to elucidate the narrative of battles fought before the first World War but have, in most cases, become obsolete today. Furthermore, a vast new technology has grown up which needs to be expressed in precise terms in order to make it comprehensible to the new generation which has to operate it.

Until recently the Army was only involved in hostilities on land. Any operation at sea, whether warlike or peaceful, was the prerogative of the Admiralty. Even in ports abroad like Port Said and Bombay, where the garrison was found by the Army, there was a naval officer ashore whose responsibilities started at the water's edge.

Although the initial impetus in military flying came from the Army, the Royal Flying Corps (RFC) did not survive the Trenchard innovations. The Royal Naval Air Service (RNAS) and the RFC were amalgamated to form the Royal Air Force. The situation *vis à vis* the three services today is quite different; the Royal Corps of Transport (RCT) mans and operates its own small fleet; the Army Air Corps (AAC) has its own aircraft. In the Ministry of Defence officers of the Royal Navy, Army and Royal Air Force work alongside each other and are integrated in some branches.

Before the First World War the Army lived an almost coenobitic life. As a rule the officers were drawn from one class of society. Son followed father in the same profession and frequently in the same Regiment. Most of their service was spent abroad, when communication with the United Kingdom presented far more difficulty and was attended with greater delay than at present. The Army was out of sight and largely out of mind to the bulk of the nation. A military dictionary would have been superfluous to the Service and of little interest to the general public, who only became conscious that they had an Army when some notable disaster edged its way into the newspapers.

August 1914 changed the picture completely. In a matter of months the whole nation was involved, predominantly in the Army. In the infantry, which bore the main brunt of the fighting, the prewar figure of less than one hundred and fifty regular battalions rose before the Armistice to nearly one thousand seven hundred Regular, Territorial and New Army battalions.

Similar expansion occurred in the Artillery, Engineers and Services. In a few months the language of the Army became the language of the nation. The colloquialisms of the barracks infiltrated themselves into every level of society from castle to cottage, for there was hardly a family in the United Kingdom which had not a close relative "over there".

At the end of the "war to end war" there was a rush to demobilise, and with it came reaction. The horror of the trenches was to be forgotten, swept under the carpet and not mentioned. They, the civilians turned soldier, had "done their bit", as indeed most nobly they had. Now they wanted to forget it all, to return to their homes and families, to get on with their civilian jobs and to enjoy the fruits of victory. The prewar regular Army had been decimated in the early battles. It built itself anew on its old foundations with a cadre of survivors, but its ranks were largely filled by young men who wished to emulate the feats of their fathers – but had no opportunity to do so. There was little fighting in the 1920s once the Russian and Greeko-Turkish confrontations had been settled. Only on the North West Frontier of India and in such local disturbances as the Moplah rebellion could active service be experienced. The Army ceased to be news. It reverted to its prewar existence and only became of interest to the public on such occasions as the Anritzar "massacre".

Public apathy towards the Services was strengthened by what came to be known as the ten-year rule. This was a Cabinet statement conveyed to the Chiefs of Staff and renewed annually that there was no requirement to plan for a major war for the succeeding ten years. It affected every facet of Army life. Whilst Germany rearmed, at first clandestinely with Russian help, and later openly, the British Government denied the soldiers the means to bring the Army up to date in training and equipment. Despite the slump in the early 1930s recruiting was bad and units in England were seldom at much more than fifty per cent of their established strength. Most of their weapons and equipment were the same as those with which they had finished the First World War nearly twenty years previously. Only the first tentative steps had been taken towards mechanization; infantry battalions abroad still went on training exercises with animal transport: in Egypt in 1936 one unit left its barracks for the desert with 179 animals, chargers and light draught horses, mules, camels and donkeys! The Army once again withdrew into itself.

One peculiarity of the British soldier in the days of the Empire was his firm conviction that he was an accomplished linguist, and able to converse freely with a native of any country where he happened to be stationed. Within a few weeks of his arrival in India he would claim to be able to "boloh the bat" and he interlarded his conversation with vernacular words. Some of these have survived and can be found in any ordinary English dictionary. Their origin is forgotten: verandah, bungalow and khaki are examples. Other countries made a similar contribution. In Egypt an inefficient unit would be referred to as a yimkin mob. Surplus equipment was bukshi.

When the Second World War became imminent official purse strings were loosened. After years of neglect the equipment and weapons in general use in the Army, its swords and lances, its signalling equipment of flags, lamps and helio, its 13- and 18-pounder guns were clearly seen to be an anachronism. Fortunately, however, the Army, though denied the funds needed to re-equip itself for modern war, had not been idle. New material had been designed and in some cases issued to selected units for trial. As the nation changed from a peace to a war footing manufacture of the new equipment accelerated and brought new words and phrases into Army life. This was particularly noticeable in regard to transport. As the automobile replaced the horse a great number of new words entered the soldier's vocabulary. In many cases they were ones which were in common use in the motor car and allied technical trades, but others were specifically military, particularly in the case of armoured fighting vehicles for which there was no civilian counterpart.

As the Second World War progressed the Army took to the air. An overstrained and overstretched Air Force could not find the man power to implement its theory that all action above sea and land should be its own prerogative. The Army stepped in and the Parachute and the Glider Pilot Regiments were formed. The subsequent history of army-air relationship has not always been happy. To oversimplify the problem, it is based on two mutually contradictory theories. One is that control of air space is one indivisible responsibility: all matters air should therefore be controlled by one body. The other is that the air is a useful adjunct to all movement and hostilities but that the ultimate decision will be reached on land: ground forces must therefore be supplied with auxiliary equipment under its own control to make the best use of the air. The arguments on both sides are outside the scope of a work of this nature, but the compromise agreement at present in force, which gives to the Army a large stake in air matters, has resulted in a great number of specifically air words and expressions becoming common to both Services.

A similar compromise between the Royal Navy and the Army has resulted in the Army manning a small fleet and acquiring a number of naval technical terms.

During and immediately after the Second World War the whole nation was, for the second time in a generation, deeply involved in the Army. Until national service was brought to an end the youth of Great Britain was fed into the armed services for its two years training with very few exemptions. The Army was the largest consumer; and the chief sufferer. Regular officers and non-commissioned officers became trainers of soldiers and had little time to devote to their own techniques, but the Army and the public were once more speaking the same language.

When the decision was taken to revert to a full-time regular army, its equipment and weapons were again out of date. A vast new and complicated array of material was in the experimental stage but it would have been useless

to make it available to men who had only two years service in which to learn all the techniques required of a trained soldier. It was not until the 1960s that a start was made to issue it to front line units. As technology advances so does weaponry: more and better material becomes available.

Another post-war development which affected the Service outlook and vocabulary was the merging of the Admiralty, War Office and Air Ministry into one Ministry of Defence. The instigator of this change, Earl Mountbatten of Burma, probably visualised a decrease in the administrative staffs of the three Services as a result. In fact the opposite happened: there was an overall increase, particularly in the civilian element, and the resultant cross pollination of the Services has necessitated a greater amount of co-operation at the higher levels, and so an interchange of vocabulary.

This country's adherence to the North Atlantic Treaty Organization (NATO) and the close co-operation which has existed for many years with the United States has also brought with it a requirement for greater standardization of the exact meaning of words and phrases.

The problem facing the compiler of a military dictionary may be summarised as what to include and what to omit. How deeply should he delve into history and how comprehensively should he cover modern technical aspects? The musket of Peninsular days has disappeared with the prog and lush that sustained its owner. The Lancaster, a battle winner at Inkerman, has been replaced by nuclear artillery; a reference to the shave that rejoiced or depressed the visitor to Balaclava would be incomprehensible to the modern rumour monger. These and similar weapons and words which have not been used since the beginning of the century have been omitted. So have those words and phrases that are peculiar to the Royal Navy and Royal Air Force and which are not in general use by the Army element in those Services. They will be found in the Naval and Aerospace Dictionaries being published in conjunction with this work. Similarly, only the more common foreign weapons and words, chiefly those which have some connection with the British Army, have been included.

In compiling the Appendix on abbreviations and acronyms the same problems had to be faced as were encountered in the main body of the dictionary. A great number are in common use outside the Army, as for instance VHF (very high frequency). They do not need explanation to most users. But it is not only in the context of radio that military and civilian usage converge. The Army is a larger organization in financial terms than any of the huge commercial firms in the country. It has tentacles stretching out to every department of state and most industries. In selecting what to include and what to omit I have tried to cater for the general reader. The specialist will find his requirement in the appropriate technical handbook.

I have been helped by a great number of my friends in the Army in the preparation of this dictionary and to them all, too numerous to mention by name, I extend my most grateful thanks. The errors are my own.

Abatis (also Abattis). A form of defensive work formerly used in forest and jungle warfare made by binding together the trunks or branches of felled trees.

Abbot. A British self-propelled 105 mm gun mounted on a lightly armoured tracked vehicle.

Abeam. Bearing approximately 090° or 270° relative; at right angles to the longitudinal axis of a vehicle.

Abnormal load. A vehicle and load which together exceed the limitations on movement by road imposed by Statutory or other Regulations for which special authority has to be obtained.

Abort.

1. Failure to accomplish a mission for any reason other than enemy action. It may occur at any point from initiation of operation to destination.

2. Discontinue aircraft take-off run or launch.

Abrasions. In photography, scratches or marks produced mechanically on emulsion surfaces or film base.

Absolute altimeter. Radio or similar apparatus that is designed to indicate the true vertical height of an aircraft above the terrain.

Absolute altitude. The height of an aircraft directly above the surface or terrain over which it is flying. See also **Altitude**.

Absorbed dose. The amount of energy imparted by nuclear (or ionizing) radiation to unit mass of absorbing material. The unit is the rad. (qv)

Acceleration error. An error caused by the deflection of the vertical reference due to any change in the velocity of the aircraft.

Acceptable alternate product. One which may be used in place of another

for extended periods without technical advice. See also **Emergency substitute**; **NATO unified product**; **Standardized product**.

Acceptance trials. Trials carried out by nominated representatives of the eventual military users of the weapon or equipment to determine if the specified performance and characteristics have been met.

Accommodation.

1. The ability of the human eye to adjust itself to give sharp images of objects at different distances.

2. In stereoscopy, the ability of the human eyes to bring two images into superimposition for stereoscopic viewing.

Accompanied. Baggage. That portion of a passenger's baggage within the authorised scale which actually accompanies the passenger on a journey. ***Personnel.** An officer or soldier travelling with his family. ***Posting.** An assignment to a unit or employment where facilities exist or can be provided for the family of an officer or soldier.

Accompanying. Cargo. All classes of cargo carried by units into the objective area. ***Supplies.** All classes of supplies carried by units into the objective area.

Accountable item. An item of *matériel* for which a formal record of holdings is maintained and for which documentary evidence, as provided in regulations, is required to support any changes in the quantity or condition of holdings.

Accounting unit (matériel). A unit which is required to maintain auditable records in respect of matériel.

Accuracy of fire. The measurement of the precision of fire expressed as the distance of the mean point of impact from the centre of the target.

Acknowledgement (Ack.). A message from the addressee informing the

ACKNOWLEDGEMENT

originator that his communication has been received and understood.

Aclinic line. *See* Magnetic equator.

Acquittance roll. The document which records the pay of soldiers.

Action information centre. *See* Combat information centre.

Activate. To put into existence by official order a unit, post, camp, station, base or shore activity which has previously been constituted and designated by name or number, or both, so that it can be organized to function in its assigned capacity.

Activation detector. A material used to determine neutron flux or density by virtue of the radioactivity induced in it as a result of neutron capture.

Active. Air defence. Direct defensive action taken to destroy or reduce the effectiveness of an enemy air attack. It includes such measures as the use of aircraft, anti-aircraft guns, electronic countermeasures and surface-to-air guided missiles. *Defence. The employment of limited offensive action and counter-attacks to deny a contested area or position to the enemy. *See also* Passive defence. *Electronic countermeasures. The impairment of enemy electronic detection, control or communications devices/systems through deliberate jamming or deception. *See also* Electronic countermeasures; Electronic deception; Electronic jamming. *Homing guidance. A system of homing guidance wherein both the source for illuminating the target, and the receiver for detecting the energy reflected from the target as the result of illuminating the target, are carried within the missile. *Material. Material, such as plutonium and certain isotopes of uranium, which is capable of supporting a fission chain reaction.

Actual ground zero. The point on the surface of the earth below, at, or above

ADMINISTRATIVE CONTROL

the centre of a nuclear burst. *See also* Desired ground zero; Ground zero.

Actuator. A mechanism that furnishes the force required to displace an aircraft, a control surface or other flight control element.

Acute dose. Total dose received at one time over a period so short that biological recovery cannot occur.

Adjustment of fire. Process used in artillery and naval gunfire to obtain correct bearing, range and height of burst (if time fuses are used) when engaging a target by observed fire. *See also* Spot.

Adjutant. A Commanding Officer's principal staff officer.

Adjutant General (AG). The member of the Army Board responsible for personnel.

Administration.

1. The management and execution of all military matters not included in tactics and strategy; primarily in the fields of logistics and personnel management.
2. Internal management of units.

Administrative Area Control Centre (AACC): When a DMA (qv) or BMA (qv) is formed an *ad hoc* Headquarters is formed for the co-ordination of administration and defence: known as an *.

Administrative chain of command. The normal chain of command as determined by the administrative organisation. *See also* Chain of command.

Administrative control. Direction or exercise of authority over subordinate or other organizations in respect of administrative matters such as personnel management, supply, services, and other matters not included in the operational missions of the subordinate or other organizations. *See also* Operational command; Operational control.

ADMINISTRATIVE LEAD TIME

Administrative lead time. The interval, expressed in months, between the date a requirement for an item of *matériel* is determined by the authority responsible for overall provisioning and an order is placed for purchase, manufacture or repair.

Administrative loading. A loading system which gives primary consideration to achieving maximum utilization of troops and cargo space without regard to tactical considerations. Equipment and supplies must be unloaded and sorted before they can be used.

Administrative movement. A movement in which troops and vehicles are arranged to expedite their movement and conserve time and energy when no enemy interference, except by air, is anticipated.

Administrative order. An order covering traffic, supply, maintenance, evacuation, personnel and other administrative details.

Administrative units. Service units which supply the wants of the combat units, drawn from the RCT, RAMC, RAOC, REME, RMP, RAPC, RAVC, RAEC, RADC, RPC, ACC and QARANC. (See Appendix No. 3.)

Advance. A forward movement. ***Force** (amphibious). A temporary organization within the amphibious task force which precedes the main body to the objective area. Its function is to participate in preparing the objective for the main assault by conducting such operations as reconnaissance, seizure of supporting positions, minesweeping, preliminary bombardment, underwater demolitions, and air support. * **in Contact.** A forward movement when contact has already been made with the enemy. * **to Contact.** A forward movement to gain or regain contact with the enemy after it has been lost or before it has been attained.

***Warning.** Warning of the probability of enemy air attack which originates from sources other than early warning radar.

AEROMEDICAL EVACUATION

Advanced. A unit or installation located in front of the main body. ***Base.** A base located in or near a theatre of operations whose primary mission is to support military operations. ***Dressing Station (ADS).** One or two are formed by each Field Ambulance (qv) where casualties are classified in priorities for treatment or evacuation. Each is equipped to deal with 150 casualties at a time. * **Guard.** The leading element of an advancing force. The primary mission is to ensure the uninterrupted advance of the main body. It has the following functions:

1. To find and exploit gaps in the enemy's defensive system.
2. To prevent the main body of the advancing force running blindly into enemy opposition.
3. To clear away minor opposition or, if major opposition is met, to cover the deployment of the main body.

***Landing field.** An airfield, usually having minimum facilities, in or near an objective area. See also Airfield.

Advisory area (air traffic). A designated area within a flight information region where air traffic advisory service is available.

A echelon. The vehicles and stores of a unit required for hour to hour replenishment of F echelon (qv) under unit control.

Aerial photograph. See Air photograph.

Aerodrome. See Airfield.

Aerodynamic missile. A missile which uses aerodynamic forces to maintain its flight path, generally employing propulsion guidance. See also Ballistic missile; Guided missile.

Aeromedical evacuation. The movement of patients to and between medical treatment facilities by air transportation. ***Control centre.** The control facility established by the commander of an air transport division, air force, or air command. It operates in conjunction

with the command movement control centre and co-ordinates overall medical requirements with airlift capability. It also assigns medical missions to the appropriate aeromedical evacuation elements in the system and monitors patient movement activities. *Co-ordinating Officer. An officer of an originating, intransit, or destination medical facility/establishment who co-ordinates the aeromedical evacuation activities of the facility/establishment. *Operations officer. An officer of the airlift force or command who is responsible for activities relating to planning and directing aeromedical evacuation operations, maintaining liaison with medical airlift activities concerned, operating a Control Centre, and otherwise co-ordinating aircraft and patient movements. *System. A system which provides:

1. control of patient movement by air transport.
2. specialized medical attendants and equipment for in-flight medical care;
3. facilities on, or in the vicinity of, air strips and air bases, for the limited medical care of intransit patients entering or leaving the system;
4. communication with destination and *en route* medical facilities concerning patient airlift movements.

* Staging unit. A medical unit operating transient patient beds located on or in the vicinity of an emplaning or deplaning air base or air strip that provides reception, administration, processing, ground transportation, feeding and limited medical care for patients entering or leaving an aeromedical evacuation system.

Aeronautical chart. A representation of a portion of the earth, its culture and relief, specifically designed to meet the requirements of air navigation.

Aeronautical information overprint. Additional information which is printed or stamped on a map or chart for the specific purpose of air navigation.

Aeronautical information section. A

ground organization established to provide aeronautical information.

Aeronautical topographic chart. A representation of features of the surface of the earth, designed primarily as an aid to visual or radar navigation, which shows selected terrain, cultural or hydrographic features and supplementary aeronautical information.

Aerospace. Of, or pertaining to, the earth's envelope of atmosphere and the space above it; two separate entities considered as a single realm for activity in launching, guidance and control of vehicles which will travel in both entities.

Afterburning.

1. The characteristic of some rocket motors to burn irregularly for some time after the main burning and thrust has ceased.
2. The process of fuel injection and combustion in the exhaust jet of a turbojet engine (aft or to the rear of the turbine).

After-flight inspection. General examination after flight for obvious defects, correction of defects reported by aircraft crews, replenishment of consumable or expendable stores, and securing aircraft. Also known as 'Post flight inspection'.

Age of moon. The elapsed time, usually expressed in days, since the last new moon.

Agent. In intelligence usage, one who is authorised or instructed to obtain or to assist in obtaining information for intelligence or counterintelligence purposes.

Agonic line. A line drawn on a map or chart joining points of zero magnetic declination for a specified epoch.

Agreed point. A predetermined point on the ground, identifiable from the air,

and used when aircraft assist in fire adjustment.

Aide de Camp (ADC). A commissioned officer in personal attendance on a General Officer commanding troops.

***General to the Queen,** an honour awarded to selected General Officers. **Honorary * to the Queen,** an honour awarded to a senior officer WRAC. **Personal * to the Queen,** an appointment held by certain officers who are Her Majesty's close relations.

Aiguillette. The corded ornamentation worn over the shoulder by aides de camp and certain other officers and soldiers assigned to duties around the Sovereign.

Air base (photogrammetry).

1. The line joining two air stations or the length of that line.
2. The distance, at the scale of the stereoscopic model, between adjacent perspective centres as reconstructed in the plotting instrument.

See also Air station (photogrammetry).

Airborne.

1. Applied to personnel, equipment, etc., transported by air; eg airborne infantry.

2. Applied to *matériel*, being, or designed to be, transported by aircraft, as distinguished from weapons and equipment installed in and remaining a part of the aircraft.

3. Applied to an aircraft, from the instant it becomes entirely sustained by air until it ceases to be so sustained. A lighter-than-air aircraft is not considered to be airborne when it is attached to the ground, except that moored balloons are airborne whenever sent aloft.

See also Air-transportable units. ***Alert.**

A state of aircraft readiness wherein combat-equipped aircraft are airborne and ready for immediate action. *See also* Fighter cover. ***Assault.** *See* Assault.

***Early warning and control.** Air surveillance and control provided by early warning aircraft which are equipped with search and height-finding radar and communications equipment for controlling weapons. *See also* Air pickets.

***Forces liaison officer.** An officer who is the representative of the airborne units and who works with the air force on airfields being used for airborne operations.

***Forces.** Forces composed primarily of ground and air units organized, equipped and trained for airborne operations. ***Operation.** An operation involving the movement of combat forces with or without their logistic support into an objective area by air.

***Radio relay.** A technique employing aircraft fitted with radio relay stations for the purpose of increasing the range, flexibility or physical security of communications systems.

Airburst. An explosion of a bomb or projectile above the surface as distinguished from an explosion on contact with the surface or after penetration. *See also* Types of burst.

Air cargoes schedules. Schedules designed specifically for the routine movement of cargo by air.

Air cartographic camera. A camera having the accuracy and other characteristics essential for air survey or cartographic photography (*qv*).

Air cartographic photography. The taking and processing of air photographs for mapping and charting purposes.

Air contact officer. An officer or NCO who has been trained to operate ground to air radio and to indicate ground targets to a pilot.

Air control. *See* Air traffic control centre; Airway; Control and reporting centre; Control area; Control zone; Controlled airspace; Tactical air control centre; Terminal control area; Transport control centre (air transport). ***Centre.** The joint operations agency established on land in limited war to control and co-ordinate all means of air defence and all aircraft movements in the objective area. ***Team.** A team, especially

organized to direct close air support strikes in the vicinity of forward ground elements by visual or other means.

Air controller. An individual especially trained for and assigned the duty of the control (by use of radio, radar or other means) of such aircraft as may be allotted to him for operations within his area. *See also* Tactical air controller.

Air corridors. Restricted air routes of travel specified for use by friendly aircraft and established for the purpose of preventing friendly aircraft from being fired on by friendly forces.

Aircraft. Includes all types of aeroplane, seaplane and helicopter. *Climb corridor. Positive controlled airspace of defined vertical and horizontal dimensions extending from an airfield.

*Dispersal area. An area on a military installation designed primarily for the dispersal of parked aircraft, whereby such aircraft will be less vulnerable in the event of an enemy air raid. *Flat pallet. A stressed pallet capable of supporting and restraining a specifically rated load. It is specifically designed for tie-down in an aircraft. *See also* Palletized unit load. *Guide. *See*

* Marshall. * Handover. The process of transferring control of an aircraft from one controlling authority to another. * Inspection. The process of systematically examining, checking and testing aircraft structural members, components and systems, to detect actual or potential unserviceable conditions.

* Loading table. A data sheet used by the force unit commander containing information as to the load that actually goes into each aircraft. * Marshall. A person trained to direct by visual or other means the movement of aircraft on the ground, into and out of landing, parking or hovering points. Also known as *Guide. *Marshalling area. An area in which aircraft may form up before take-off or assemble after landing. * Mission equipment. Equipment that must be fitted to an aircraft to enable it to fulfil a particular mission or task. *Modifica-

tion. A change in the physical characteristics of aircraft, accomplished either by a change in production specifications or by alteration of items already produced. *Picketing. Securing aircraft when parked in the open to restrain movement due to the weather or condition of the parking area. *Repair. The process of restoring aircraft or aircraft materials after damage, or wear, to a serviceable condition. *Replenishing. The refilling of aircraft with consumables such as fuel, oil and compressed gases to pre-determined levels, pressures, quantities or weights. Rearming is excluded. *Role equipment. *See* * Mission equipment. * Scrambling. Directing the immediate take-off of aircraft from a ground alert condition of readiness. * Tie down. *See* * Picketing. *Vectoring. The directional control of in-flight aircraft through transmission of azimuth headings.

Air defence. All measures designed to nullify or reduce the effectiveness of the attack of aircraft or guided missiles in flight. *See also* Active air defence; Passive air defence. *Action area. An area and the airspace above it within which friendly aircraft or surface-to-air weapons are normally given precedence in operations except under specified conditions. *Area. A specifically defined airspace for which defence must be planned and provided. *Commander. The officer in charge of all the AA defence allotted to him. *Control centre. The principal information, communications and operations centre from which all aircraft, anti-aircraft operations, air defence artillery, guided missiles and air warning functions of a specified area of air defence responsibility are supervised and co-ordinated. *See also* Combat information centre. *Defended point. *See* 'Vulnerable point (air defence)'. *Early warning. Early notification of approach of enemy airborne weapons or weapons carriers obtained by electronic or visual means. * Identification zone. Airspace of defined dimensions within which the ready identification, location and

control of aircraft is required. *Operations area. A geographical area defining the boundaries within which procedures are established to minimize interference between air defence and other operations and which may include designation of one or more of the following: *Action area; *Area; *Identification zone; *Firepower umbrella. *Region. A geographical subdivision of an air defence area. *Sector. A geographical subdivision of an air defence region.

Air despatch squadron. A Royal Corps of Transport squadron which is trained in preparing stores for despatch by air, in loading aircraft, and in the ejection of cargo from aircraft in flight.

Air despatcher (cargo). A person trained in the ejection of cargo from aircraft in flight.

Airdrop. Delivery of personnel or cargo from aircraft in flight. *See also* Air movement; Free drop; High velocity drop; Low velocity drop. *Platform. A base on which vehicles, cargo or equipment are loaded and lashed for airdrop or low altitude extraction.

Air evacuation. Evacuation by aircraft of personnel and cargo.

Airfield. An area prepared for the accommodation (including any buildings, installations and equipment), landing and take-off of aircraft. *See also* Alternative *; Main *; Redeployment *. *Traffic. All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome.

Airframe. The structure of an aircraft without engines or power plants.

Air freighting. The non-tactical movement of cargo by air.

Air ground operation system. An Army/Air Force system providing the ground commander with the means for receiving, processing, and forwarding

the requests of subordinate ground commanders for air support missions and for the rapid dissemination of information and intelligence.

Airhead.

1. A designated area in a hostile or threatened territory which, when seized and held, ensures the continuous air landing of troops and *matériel* and provides the manoeuvre space necessary for projected operations. Normally it is the area seized in the assault phase of an airborne operation.

2. A designated location in an area of operations used as a base for supply and evacuation by air. *See also* Beachhead; Bridgehead; *Maintenance area/Forward maintenance area. (AMA/FMA) The maintenance area located adjacent to the Airhead being used by the Medium Range Transport aircraft. When the RMA (qv) is established the AMA will become known as the FMA.

Air interception. To effect visual or radar contact by a friendly aircraft with another aircraft.

Air interdiction. Air operations conducted to destroy, neutralize, or delay the enemy's military potential before it can be brought to bear effectively against friendly forces at such distance from them that detailed integration of each air mission with the fire and movement of friendly forces is not required. *See also* Interdict.

Air landed. Moved by air and disembarked, or unloaded, after the aircraft has landed. *See also* Air Movement.

Air liaison officer. A tactical air force or naval aviation officer attached to a ground unit or formation as air adviser.

Airlift.

1. The total weight of personnel and/or cargo that is, or can be, carried by air, or that is offered for carriage by air.
2. To transport passengers and cargo by use of aircraft.

AIRLIFT

3. The carriage of personnel and/or cargo by air.

See also Payload. *Capability. The total capacity expressed in terms of number of passengers and/or weight/cubic displacement of cargo that can be carried at any one time to a given destination by the available air transport service. *See also* Allowable cabin load (air); Allowable cargo load (air); Payload; Planned load (aircraft). *Requirement. The total number of passengers and/or weight/cubic displacement of cargo required to be carried by air for a specific task.

Air logistic support. Support by air-landing or airdrop including air supply, movement of personnel, evacuation of casualties and prisoners of war and recovery of equipment and vehicles.

Air maintenance. *See* Air logistic support.

Air mission. *See* Mission. *Intelligence report. A detailed report of the results of an air mission, including a complete intelligence account of the mission.

Airmobile operations. Operations in which combat forces and their equipment move about the battlefield in air vehicles under the control of a ground force commander to engage in ground combat.

Air movement. Air transport of units, personnel, supplies and equipment including airdrops and air-landings. *See also* Airdrop; Free drop; High velocity drop; Low velocity drop. *Officer. An officer trained for duties in air movement or Air traffic section. *Table. A table prepared by a ground force commander in co-ordination with an air force commander. This form, issued as an annex to the operation order:

1. indicates the allocation of aircraft space to elements of the ground units to be airlifted.
2. designates the number and type of aircraft in each serial.
3. specifies the departure area, time of loading and take-off.

AIR PLOT

*Traffic section. A section located on those airfields which serve transport aircraft. It is responsible for the loading and unloading of aircraft, and for the handling of passengers, mail and materials.

Air observation post. *See* Observation post.

Air observer. An individual whose primary mission is to observe or take photographs from an aircraft in order to adjust artillery fire or obtain military information.

Air passenger movement. The movement by air of military personnel and their dependents, service sponsored personnel and their dependents.

Air passenger schedules. Schedules designed specifically for the movement by air of personnel and their dependents to meet routine requirements.

Air photograph. Any photograph taken from the air.

Air photographic reconnaissance. The obtaining of information by air photography, divided into three types:

1. strategic photographic reconnaissance.
2. tactical photographic reconnaissance.
3. survey cartographic photography — air photography taken for survey/cartographic purposes and to survey/cartographic standards of accuracy. It may be strategic or tactical.

Air pickets. Airborne early warning aircraft disposed around a position, area, or formation primarily to detect, report, and track approaching enemy aircraft or missiles and to control intercepts. *See also* Airborne early warning and control.

Air plot.

1. A continuous plot used in air navigation of a graphic representation of true headings steered and air distances flown.

AIR PLOT

2. A continuous plot of the position of an airborne object represented graphically to show true headings steered and air distances flown.

Airport. An aerodrome at which facilities available to the public are provided for the shelter, servicing, or repair of aircraft, and for receiving or despatching passengers or freight.

Air portable. Denotes equipment which can be carried in an aircraft with not more than such minor dismantling and reassembling as would be within the capabilities of user units. This term must be qualified to show the extent of air portability.

Air position. The calculated position of an aircraft assuming no wind effect.

Air priorities committee. A committee set up to determine the priorities of passengers and cargo. *See also* Air transport allocations board.

Air reconnaissance. The acquisition of intelligence information employing aerial vehicles in visual observation or the use of sensory devices.

Air route. The navigable airspace between two points, identified to the extent necessary for the application of flight rules.

Air space warning area. *See* Danger area.

Airspeed. The speed of an aircraft relative to its surrounding air mass.

Air staging post.

1. The unit whose function is the handling, reception, servicing and despatch of aircraft and control of their loads.

2. An airfield en route which is used for refuelling, servicing, etc.

Air staging unit. A unit situated at an airfield and concerned with the reception, handling, servicing and preparation for departure of aircraft and control of personnel and cargo.

AIR SURVEY CAMERA

Air station (photogrammetry). The point in space occupied by the camera lens at the moment of exposure. *See also* Air base (photogrammetry).

Air strip. An unimproved surface which has been adapted for take-off or landing of aircraft, usually having minimum facilities. *See also* Airfield.

Air superiority. That degree of dominance in the air battle of one force over another which permits the conduct of operations by the former and its related land, sea and air forces at a given time and place without prohibitive interference by the opposing force.

Air supply. The delivery of cargo by airdrop or air-landing.

Air support. All forms of support given by air forces on land or sea. *See also* Call mission; Close*; Immediate*; Indirect*; Preplanned*; Tactical*. *Operations centre. The joint staff agency in the field responsible for tasking the strike and reconnaissance effort allotted to it by the Joint Operations Centre.

Air supremacy. That degree of air superiority wherein the opposing air force is incapable of effective interference.

Air surveillance. The systematic observation of air space by electronic, visual or other means, primarily for the purpose of identifying and determining the movements of aircraft and missiles, friendly and enemy, in the air space under observation. *See also* Surveillance.

*Plotting board. A gridded, small scale, air defence map of an appropriate area. It is maintained at the air control centre. On it are posted current locations, number, and altitudes of all friendly or enemy aircraft within current range of radar or ground observer facilities.

Air survey camera. *See* Air cartographic camera.