

not served by an approach control facility, the ARTCC provides limited approach control service.

(See ICAO term **APPROACH CONTROL SERVICE**.)

(Refer to AIM.)

APPROACH CONTROL SERVICE [ICAO]– Air traffic control service for arriving or departing controlled flights.

APPROACH GATE– An imaginary point used within ATC as a basis for vectoring aircraft to the final approach course. The gate will be established along the final approach course 1 mile from the final approach fix on the side away from the airport and will be no closer than 5 miles from the landing threshold.

APPROACH/DEPARTURE HOLD AREA– The locations on taxiways in the approach or departure areas of a runway designated to protect landing or departing aircraft. These locations are identified by signs and markings.

APPROACH LIGHT SYSTEM–

(See **AIRPORT LIGHTING**.)

APPROACH SEQUENCE– The order in which aircraft are positioned while on approach or awaiting approach clearance.

(See **LANDING SEQUENCE**.)

(See ICAO term **APPROACH SEQUENCE**.)

APPROACH SEQUENCE [ICAO]– The order in which two or more aircraft are cleared to approach to land at the aerodrome.

APPROACH SPEED– The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration.

APPROACH WITH VERTICAL GUIDANCE (APV)– A term used to describe RNAV approach procedures that provide lateral and vertical guidance but do not meet the requirements to be considered a precision approach.

APPROPRIATE ATS AUTHORITY [ICAO]– The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned. In the United States, the “appropriate ATS authority” is the Program Director for Air Traffic Planning and Procedures, ATP-1.

APPROPRIATE AUTHORITY–

a. Regarding flight over the high seas: the relevant authority is the State of Registry.

b. Regarding flight over other than the high seas: the relevant authority is the State having sovereignty over the territory being overflown.

APPROPRIATE OBSTACLE CLEARANCE

MINIMUM ALTITUDE– Any of the following:

(See **MINIMUM EN ROUTE IFR ALTITUDE**.)

(See **MINIMUM IFR ALTITUDE**.)

(See **MINIMUM OBSTRUCTION CLEARANCE ALTITUDE**.)

(See **MINIMUM VECTORING ALTITUDE**.)

APPROPRIATE TERRAIN CLEARANCE

MINIMUM ALTITUDE– Any of the following:

(See **MINIMUM EN ROUTE IFR ALTITUDE**.)

(See **MINIMUM IFR ALTITUDE**.)

(See **MINIMUM OBSTRUCTION CLEARANCE ALTITUDE**.)

(See **MINIMUM VECTORING ALTITUDE**.)

APRON– A defined area on an airport or heliport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance. With regard to seaplanes, a ramp is used for access to the apron from the water.

(See ICAO term **APRON**.)

APRON [ICAO]– A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, refueling, parking or maintenance.

ARC– The track over the ground of an aircraft flying at a constant distance from a navigational aid by reference to distance measuring equipment (DME).

AREA CONTROL CENTER [ICAO]– An air traffic control facility primarily responsible for ATC services being provided IFR aircraft during the en route phase of flight. The U.S. equivalent facility is an air route traffic control center (ARTCC).

AREA NAVIGATION (RNAV)– A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

Note: Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.