

**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.

**AREA NAVIGATION (RNAV) APPROACH CONFIGURATION:**

**a. STANDARD T**– An RNAV approach whose design allows direct flight to any one of three initial approach fixes (IAF) and eliminates the need for procedure turns. The standard design is to align the procedure on the extended centerline with the missed approach point (MAP) at the runway threshold, the final approach fix (FAF), and the initial approach/intermediate fix (IAF/IF). The other two IAFs will be established perpendicular to the IF.

**b. MODIFIED T**– An RNAV approach design for single or multiple runways where terrain or operational constraints do not allow for the standard T. The “T” may be modified by increasing or decreasing the angle from the corner IAF(s) to the IF or by eliminating one or both corner IAFs.

**c. STANDARD I**– An RNAV approach design for a single runway with both corner IAFs eliminated.

Course reversal or radar vectoring may be required at busy terminals with multiple runways.

**d. TERMINAL ARRIVAL AREA (TAA)**– The TAA is controlled airspace established in conjunction with the Standard or Modified T and I RNAV approach configurations. In the standard TAA, there are three areas: straight-in, left base, and right base. The arc boundaries of the three areas of the TAA are published portions of the approach and allow aircraft to transition from the en route structure direct to the nearest IAF. TAAs will also eliminate or reduce feeder routes, departure extensions, and procedure turns or course reversal.

**1. STRAIGHT-IN AREA**– A 30 NM arc centered on the IF bounded by a straight line extending through the IF perpendicular to the intermediate course.

**2. LEFT BASE AREA**– A 30 NM arc centered on the right corner IAF. The area shares a boundary with the straight-in area except that it extends out for 30 NM from the IAF and is bounded on the other side by a line extending from the IF through the FAF to the arc.

**3. RIGHT BASE AREA**– A 30 NM arc centered on the left corner IAF. The area shares a boundary with the straight-in area except that it extends out for 30 NM from the IAF and is bounded on the other side by a line extending from the IF through the FAF to the arc.

**AREA NAVIGATION (RNAV) GLOBAL POSITIONING SYSTEM (GPS) PRECISION RUNWAY MONITORING (PRM) APPROACH**–

A GPS approach, which requires vertical guidance, used in lieu of another type of PRM approach to conduct approaches to parallel runways whose extended centerlines are separated by less than 4,300 feet and at least 3,000 feet, where simultaneous close parallel approaches are permitted. Also used in lieu of an ILS PRM and/or LDA PRM approach to conduct Simultaneous Offset Instrument Approach (SOIA) operations.

**ARMY AVIATION FLIGHT INFORMATION BULLETIN**– A bulletin that provides air operation data covering Army, National Guard, and Army Reserve aviation activities.

**ARO**–

(See AIRPORT RESERVATION OFFICE.)

**ARRESTING SYSTEM**– A safety device consisting of two major components, namely, engaging or