

**ACTUAL NAVIGATION PERFORMANCE (ANP)–**

(See **REQUIRED NAVIGATION PERFORMANCE**.)

**ADAPTED ROUTES–** Departure and/or arrival routes that are adapted in ARTCC ERAM computers to accomplish inter/intrafacility controller coordination and to ensure that flight data is posted at the proper control positions. Adapted routes are automatically applied to flight plans where appropriate. When the workload or traffic situation permits, controllers may provide radar vectors or assign requested routes to minimize circuitous routing. Adapted routes are usually confined to one ARTCC's area and are referred to by the following names or abbreviations:

**a. Adapted Arrival Route (AAR).** A specific arrival route from an appropriate en route point to an airport or terminal area. A Standard Terminal Arrival (STAR) and/or a partial Preferred IFR Route may be included in an AAR.

**b. Adapted Departure Route (ADR).** A specific departure route from an airport or terminal area to an en route point where there is no further need for flow control. An Instrument Departure Procedure (DP) and/or a partial Preferred IFR Route may be included in an ADR.

**c. Adapted Departure and Arrival Route (ADAR).** A route between two terminals which are within or immediately adjacent to one ARTCC's area. ADARs are similar to Preferred IFR Routes and may share components, but they are not synonymous.

(See **PREFERRED IFR ROUTES**.)

**ADAR–**

(See **ADAPTED ROUTES**.)

**ADDITIONAL SERVICES–** Advisory information provided by ATC which includes but is not limited to the following:

**a. Traffic advisories.**

**b. Vectors,** when requested by the pilot, to assist aircraft receiving traffic advisories to avoid observed traffic.

**c. Altitude deviation information** of 300 feet or more from an assigned altitude as observed on a verified (reading correctly) automatic altitude readout (Mode C).

**d. Advisories** that traffic is no longer a factor.

**e. Weather and chaff information.**

**f. Weather assistance.**

**g. Bird activity information.**

**h. Holding pattern surveillance.** Additional services are provided to the extent possible contingent only upon the controller's capability to fit them into the performance of higher priority duties and on the basis of limitations of the radar, volume of traffic, frequency congestion, and controller workload. The controller has complete discretion for determining if he/she is able to provide or continue to provide a service in a particular case. The controller's reason not to provide or continue to provide a service in a particular case is not subject to question by the pilot and need not be made known to him/her.

(See **TRAFFIC ADVISORIES**.)

(Refer to AIM.)

**ADF–**

(See **AUTOMATIC DIRECTION FINDER**.)

**ADIZ–**

(See **AIR DEFENSE IDENTIFICATION ZONE**.)

**ADLY–**

(See **ARRIVAL DELAY**.)

**ADMINISTRATOR–** The Federal Aviation Administrator or any person to whom he/she has delegated his/her authority in the matter concerned.