ANNEX I. Part - DEF

DEFINITIONS,

GUIDANCE MATERIAL and

ACCEPTABLE MEANS & COMPLIANCE

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ANNEX I. Part - DEF. DEFINITIONS, GUIDANCE MATERIAL and ACCEPTABLE MEANS & COMPLIANCE

CONTENT

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DEFINITIONS for TERMS used in Annexes II to VII

For the purpose of this Regulation, the following Definitions shall apply :

SECTION I. General

(*Definition specified for Helicopters only see in Section 2*)

(1) ***" Accelerate – Stop Distance Available*** *(ASDA)"* means the length of the Take-off run available plus the length of stopway, if such stopway is declared available by the State of the aerodrome and is capable of bearing the mass of the aeroplane under the prevailing operating conditions ;

(2) ***" Acceptable Means of Compliance*** *(AMC)"* means non-binding standards adopted by the GDCA of RA to illustrate means to establish compliance with CR - EC N° 216 / 2008 and its Implementing Rules ;

(3) ***" Alternative Means of Compliance "*** means those means that propose an alternative to an existing acceptable means of compliance or those that propose new means to establish compliance with CR - EC N° 216 / 2008 and its Implementing Rules for which no associated AMC have been adopted by the GDCA of RA ;

(4) ***" Acceptance Checklist "*** means a document used to assist in carrying out a check on the external appearance of packages of Dangerous Goods and their associated documents to determine that all appropriate requirements have been met with ;

(5) ***" Adequate Aerodrome "*** means an aerodrome on which the aircraft can be operated, taking account of the applicable performance requirements and runway characteristics ;

For the purpose of passenger classification :

(a) ***" Adult "*** means a person of an age of 12 years and above ;

(b) ***" Child / Children "*** means persons who are of an age of two *(2)* years and above but who are less than 12 years of age ;

(c) ***" Infant "*** means a person under the age of two *(2)* years ;

(6) ***" Aeroplane "*** *means* an engine - driven fixed - wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings ;

(7) ***" Aided Night Vision Imaging System*** *(NVIS)* ***flight "*** *means,* in the case of NVIS operations, that portion of a Visual Flight Rules *(VFR)* flight performed at night when a crew member is using ***Night Vision Goggles*** *(NVG)* ;

(8) ***" Aircraft "*** *means* a machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface ;

(8.a) ***" Aircraft Tracking "*** *means* a ground based process that maintains and updates, at standardized intervals, a record of the four dimensional position of individual aircraft in flight;

(8.b) ***" Aircraft Tracking System "*** *means* a system that relies on aircraft tracking in order to identify abnormal flight behaviour and provide alert. "

(9) ***" Air Taxi Operation "*** *means*, for the purpose of Flight Time and Duty Time Limitations, a non - scheduled on demand Commercial Air Transport Operation with an aeroplane with a Maximum Operational Passenger Seating Configuration *(MOPSC)* of ***19*** *or less* ;

(10) ***" Anti - Icing "*** in the case of ground procedures, means a procedure that provides protection against the formation of frost or ice and accumulation of snow on treated surfaces of the aircraft for a limited period of time *(hold - over time)* ;

(11) ***" Approach Procedure with Vertical Guidance (APV) Operation "*** means an instrument approach which utilizes lateral and vertical guidance, but does not meet the requirements established for precision approach and landing operations, with a decision height (DH) not lower than 250 ft and a runway visual range (RVR) of not less than 600 m ;

(11 a) ***" Balloon Empty Mass "*** *means* the mass determined by weighing the balloon with all the installed equipment a specified in the AFM ;

(12) ***" Cabin Crew Member "*** means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations ;

(13) ***" Category I (CAT I) Approach Operation "*** *means* a Precision Instrument Approach and Landing using an Instrument Landing System *(ILS),* Microwave Landing System *(MLS),* GLS *(Ground - Based Augmented Global Navigation Satellite System*) GNSS / GBAS Landing System, Precision Approach Radar *(PAR)* or GNSS using a Satellite - Based Augmentation System *(SBAS)* with a decision height (DH) not lower than 200 ft and with a Runway Visual Range *(RVR)* not less than 550m for aeroplanes and 500m for helicopters ;

(14) ***" Category II (CAT II) Operation "*** *means* a Precision Instrument Approach and Landing operation using ILS or MLS with :

(a) DH below 200 ft but not lower than **100** ft ; *and*

(b) RVR of not less than **300** m;

(15) ***" Category III A (CAT III A) Operation "*** means a Precision Instrument Approach and Landing operation using ILS or MLS with :

(a) DH lower than **100** ft ; *and*

(b) RVR not less than **200** m;

(16) ***" Category III B (CAT III B) Operation "*** means a Precision Instrument Approach and Landing operation using ILS or MLS with :

(a) DH lower than **100** ft, *or no DH* ; *and*

(b) RVR lower than **200** m but not less than **75** m ;

(19) ***" Certification Specifications " (CS)*** means technical standards adopted by the GDCA of RA indicating means to show compliance with CR - EC N^{o} 216 / 2008 and its Implementing Rules and which can be used by an organization for the purpose of certification;

(20) ***" Circling "*** *means* the visual phase of an Instrument Approach to bring an aircraft into position for landing on a runway/FATO that is not suitably located for a straight-in approach ;

(21) ***" Clearway "*** means a defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height ;

(22) ***" Cloud Base '*** means the height of the base of the lowest observed or forecast cloud element in the vicinity of an aerodrome or operating site or within a specified area of operations, normally measured above aerodrome elevation or, in the case of offshore operations, above mean sea level ;

(23) ***" Code Share "*** means an arrangement under which an operator places its designator code on a flight operated by another operator, and sells and issues tickets for that flight ;

(23 a) " ***Commercial Air Transport*** *(CAT)* ***Operation*** " *means* an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration ;

(23 b) ***" Competition Flight "*** *means* any flying activity where the aircraft is used in air races or contests, as well as where the aircraft is used to practice for air races or contests and to fly to and from racing or contest events ;

(24) ***" Congested Area "*** means in relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes ;

(25) ***" Contaminated Runway "*** means a runway of which more than 25 % of the runway surface area within the required length and width being used is covered by the following :

(a) surface water *more than* ***3*** *mm (0,125 in)* deep, or by slush, or loose snow, equivalent to more than ***3*** *mm (0,125 in)* of water ;

(b) snow which has been compressed into a solid mass which resists further compression and will hold together or break into lumps if picked up *(compacted snow) ; or*

(c) ice, including wet ice ;

(26) ***" Contingency Fuel "*** means the fuel required to compensate for unforeseen factors that could have an influence on the fuel consumption to the destination aerodrome ;

(27) ***" Continuous Descent Final Approach (CDFA) "*** means a technique, consistent with stabilized approach procedures, for flying the final - approach segment of a Non - precision instrument approach procedure as a continuous descent, without level - off, from an altitude / height at or above the final approach fix altitude / height to a point approximately **15** m (50 ft) above the landing runway threshold or the point where the flare manoeuvre shall begin for the type of aircraft flown ;

(28) ***" Converted Meteorological Visibility (CMV) "*** means a value, equivalent to an RVR, which is derived from the reported meteorological visibility ;

(29) ***" Crew Member "*** means a person assigned by an operator to perform duties on board an aircraft ;

(30) ***" Critical Phases of Flight "*** in the case of aeroplanes means the take-off run, the take-off flight path, the final approach, the missed approach, the landing, including the landing roll, and any other phases of flight as determined by the Pilot - in - Command or Commander ;

(32) ***" Damp Runway "*** means a runway where the surface is not dry, but when the moisture on it does not give it a shiny appearance ;

(33) ***" Dangerous Goods (DG) "*** means articles or substances which are capable of posing a risk to health safety, property or the environment and which are shown in the list of dangerous goods in the technical instructions or which are classified according to those instructions ;

(34) ***" Dangerous Goods Accident "*** means an occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage ;

(35) ***" Dangerous Goods Incident "*** means :

(a) an occurrence other than a dangerous goods accident associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained ;

(b) any occurrence relating to the transport of dangerous goods which seriously jeopardizes an aircraft or its occupants;

(36) ***" De - Icing "***, in the case of ground procedures, means a procedure by which frost, ice, snow or slush is removed from an aircraft in order to provide uncontaminated surfaces ;

(40) ***" Dry Lease Agreement "*** *means* an agreement between undertakings pursuant to which the aircraft is operated under the Air Operator Certificate **(AOC)** of the lessee or, in the case of commercial operations other than CAT under the responsibility of the lessee ;

(41) ***" Dry Operating Mass "*** *means* the total mass of the aircraft ready for a specific type of operation, excluding usable fuel and traffic load ;

(42) ***" Dry Runway "*** *means* a runway which is neither wet nor contaminated, and includes those paved runways which have been specially prepared with grooves or porous pavement and maintained to retain ***' Effectively Dry '*** braking action even when moisture is present ;

(43) ***" ELA 1 Aircraft "*** *means* the following manned European Light Aircraft :

(a) an aeroplane with a Maximum Take-off Mass **(MTOM)** of 1200 kg or less that is not classified as complex motor - powered aircraft ;

(b) a sailplane or powered sailplane of 1200 kg MTOM or less ;

(c) a balloon with a maximum design lifting gas or hot air volume of not more than 3400 m^3 for hot air balloons, 1050 m^3 for gas balloons, 300 m^3 for tethered gas balloons;

(44) ***" ELA 2 Aircraft "*** means the following manned European Light Aircraft :

(a) an aeroplane with a Maximum Take-off Mass **(MTOM)** of 2000 kg or less that is not classified as complex motor - powered aircraft ;

(b) a sailplane or powered sailplane of 2000 kg MTOM or less ;

(c) a balloon ;

(d) a Very Light Rotorcraft with a MTOM not exceeding 600 kg which is of a simple design, designed to carry not more than two occupants, not powered by turbine and / or rocket engines ; restricted to VFR day operations ;

(45) ***" Elevated Final Approach and Take-off Area (Elevated FATO) "*** *means* a FATO that is at least 3 m above the surrounding surface ;

(46) ***" En - Route Alternate (ERA) Aerodrome "*** means an adequate aerodrome along the route, which may be required at the planning stage ;

(47) ***" Enhanced Vision System (EVS) "*** *means* a system to display electronic real - time images of the external scene achieved through the use of imaging sensors ;

(49) ***" Flight Data Monitoring (FDM) "*** *means* the proactive and non - punitive use of digital flight data from routine operations to improve aviation safety ;

(50) ***" Flight Simulation Training Device (FSTD) "*** means a training device which is :

a) in the case of Aeroplanes, a ***Full Flight Simulator (FFS)***, a ***Flight Training Device (FTD)***, a ***Flight and Navigation Procedures Trainer (FNPT)***, or a B***asic Instrument Training Device (BITD)*** ;

b) in the case of Helicopters, , a ***Full Flight Simulator (FFS)***, a ***Flight Training Device (FTD)***, or a ***Flight and Navigation Procedures Trainer (FNPT)*** ;

(50 a) ***" Flying Display "*** *means* any flying activity deliberately performed for the purpose of providing an exhibition or entertainment at an advertised event open to the public, including where the aircraft is used to practice for a flying display and to fly to and from the advertised event ;

(51) " ***Fuel ERA Aerodrome "*** means an En-Route Alternate Aerodrome selected for the purpose of reducing contingency fuel ;

(52) ***" GBAS Landing System (GLS) "*** means an approach landing system using Ground Based Augmented Global Navigation Satellite System *(GNSS / GBAS)* information to provide guidance to the aircraft based on its lateral and vertical GNSS position.
It uses geometric altitude reference for its final approach slope ;

(53) ***" Ground Emergency Service Personnel "*** *means* any ground emergency service personnel (such as policemen, firemen, etc.) involved with helicopter emergency medical services (HEMS's) and whose tasks are to any extent pertinent to helicopter operations ;

(54) ***" Grounding "*** means the formal prohibition of an aircraft to take-off and the taking of such steps as are necessary to detain it ;

(55) ***" Head - Up Display (HUD) "*** means a display system which presents flight information to the pilot's forward external field of view and which does not significantly restrict the external view ;

(56) ***" Head - Up Guidance Landing System (HUDLS) "*** means the total airborne system that provides head - up guidance to the pilot during the approach and landing and / or missed approach procedure. It includes all sensors, computers, power supplies, indications and controls;

(57) ***" Helicopter "*** *means* a heavier - than - air aircraft supported in flight chiefly by the reactions of the air on one or more power - driven rotors on substantially vertical axes ;

(57 a) ***" High Risk Commercial Specialized Operation "*** *means* any commercial specialized aircraft operation carried out over an area where the safety of third parties on the ground is likely to be endangered in the event of an emergency, or, as determined by the Competent Authority of the place where the operation is conducted, any commercial specialized aircraft operation that, due to its specific nature and the local environment in which it is conducted, poses a high risk, in particular to third parties on the ground ;

(68) ***" Hold - over Time (HoT) "*** *means* the estimated time the Anti - icing fluid will prevent the formation of ice and frost and the accumulation of snow on the protected *(treated)* surfaces of an aeroplane ;

(68 a) ***" Introductory Flight "*** *means* any flight against remuneration or other valuable consideration consisting of an air tour of short duration, offered by an approved training organization or an organization created with the aim of promoting aerial sport or leisure aviation, for the purpose of attracting new trainees or new members ;

(71) ***" Landing Distance Available (LDA) "*** *means* the length of the runway which is declared available by the State of the aerodrome and suitable for the ground run of an aeroplane landing ;

(72) ***" Landplane "*** *means* a fixed wing aircraft which is designed for taking - off and landing on land and includes amphibians operated as landplanes ;

(72 a) ***" Large Aeroplane "*** *shall mean* an aeroplane that has the Certification Specifications for large aeroplanes " CS - 25 " or equivalent in its certification basis ;

(74) ***" Low Visibility Procedures (LVP)"*** *means* procedures applied at an aerodrome for the purpose of ensuring safe operations during lower than standard category I *(CAT I),* other than standard Category II *(CAT II),* Category II *(CAT II)* and Category III *(CAT III)* approaches and Low Visibility Take-offs *(LVO)* ;

(75) ***" Low Visibility Take-Off (LVTO) "*** *means* a take-off with an RVR *lower than* ***400*** *m but not less than* ***75*** *m ;*

(76) ***" Lower than Standard Category I (LTS CAT I) Operation "*** *means* a Category I Instrument Approach and Landing Operation using Category I *(CAT I)* DH, with an RVR lower than would normally be associated with the applicable DH *but not lower than* ***400*** *m;*

(77) ***" Maximum Operational Passenger Seating Configuration (MOPSC) "*** *means* the maximum passenger seating capacity of an individual aircraft, excluding crew seats, established for operational purposes and specified in the Operations Manual (OM). Taking as a baseline the maximum passenger seating configuration established during the certification process conducted for the ***Type Certificate (TC)***, ***Supplemental Type Certificate (STC)*** or change to the TC or STC as relevant to the individual aircraft, the MOPSC may establish an equal or lower number of seats, depending on the operational constraints ;

(79) ***" Night "*** *means* the period between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be prescribed by the GDCA of RA ;

(80) ***" Night Vision Goggles (NVG) "*** means a head - mounted, binocular, light intensification appliance that enhances the ability to maintain visual surface references at night ;

(83) ***" Non - Precision Approach (NPA) Operation "*** means an instrument approach with a ***Minimum Descent Height*** *(MDH)*, or DH when flying a CDFA technique, not lower than 250 ft and an RVR / CMV of not less than 750 m for aeroplanes and 600 m for helicopters ;

(86) ***" Offshore Operations "*** *means* a helicopter operation that has a substantial proportion of any flight conducted over open sea areas to or from an offshore location ;

(87) ***" Operating Site "*** means a site, other than an aerodrome, selected by the Operator or Pilot-in-Command or Commander for landing, take-off and / or external load operations ;

(91) ***" Operational Control "*** *means* the responsibility for the initiation, continuation, termination or diversion of a flight in the interest of safety ;

(92) ***" Other than Standard Category II (OTS CAT II) Operation "*** *means* a precision instrument approach and landing operation using ILS or MLS where some or all of the elements of the precision approach Category II (CAT II) light system are not available, and with :

(a) DH *below* ***200*** *ft but not lower than 100 ft* ; *and*

(b) RVR of *not less than* ***350*** *m* ;

(93) ***" Performance Class A Aeroplanes "*** *means* multi - engined aeroplanes powered by turbo - propeller engines with an MOPSC of *more than* ***9*** *(nine)* or a maximum take-off mass *exceeding* ***5 700*** *kg,* and all multi - engined turbo - jet powered aeroplanes ;

(94) ***" Performance Class B Aeroplanes "*** *means* aeroplanes powered by propeller engines with an MOPSC *of* ***9*** *(nine) or less* and a *maximum take-off mass of* ***5 700*** *kg or less* ;

(95) ***" Performance Class C Aeroplanes "*** *means* aeroplanes powered by reciprocating engines with an MOPSC *of more than* ***9*** *(nine)* or *a Maximum Take-off Mass Exceeding* ***5 700*** *kg ;*

(95 a) ***" Performance - Based Navigation (PBN) "*** *means* area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace ;

(96) ***" Pilot - In - Command (PIC) "*** *means* the pilot designated as being in Command and charged with the safe conduct of the flight. For the purpose of Commercial Air Transport Operations, the " ***Pilot - In - Command "*** shall be termed the ***" Commander "*** ;

(97) ***" Principal Place of Business "*** means the head office or registered office of the organization within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised ;

(98) ***" Prioritization of Ramp Inspections "*** *means* the dedication of an appropriate portion of the total number of ramp inspections conducted by or on behalf of a GDCA on an annual basis as provided in Part - ARO ;

(99) ***" Public Interest Site (PIS) "*** *means* a site used exclusively for operations in the public interest ;

(100) ***" Ramp Inspection "*** *means* the inspection of aircraft, of flight and cabin crew qualifications and of flight documentation in order to verify the compliance with the applicable requirements;

(101) ***" Rectification Interval "*** *means* a limitation on the duration of operations with inoperative equipment ;

(103 a) ***" Required Navigation Performance*** (RNP) ***Specification "*** *means* a navigation specification for PBN operations which includes a requirement for on-board navigation performance monitoring and alerting ;

(104) ***" Runway Visual Range (RVR) "*** *means* the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line ;

(105) ***" Safe Forced Landing*** " *means* an unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface ;

(106) ***" Seaplane "*** *means* a fixed wing aircraft which is designed for taking - off and landing on water and includes amphibians operated as seaplanes ;

(107) ***" Separate Runways "*** *means* runways at the same aerodrome that are separate landing surfaces. These runways may overlay or cross in such a way that if one of the runways is blocked, it will not prevent the planned type of operations on the other runway. Each runway shall have a separate approach procedure based on a separate navigation aid ;

(108) ***" Special VFR Flight "*** *means* a VFR flight cleared by Air Traffic Control to operate within a control zone in meteorological conditions below VMC ;

(108 a) ***" Specialized Operation "*** *means* any operation other than commercial air transport where the aircraft is used for specialized activities such as agriculture, construction, photography, surveying, observation and patrol, aerial advertisement ;

(109) ***" Stabilized Approach (SAp) "*** *means* an approach that is flown in a controlled and appropriate manner in terms of configuration, energy and control of the flight path from a pre - determined point or altitude / height down *to a point* ***50*** *ft above the Threshold* or the point where the flare manoeuvre is initiated if higher ;

(109 a) ***" Sterile Flight Crew Compartment "*** *means* any period of time when the flight crew members are not disturbed or distracted, except for matters critical to the safe operation of the aircraft or the safety of the occupants ;

(110) ***" Take - off Alternate Aerodrome "*** *means* an alternate aerodrome at which an aircraft can land should this become necessary shortly after take - off and if it is not possible to use the aerodrome of departure ;

(111) ***" Take - off Decision Point (TDP) "*** *means* the point used in determining take-off performance from which, an engine failure having been recognized at this point, either a rejected take-off may be made or a take - off safely continued ;

(112) ***" Take - Off Distance Available (TODA) "*** in the case of aeroplanes means the length of the take-off run available plus the length of the clearway, if provided ;

(115) ***" Take - off Flight Path "*** *means* the vertical and horizontal path, with the critical engine inoperative, from a specified point in the take-off for Aeroplanes to 1 500 ft above the surface and for Helicopters to 1 000 ft above the surface ;

(116) ***" Take - off Mass "*** *means* the mass including everything and everyone carried at the commencement of the take-off for helicopters and take-off run for aeroplanes ;

(117) ***" Take-off Run Available (TORA) "*** *means* the length of runway that is declared available by the State of the aerodrome and suitable for the ground run of an aeroplane taking - off ;

(117 a) ***" Task Specialist "*** *means* a person assigned by the operator or a third party, or acting as an undertaking, who performs tasks on the ground directly associated with a specialized task or perform specialized task on board or from the aircraft ;

(119) ***" Technical Instructions (TI) "*** *means* the latest effective edition of the ***' Technical Instructions for the Safe Transport of Dangerous Goods by Air '***, including the supplement and any addenda, approved and published by the ICAO ;

(120) ***" Traffic Load "*** *means* the total mass of passengers, baggage, cargo and carry-on specialist equipment, and, except for balloons, including any ballast ;

(122) ***" Undertaking "*** *means* any natural or legal person, whether profit - making or not, or any official body whether having its own personality or not ;

(123) ***" V_1 "*** *means* the maximum speed in the Take-off at which the pilot must take the first action to stop the aeroplane within the Accelerate - Stop Distance.
V_1 *also means* the minimum speed in the take-off, following a failure of the critical engine at ***V_{EF}*** , at which the pilot can continue the take-off and achieve the required height above the take- off surface within the take-off distance ;

(124) ***" V_{EF} "*** *means* the speed at which the critical engine is assumed to fail during Take-off ;

(125) ***" Visual Approach "*** *means* an approach when either part or all of an instrument approach procedure is not completed and the approach is executed with visual reference to the terrain ;

(126) ***" Weather - permissible Aerodrome "*** *means* an adequate aerodrome where, for the anticipated time of use, weather reports, or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the required aerodrome operating minima, and the runway surface condition reports indicate that a safe landing will be possible ;

(127) ***" Wet Lease Agreement "*** *means* an agreement :

- in the case of CAT operations, between air carriers pursuant to which the aircraft is operated under the AOC of the lessor ; *or*
- in the case of commercial operations other than CAT, between operators pursuant to which the aircraft is operated under the responsibility of the lessor ;

(128) ***" Wet Runway "*** *means* a runway of which the surface is covered with water, or equivalent, less than specified by the ***' Contaminated Runway '*** definition or when there is sufficient moisture on the runway surface to cause it to appear reflective, but without significant areas of standing water.

SECTION II. DEFINITION specified for HELICOPTERS OPERATIONS only

(17) ***" Category A with Respect to Helicopters "*** *means* a multi - engined helicopter designed with engine and system isolation features specified in the applicable airworthiness codes and capable of operations using take-off and landing data scheduled under a critical engine failure concept that assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off in the event of engine failure ;

(18) ***" Category B with Respect to Helicopters "*** *means* a single - engined or multi - engined helicopter that does not meet category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and unscheduled landing is assumed ;

(31) ***" Critical Phases of Flight "*** in the case of helicopters means taxiing, hovering, take-off, final approach, missed approach, the landing and any other phases of flight as determined by the Pilot - in - Command or Commander ;

(37) ***" Defined Point after Take-off*** *(DPATO)* ***"*** *means* the point, within the take-off and initial climb phase, before which the helicopter's ability to continue the flight safely, with the critical engine inoperative, is not assured and a forced landing may be required ;

(38) ***" Defined Point before Landing*** *(DPBL)* ***"*** *means* the point within the approach and landing phase, after which the helicopter's ability to continue the flight safely, with the critical engine inoperative, is not assured and a forced landing may be required ;

(39) ***" Distance DR "*** *means* the horizontal distance that the helicopter has travelled from the end of the take-off distance available ;

(45) ***" Elevated Final Approach and Take-Off Area*** *(Elevated FATO)* ***"*** means a FATO that is at least 3 m above the surrounding surface ;

(48) ***" Final Approach and Take-off Area*** *(FATO)* ***"*** *means* a defined area for helicopter operations, over which the final phase of the approach manoeuvre to hover or land is completed, and from which the take-off manoeuvre is commenced. In the case of helicopters operating in Performance Class 1, the defined area includes the rejected take-off area available ;

(50) ***" Flight Simulation Training Device*** *(FSTD)* ***"*** means a training device which is in the case of helicopters, a *Full Flight Simulator (FFS)*, a *Flight Training Device (FTD)* or a *Flight and Navigation Procedures Trainer (FNPT)* ;

(53) ***" Ground Emergency Service Personnel "*** *means* any ground emergency service personnel *(such as policemen, firemen, etc.)* involved with *Helicopter Emergency Medical Services (HEMSs)* and whose tasks are to any extent pertinent to helicopter operations ;

(57) ***" Helicopter "*** *means* a heavier - than - air aircraft supported in flight chiefly by the reactions of the air on one or more power - driven rotors on substantially vertical axes ;

(58) ***" Helicopter Hoist Operation*** *(HHO)* ***Crew Member "*** *means* a technical crew member who performs assigned duties relating to the operation of a hoist ;

(59) ***" Helideck "*** *means* a FATO located on a floating or fixed offshore structure ;

(60) *" HEMS Crew Member "* *means* a technical crew member who is assigned to a HEMS flight for the purpose of attending to any person in need of medical assistance carried in the helicopter and assisting the pilot during the mission ;

(61) ***" HEMS Flight "*** *means* a flight by a helicopter operating under a HEMS approval, the purpose of which is to facilitate emergency medical assistance, where immediate and rapid transportation is essential, by carrying :

a) medical personnel ;

b) medical supplies *(equipment, blood, organs, drugs) ; or*

c) ill or injured persons and other persons directly involved ;

(62) ***" HEMS Operating Base "*** *means* an aerodrome at which the HEMS crew members and the HEMS helicopter may be on stand-by for HEMS operations ;

(63) ***" HEMS Operating Site "*** *means* a site selected by the Commander during a HEMS flight for helicopter hoist operations, landing and take-off ;

(64) ***" HHO Flight "*** *means* a flight by a helicopter operating under an HHO approval, the purpose of which is to facilitate the transfer of persons and / or cargo by means of a helicopter hoist ;

(65) ***" HHO Offshore "*** *means* a flight by a helicopter operating under an HHO approval, the purpose of which is to facilitate the transfer of persons and / or cargo by means of a helicopter hoist from or to a vessel or structure in a sea area or to the sea itself ;

(66) ***" HHO Passenger "*** *means* a person who is to be transferred by means of a helicopter hoist ;

(67) ***" HHO Site "*** *means* a specified area at which a helicopter performs a hoist transfer ;

(69) ***" Hostile Environment "*** *means* :

a) an area in which :

(i) a safe forced landing cannot be accomplished because the surface is inadequate ; *or*

(ii) the helicopter occupants cannot be adequately protected from the elements ; *or*

(iii) search and rescue response / capability are not provided consistent with anticipated exposure ; *or*

(iv) there is an unacceptable risk of endangering persons or property on the ground.

b) in any case, the following areas :

(i) for overwater operations, the open sea area north of 45 N and south of 45 S, unless any part is designated as non-hostile by the responsible authority of the State in which the operations take place ; *and*

(ii) those parts of a congested area without adequate safe forced landing areas.

(70) ***" Landing Decision Point (LDP) "*** *means* the point used in determining landing performance from which, an engine failure having been recognized at this point, the landing may be safely continued or a balked landing initiated ;

(73) ***" Local Helicopter Operation "*** *means* a Commercial Air Transport Operation of Helicopters with a Maximum Certified Take - off Mass *(MCTOM)* over *3 175 kg* and a Maximum Operational Passenger Seating Configuration *(MOPSC)* of *9 (nine) or less*, by Day, over routes navigated by reference to visual landmarks, conducted within a local and defined geographical area specified in the Operations Manual ;

(78) ***" Medical Passenger "*** *means* a medical person carried in a helicopter during a HEMS flight, including but not limited to doctors, nurses and paramedics ;

(80) ***" Night Vision Goggles*** *(NVG)* **"** means a head - mounted, binocular, light intensification appliance that enhances the ability to maintain visual surface references at night ;

(8 1) ***" Night Vision Imaging System*** *(NVIS)* ***"*** *means* the integration of all elements required to successfully and safely use NVG's while operating a Helicopter. The system includes as a minimum : NVGs, NVIS lighting, helicopter components, training and continuing airworthiness ;

(82) ***" Non - Hostile Environment "*** *means* an environment in which :

a) a safe forced landing can be accomplished ;

b) the helicopter occupants can be protected from the elements ; *and*

c) search and rescue response / capability is provided consistent with the anticipated exposure.

In any case, those parts of a congested area with adequate safe forced landing areas shall be considered non - hostile ;

(84) ***" NVIS Crew Member "*** *means* a technical crew member assigned to an NVIS flight ;

(85) ***" NVIS Flight "*** *means* a flight under night Visual Meteorological Conditions *(VMC)* with the flight crew using NVG's in a helicopter operating under an NVIS approval ;

(86) ***" Offshore Operations "*** *means* a helicopter operation that has a substantial proportion of any flight conducted over open sea areas to or from an offshore location ;

(86 a) ***" Offshore Location "*** *means* a facility intended to be used for helicopter operations on a fixed or floating offshore structure or a vessel ;

(86 b) ***" Open Sea Area "*** *means* the area of water to seaward of the coastline ;

(88) ***" Operation in Performance Class 1 "*** *means* an operation that, in the event of failure of the critical engine, the helicopter is able to land within the rejected take-off distance available or safely continue the flight to an appropriate landing area, depending on when the failure occurs ;

(89) ***" Operation in Performance Class 2 "*** *means* an operation that, in the event of failure of the critical engine, performance is available to enable the helicopter to safely continue the flight, except when the failure occurs early during the take- off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required ;

(90) ***" Operation in Performance Class 3 "*** *means* an operation that, in the event of an engine failure at any time during the flight, a forced landing may be required in a multi - engined helicopter and will be required in a single - engined helicopter ;

(102) ***" Rejected Take-off Distance Available*** *(RTODAH)* ***"*** *means* the length of the final approach and take-off area declared available and suitable for helicopters operated in Performance Class 1 to complete a rejected take-off ;

(103) ***" Rejected Take-off Distance Required*** *(RTODRH)* ***"*** *means* the horizontal distance required from the start of the take-off to the point where the helicopter comes to a full stop following an engine failure and rejection of the take-off at the take-off decision point ;

(113) ***" Take-off Distance Available*** *(TODAH)* ***"*** in the case of helicopters means the length of the final approach and Take-off area plus, if provided, the length of helicopter clearway declared available and suitable for helicopters to complete the Take-off ;

(114) ***" Take-off Distance Required*** *(TODRH)* ***"*** in the case of helicopters means the horizontal distance required from the start of the Take-off to the point at which Take-off safety speed (V_{TOSS}), a selected height and a positive climb gradient are achieved, following failure of the critical engine being recognized at the TDP, the remaining engines operating within approved operating limits ;

(118) ***" Technical Crew Member "*** *means* a crew member in Commercial Air Transport HEMS, HHO or NVIS Operations other than a flight or cabin crew member, assigned by the Operator to duties in the aircraft or on the ground for the purpose of assisting the pilot during HEMS, HHO or NVIS operations, which may require the operation of specialized on - board equipment ;

(121) ***" Unaided NVIS Flight "*** *means,* in the case of NVIS operations, that portion of a VFR flight performed at night when a crew member is not using NVG ;

GUIDANCE MATERIAL 1 to Annex I. DEFINITIONS

[Annex to ED Decision 2012 / 015 / R]

Definitions for Terms used in Acceptable Means of Compliance and Guidance Material.
For the purpose of Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 965 / 2012 [Air Operations], the following Definitions should apply :

(a) ***" Committal Point "*** means the point in the approach at which the Pilot Flying *(PF)* decides that, in the event of an engine failure being recognized, the safest option is to continue to the elevated final approach and take - off area *(elevated FATO)* ;

(b) ***" Emergency Locator Transmitter "*** is a generic term describing equipment that broadcasts distinctive signals on designated frequencies and, depending on application, may be activated by impact or may be manually activated ;

(c) ***" Exposure Time "*** means the actual period during which the performance of the helicopter with the critical engine inoperative in still air does not guarantee a safe forced landing or the safe continuation of the flight ;

(d) ***" Fail - Operational Flight Control System "*** means a flight control system with which, in the event of a failure below Alert Height, the approach, flare and landing can be completed automatically. In the event of a failure, the automatic landing system will operate as a fail - passive system ;

(e) ***" Fail - Operational Hybrid Landing System "*** means a system that consists of a primary fail - passive automatic landing system and a secondary independent guidance system enabling the pilot to complete a landing manually after failure of the primary system ;

(f) ***" Fail - Passive Flight Control System "*** : a flight control system is fail - passive if, in the event of a failure, there is no significant out - of - trim condition or deviation of flight path or attitude but the landing is not completed automatically. For a fail - passive automatic flight control system the pilot assumes control of the aeroplane after a failure ;

(g) ***" Flight Control System "*** in the context of low visibility operations means a system that includes an automatic landing system and / or a hybrid landing system ;

(h) ***" HEMS Dispatch Centre "*** means a place where, if established, the coordination or control of the Helicopter Emergency Medical Service *(HEMS)* flight takes place. It may be located in a HEMS operating base ;

(i) ***" Hybrid Head - Up Display Landing System*** *(Hybrid HUDLS)* ***"*** means a system that consists of a primary Fail - passive automatic landing system and a secondary independent HUD / HUDLS enabling the pilot to complete a landing manually after failure of the primary system ;

(j) ***" Landing Distance Available (LDAH) "*** means the length of the final approach and Take - off area plus any additional area declared available by the State of the aerodrome and suitable *for Helicopters* to complete the landing manoeuvre from a defined height ;

(k) ***" Landing distance required (LDRH) "***, in the case *of Helicopters*, means the horizontal distance required to land and come to a full stop from a point **15** m (50 ft) above the landing surface ;

(l) ***" Maximum Structural Landing Mass "*** means the maximum permissible total aeroplane mass upon landing under normal circumstances ;

(m) ***" Maximum Zero Fuel Mass "*** means the maximum permissible mass of an aeroplane with no usable fuel. The mass of the fuel contained in particular tanks should be included in the zero fuel mass when it is explicitly mentioned in the Aircraft Flight Manual ;

(n) ***" Overpack ",*** for the purpose of transporting Dangerous Goods, means an enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage ;

(o) ***" Package ",*** for the purpose of transporting Dangerous Goods, means the complete product of the packing operation consisting of the packaging and its contents prepared for transport ;

(p) ***" Packaging ",*** for the purpose of transporting Dangerous Goods, means receptacles and any other components or materials necessary for the receptacle to perform its containment function ;

(q) ***" Personal Locator Beacon "*** (PLB) - is an emergency beacon other than an ELT that broadcasts distinctive signals on designated frequencies, is standalone, portable and is manually activated by the survivors ;

(r) ***" Rotation Point*** (RP) " means the point at which a cyclic input is made to initiate a nose - down attitude change during the Take - off flight path. It is the last point in the Take - off path from which, in the event of an engine failure being recognized, a forced landing on the aerodrome can be achieved ;

(s) ***" Touch Down and Lift - off Area*** *(TLOF)* ***"*** means a load - bearing area on which a Helicopter may touch down or lift - off.

GUIDANCE MATERIAL 2 to Annex I. DEFINITION

ABBREVIATIONS and ACRONYMS

The following Abbreviations and Acronyms are used in the Annexes to this Regulation :

A Aeroplane
A / C Aircraft
AAC Aeronautical Administrative Communications
AAL Above Aerodrome Level
AC Advisory Circular or Alternating Current
ACAS Airborne Collision Avoidance System
ADF Automatic Direction Finder
ADG Air Driven Generator
ADS Automatic Dependent Surveillance
ADS-B Automatic Dependent Surveillance - Broadcast
ADS-C Automatic Dependent Surveillance - Contract
AEA Association of European Airlines
AEO All - Engines - Operative
AFFF Aqueous Film Forming Foams
AFM Aircraft Flight Manual
AFN Aircraft Flight Notification
AFN ATS Facilities Notification
AGL Above Ground Level
AHRS Attitude Heading Reference System
AIS Aeronautical Information Service
ALARP as Low as Reasonably Practicable
ALSF Approach Lighting System with Sequenced Flashing Lights
AMC Acceptable Means of Compliance
AML Aircraft Maintenance Licence
AMSL Above Mean Sea Level
ANP Actual Navigation Performance
AOC Aeronautical Operational Control
AOC Air Operator Certificate
APU Auxiliary Power Unit
APV Approach Procedure with Vertical Guidance
ARA Airborne Radar Approach
ARA Authority Requirements for Aircrew
ARO Authority Requirements for Air Operations
ARP Aerospace Recommended Practices
ASC Air Safety Committee
ASDA Accelerate - Stop Distance Available
ASE Altimeter System Error
ATA Air Transport Association
ATC Air Traffic Control
ATIS Automatic Terminal Information Service
ATN Air Traffic Navigation

ATPL Airline Transport Pilot Licence
ATQP Alternative Training And Qualification Programme
ATS Air Traffic Services
ATSC Air Traffic Service Communication
AVGAS Aviation Gasoline
AVTAG Aviation Turbine Gasoline (wide - cut fuel)
AWO All Weather Operations

BALS Basic Approach Lighting System
BCAR British Civil Airworthiness Requirements
BITD Basic Instrument Training Device

CAP Controller Access Parameters
CAT Commercial Air Transport
CAT I / II / III Category I / II / III
CBT Computer - Based Training
CC Cabin Crew
CDFA Continuous Descent Final Approach
CDL Configuration Deviation List
CFIT Controlled Flight Into Terrain
CG Centre of Gravity
CM Context Management
CMV Converted Meteorological Visibility
CofA Certificate of Airworthiness
COP Code of Practice
CoR Certificate of Registration
COSPAS - SARSAT Cosmicheskaya Sistyema Poiska Avariynich Sudov (COSPAS – SARSAT) - Search and Rescue Satellite - aided Tracking
CP Committal Point
CPA Closest Point of Approach
CPDLC Controller Pilot Data Link Communication
CPL Commercial Pilot Licence
C-PED Controlled Portable Electronic Device
CRE Class Rating Examiner
CRI Class Rating Instructor
CRM Crew Resource Management
CS Certification Specifications
CVR Cockpit Voice Recorder

DA / DH Decision Altitude / Decision Height
DAP Downlinked Aircraft Parameters
D -ATIS Digital Automatic Terminal Information Service
DC Direct Current
DCL Departure Clearance
D-FIS Data Link Flight Information Service
DG Dangerous Goods
DI Daily Inspection

DIFF Deck Integrated Fire Fighting System
DLR Data Link Recorder
DME Distance Measuring Equipment
D-METAR Data Link - Meteorological Aerodrome Report
D-OTIS Data Link - Operational Terminal Information Service
DPATO Defined Point After Take-off
DPBL Defined Point Before Landing
DR Decision Range
DSTRK Desired Track

EC European Community
ECAC European Civil Aviation Conference
EFB Electronic Flight Bag
EFIS Electronic Flight Instrument System
EGNOS European Geostationary Navigation Overlay Service
EGT Exhaust Gas Temperature
ELT Emergency Locator Transmitter
ELT (AD) Emergency Locator Transmitter *(Automatically Deployable)*
ELT (AF) Emergency Locator Transmitter *(Automatic Fixed)*
ELT (AP) Emergency Locator Transmitter *(Automatic Portable)*
ELT (S) Survival Emergency Locator Transmitter
EPE Estimated Position of Error
EPR Engine Pressure Ratio
EPU Estimated Position of Uncertainty
ERA En - Route Alternate *(Aerodrome)*
ERP Emergency Response Plan
ETOPS Extended Range Operations with Two - Engined Aeroplanes
EU European Union
EUROCAE European Organization for Civil Aviation Equipment
EVS Enhanced Vision System

FAA Federal Aviation Administration
FAF Final Approach Fix
FALS Full Approach Lighting System
FANS Future Air Navigation Systems
FAP Final Approach Point
FAR Federal Aviation Regulation
FATO Final Approach and Take - off
FC Flight Crew
FCL Flight Crew Licensing
FCOM Flight Crew Operating Manual
FDM Flight Data Monitoring
FDO Flying Display Operation
FDR Flight Data Recorder
FFS Full Flight Simulator
FGS Flight Control / Guidance System

FI	Flight Instructor
FLIPCY	Flight Plan Consistency
FLTA	Forward - Looking Terrain Avoidance
FMECA	Failure Mode, Effects and Criticality Analysis
FMS	Flight Management System
FNPT	Flight and Navigation Procedures Trainer
FOD	Foreign Object Damage
Fpm	Feet Per Minute
FSTD	Flight Simulation Training Device
Ft	Feet
FTD	Flight Training Device
FTE	Full Time Equivalent
FTL	Flight and Duty Time Limitations
g	Gram
GAGAN	GPS Aided Geo Augmented Navigation
GBAS	Ground - Based Augmentation System
GCAS	Ground Collision Avoidance System
GEN	General
GIDS	Ground Ice Detection System
GLS	GBAS Landing System
GM	Guidance Material
GMP	General Medical Practitioner
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
H	Helicopter
HEMS	Helicopter Emergency Medical Service
HF	High Frequency
Hg	Mercury
HHO	Helicopter Hoist Operation
HIALS	High Intensity Approach Lighting System
HIGE	Hover in Ground Effect
HLL	Helideck Limitations List
HOGE	Hover out of Ground Effect
HoT	Hold - Over Time
HPa / hPa	Hectopascals
HPL	Human Performance and Limitations
HUD	Head - Up Display
HUDLS	Head - Up Guidance Landing System
HUMS	Health usage Monitor System

IAF	Initial Approach Fix
IALS	Intermediate Approach Lighting System
ICAO	International Civil Aviation Organization
IDE	Instruments, Data and Equipment
IF	Intermediate Fix
IFR	Instrument Flight Rules
IFSD	in - flight Shutdown
IGE	in Ground Effect
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
in	Inches
INS	Inertial Navigation System
IP	Intermediate Point
IR	Implementing Rule / Instrument Rating
IRS	Inertial Reference System
ISA	International Standard Atmosphere
ISO	International Organization for Standardization
IV	Intravenous
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
Kg / kg	Kilograms
Km / km	Kilometres
Kt / kt	Knots
LDA	Landing Distance Available
LDP	Landing Decision Point
LED	Light - Emitting Diode
LHS	Left Hand Seat
LIFUS	Line Flying Under Supervision
LNAV	Lateral Navigation
LoA	Letter of Acceptance
LOC	Localizer
LOE	Line - Oriented Evaluation
LOFT	Line - Oriented Flight Training
LOQE	Line - Oriented Quality Evaluation
LOS	Limited Obstacle Surface
LPV	Localizer Performance with Vertical Guidance
LRCS	Long Range Communication System
LRNS	Long Range Navigation System
LVO	Low Visibility Operation
LVP	Low Visibility Procedures
LVTO	Low Visibility Take - off

M / m Metres
MALS Medium Intensity Approach Lighting System
MALSF Medium Intensity Approach Lighting System with Sequenced Flashing Lights
MALSR Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MAPt Missed Approach Point
MCTOM Maximum Certified Take - off Mass
MDA / MDH Minimum Descent Altitude / Height
MEA Minimum En - Route Altitude
MED Medical
MEL Minimum Equipment List
METAR Meteorological Aerodrome Report
MGA Minimum Grid Altitude
MHA Minimum Holding Altitude
MHz Megahertz
MID Midpoint
MLR Manuals, Logs and Records
MLS Microwave Landing System
MLX Millilux
MM / mm Millimetres
MM Multi - Mode
MMEL Master Minimum Equipment List
MNPS Minimum Navigation Performance Specifications
MOC Minimum Obstacle Clearance
MOCA Minimum Obstacle Clearance Altitude
MOPSC Maximum Operational Passenger Seating Configuration
MORA Minimum Off - Route Altitude
MPSC Maximum Passenger Seating Capacity
MSA Minimum Sector Altitude
MSAS Multi - Functional Satellite Augmentation System
MTCA Minimum Terrain Clearance Altitude

N North
NADP Noise Abatement Departure Procedure
NALS no Approach Lighting System
NCC Non - Commercial Operations with Complex Motor - Powered Aircraft
NCO Non-Commercial Operations with other - than - Complex Motor-Powered Aircraft
N_F Free Power Turbine Speed
N_G Engine Gas Generator Speed
NM / nm Nautical Miles
NOTAM Notice to Airmen
NOTECHS Non - Technical Skills Evaluation
NOTOC Notification to Captain
NPA Non - Precision Approach / Notice of Proposed Amendment
NVD Night Vision Device
NVG Night Vision Goggles
NVIS Night Vision Imaging System

OAT Outside Air Temperature
OCH Obstacle Clearance Height
OCL Oceanic Clearance
ODALS Omnidirectional Approach Lighting System
OEI One - Engine - Inoperative
OFS Obstacle - Free Surface
OGE Out of Ground Effect
OIP Offset Initiation Point
OM Operations Manual
OML Operational Multi - Pilot Limitation
ONC Operational Navigation Chart
OPS Operations
ORO Organization Requirements for Air Operations
OTS CAT II other than Standard Category II

PAPI Precision Approach Path Indicator
PAR Precision Approach Radar
PBE Protective Breathing Equipment
PBN Performance - Based Navigation
PCDS Personnel Carrying Device System
PDA Premature Descent Alert
PDP Predetermined Point
PED Portable Electronic Device
PIC Pilot - In - Command
PIN Personal Identification Number
PIS Public Interest Site
PLB Personal Locator Beacon
PNR Point of No Return
POH Pilot's Operating Handbook
PRM Person with Reduced Mobility

QAR Quick Access Recorder
QFE Atmospheric Pressure at Aerodrome Elevation / Runway Threshold
QNH Atmospheric Pressure at Nautical Height

RA Resolution Advisory
RAT Ram Air Turbine
RCC Rescue Coordination Centre
RCF Reduced Contingency Fuel
RCLL Runway Centre Line Lights
RF Fixed Radius / Radio Frequency
RFC Route Facility Chart
RI Ramp Inspection / Rectification Interval
RIE Rectification Interval Extension
RMA Regional Monitoring Agency
RNAV Area Navigation
RNP Required Navigation Performance

ROD Rate of Descent
RP Rotation Point
RTCA Radio Technical Commission for Aeronautics
RTODAH Rejected Take - off Distance Available *(Helicopters)*
RTODRH Rejected Take - off Distance Required *(Helicopters)*
RTOM Reduced Take - off Mass
RTZL Runway Touchdown Zone Lights
RVR Runway Visual Range
RVSM Reduced Vertical Separation Minima

S South
SAFA Safety Assessment of Foreign Aircraft
SALS Simple Approach Lighting System
SALSF Simple Approach Lighting System with Sequenced Flashing Lights
SAp Stabilized Approach
SAP System Access Parameters
SAR Search and Rescue
SAS Stability Augmentation System
SBAS Satellite - Based Augmentation System
SCC Senior Cabin Crew
SCP Special Category of Passenger
SDCM System of Differential Correction and Monitoring
SFE Synthetic Flight Examiner
SFI Synthetic Flight Instructor
SID Standard Instrument Departure
SMM Safety Management Manual
SMS Safety Management System
SNAS Satellite Navigation Augmentation System
SOP Standard Operating Procedure
SPA Operations Requiring Specific Approvals
SPECI Aviation Selected Special Weather Report
SPO Specialized Operations
SRA Surveillance Radar Approach
SSALF Simplified Short Approach Lighting System with Sequenced Flashing Lights
SSALR Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
SSALS Simplified Short Approach Lighting System
SSEC Static Source Error Correction
SSR Secondary Surveillance Radar
STAR Standard Terminal Arrival Route
STC Supplemental Type Certificate

TA	Traffic Advisory
TAC	Terminal Approach Chart
TAS	True Airspeed
TAWS	Terrain Awareness Warning System
TC	Technical Crew / Type Certificate
TCAS	Traffic Collision Avoidance System
TCCA	Transport Canada Civil Aviation
TCH	Type Certificate Holder
TDP	Take - off Decision Point
TDZ	Touchdown Zone
THR	Threshold
TI	Technical Instructions
TIT	Turbine Inlet Temperature
TMG	Touring Motor Glider
TODA	Take - off Distance Available *(Aeroplanes)*
TODAH	Take - off Distance Available *(Helicopters)*
TODRH	Take - off Distance Required *(Helicopters)*
TORA	Take - off Run Available
T-PED	Transmitting Portable Electronic Device
TRE	Type Rating Examiner
TRI	Type Rating Instructor
TSE	Total System Error
TVE	Total Vertical Error
TWIP	Terminal Weather Information for Pilots
UMS	Usage Monitoring System
UTC	Coordinated Universal Time
V_2	Take - off Safety Speed
V_{50}	Stalling Speed
V_{AT}	Indicated Airspeed at Threshold
VDF	Direction Finder
VFR	Visual Flight Rules
VHF	Very High Frequency
VIS	Visibility
VMC	Visual Meteorological Conditions
V_{MO}	Maximum Operating Speed
VNAV	Vertical Navigation
VOR	VHF Omni - directional Radio Range
V_T	Threshold Speed
VTOL	Vertical Take - off and Landing
V_T	Take - Off Safety Speed

WAAS	Wide Area Augmentation System
WAC	World Aeronautical Chart
WIFI	Wireless Fidelity
ZFTT	Zero Flight - Time Training

GUIDANCE MATERIAL 3 to Annex I. DEFINITION

Helicopter Emergency Medical Services (HEMS) Flight

(a) A HEMS flight *(or more commonly referred to as HEMS mission)* normally starts and ends at the HEMS operating base following tasking by the " HEMS Dispatch Centre ". Tasking can also occur when airborne, or on the ground at locations other than the HEMS operating base ;

(b) The following elements should be regarded as integral parts of the HEMS mission :

(1) flights to and from the HEMS operating site when initiated by the HEMS Dispatch Centre ;

(2) flights to and from an aerodrome / operating site for the delivery or pick - up of medical supplies and / or persons required for completion of the HEMS mission ; *and*

(3) flights to and from an aerodrome / operating site for refueling required for completion of the HEMS mission.

GUIDANCE MATERIAL 4 to Annex I. DEFINITION'S

Head - Up Guidance Landing System (HUDLS)

A HUDLS is typically used for primary approach guidance to decision heights of 50 ft.

GUIDANCE MATERIAL 5 to Annex I. DEFINITION'S

Hostile Environment

The open sea areas considered to constitute a hostile environment should be designated by the appropriate authority in the appropriate Aeronautical Information Publication or other suitable documentation.

GUIDANCE MATERIAL 6 to Annex I. DEFINITION'S

Night Vision Imaging System (NVIS)

Helicopter components of the NVIS include the radio altimeter, visual warning system and audio warning system.

GUIDANCE MATERIAL 7 to Annex I. DEFINITION'S

Offshore Operations

Offshore operations include, but are not limited to, support of offshore oil, gas and mineral exploitation and sea - pilot transfer.

GUIDANCE MATERIAL 8 to Annex I. DEFINITION'S

Public Interest Site

An example of a public interest sites is a landing site based at a hospital located in a hostile environment in a congested area, which due to its size or obstacle environment does not allow the application of performance class 1 requirements that would otherwise be required for operations in a congested hostile environment.

GUIDANCE MATERIAL 9 to Annex I. DEFINITION'S

Technical Instructions

The ICAO document number for the Technical Instructions is Doc. 9284 - AN / 905.

GUIDANCE MATERIAL 10 to Annex I. DEFINITION'S

V_1

The first action includes for example :

- *apply brakes ;*
- *reduce thrust ;*
- *deploy speed brakes.*

GM 11. Annex I. Definitions

Task Specialists

For the purpose of this Regulation, persons that are carried in a specialized operation, e. g. on a parachute flight, sensational flight or scientific research flight, are considered to be task specialists.

GM 12. Annex I. Definitions

Upset Prevention and Recovery Training (UPRT) Definitions

" Aeroplane Upset Prevention and Recovery Training " *means* a combination of theoretical knowledge and flying training with the aim of providing flight crew with the required competencies to prevent or recover from developing or developed aeroplane upsets ;

" Aeroplane Upset " *means* an aeroplane in flight unintentionally exceeding the parameters normally experienced in line operations or training, normally defined by the existence of at least one of the following parameters :

a) pitch attitude greater than 25 degrees nose up ;
b) pitch attitude greater than 10 degrees nose down ;
c) bank angle greater than 45 degrees ; *or*
d) within the above parameters, but flying at airspeeds inappropriate for the conditions ;

" Angle of Attack (AOA) " *means* the angle between the oncoming air, or relative wind, and a defined reference line on the aeroplane or wing ;

" Approach - to - Stall " *means* flight conditions bordered by the stall warning and stall ;

" Competency " *means* a combination of skills, knowledge, and attitudes required to perform a task to the prescribed standard ;

" Developed Upset " *means* a condition meeting the definition of an aeroplane upset ;

" Developing Upset " *means* any time the aeroplane begins to unintentionally diverge from the intended flight path or airspeed ;

" Energy State " *means* how much of each kind of energy (kinetic, potential or chemical) the aeroplane has available at any given time ;

" Error " *means* an action or inaction by the flight crew that leads to deviations from organizational or flight crew intentions or expectations ;

" Error Management " *means* the process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of further errors or undesired aircraft states ;

" First Indication of a Stall " *means* the initial aural, tactile or visual sign of an impending stall, which can be either naturally or synthetically induced ;

" Flight Crew Resilience " *means* the ability of a flight crew member to recognize, absorb and adapt to disruptions ;

" Fidelity Level " *means* the level of realism assigned to each of the defined FSTD features ;

" Flight Path " *means* the trajectory or path of the aeroplane travelling through the air over a given space of time ;

" Flight Path Management " *means* active manipulation, using either the aeroplanes automation or manual handling, to command the aeroplane flight controls to direct the aeroplane along a desired trajectory ;

" Load Factor " *factor means* the ratio of a specified load to the weight of the aeroplane, the former being expressed in terms of aerodynamic forces, propulsive forces, or ground reactions ;

" Loss of Control in Flight " *(LOCI) means* a categorization of an accident or incident resulting from a deviation from the intended flight path ;

" Manoeuvre - based Training " *means* training that focuses on a single event or manoeuvre in isolation ;

" Negative Training " *means* training which unintentionally introduces incorrect information or invalid concepts, which could actually decrease rather than increase safety ;

" Negative Transfer of Training " *means* the application (and " Transfer ") of what was learned in a training environment *(i. e., a classroom, an FSTD)* to normal practice, i. e. it describes the degree to which what was learned in training is applied to actual normal practices. In this context, negative transfer of training refers to the inappropriate generalization of knowledge and skill to a situation or setting in normal practice that does not equal the training situation or setting ;

" Post - stall Regime " *means* flight conditions at an angle of attack greater than the critical angle of attack ;

" Scenario - based Training " *means* training that incorporates manoeuvres into real - world experiences to cultivate practical flying skills in an operational environment ;

" Stall " *means* a loss of lift caused by exceeding the aeroplane's critical angle of attack ;

Note : *a stalled condition can exist at any attitude and airspeed, and may be recognized by continuous stall warning activation accompanied by at least one of the following :*

a) buffeting, which could be heavy at times ;

b) lack of pitch authority and / or roll control ; and

c) inability to arrest the descent rate.

" Stall Event " *means* an occurrence whereby the aeroplane experiences conditions associated with an approach - to - stall or a stall ;

" Stall (event) Recovery Procedure " *means* the manufacturer - approved aeroplane - specific stall recovery procedure. If an OEM - approved recovery procedure does not exist, the aeroplane - specific stall recovery procedure developed by the operator, based on the stall recovery template contained in GM 5. ORO. FC. 220 & 230, may be used ;

" Stall Warning " *means* a natural or synthetic indication provided when approaching a stall that may include one or more of the following indications :

a) aerodynamic buffeting *(some aeroplanes will buffet more than others)* ;
b) reduced roll stability and aileron effectiveness ;
c) visual or aural cues and warnings ;
d) reduced elevator (pitch) authority ;
e) inability to maintain altitude or arrest rate of descent ; *and*
f) stick shaker activation *(if installed).*

Note : *a stall warning indicates an immediate need to reduce the angle of attack.*

" Startle " *means* the initial short - term, involuntary physiological and cognitive reactions to an unexpected event that commence the normal human stress response ;

" Stick Pusher " *means* a device that, automatically applies a nose down movement and pitch force to an aeroplane's control columns, to attempt to decrease the aeroplane's angle of attack. Device activation may occur before or after aerodynamic stall, depending on the aeroplane type.

Note : *a stick pusher is not installed on all aeroplane types.*

" Stick Shaker " *means* a device that automatically vibrates the control column to warn the pilot of an approaching stall ;

Note : *a stick shaker is not installed on all aeroplane types.*

" Stress (response) " *means* the response to a threatening event that includes physiological, psychological and cognitive effects. These effects may range from positive to negative and can either enhance or degrade performance ;

" Surprise " *means* the emotionally - based recognition of a difference in what was expected and what is actual ;

" Threat " *means* events or errors that occur beyond the influence of the flight crew, increase operational complexity and must be managed to maintain the margin of safety ;

" Threat Management " *means* the process of detecting and responding to threats with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired aircraft states ;

" Train - to - proficiency " *means* approved training designed to achieve end-state performance objectives, providing sufficient assurances that the trained individual is capable to consistently carry out specific tasks safely and effectively ;

Note : *in the context of this definition, " Train - to - proficiency " can be replaced by " Training - to - proficiency. "*

" Undesired Aircraft State " *means* flight crew - induced aircraft position or speed deviation, misapplication of controls, or incorrect systems configuration, associated with a reduction in margins of safety ;

Note : *undesired states can be managed effectively, restoring margins of safety, or flight crew response(s) can induce an additional error, incident, or accident.*

Note : *all countermeasures are necessary flight crew actions. However, some countermeasures to threats, errors and undesired aircraft states that flight crew employ, build upon " hard " / systemic - based resources provided by the aviation system.*

" Unsafe Situation " *means* a situation, which has led to an unacceptable reduction in safety margin.