CAR DEF

DEFINITIONS

(Issued on 26 January 2022)

(a). management of definitions in the GCAA publication

to facilitate the understanding of GCAA publications and avoid the confusion when a specific meaning is needed, the list of definitions mentioned in section (c) of this CAR is used.

Definitions can be found in this CAR I (CAR DEF) or in the specific publication.

This section aims to explain how to use GCAA definitions and how to amend them.

(1). How/where to find a definition?

To find a definition for a specific term in any GCAA publication, we need to check the following publication (sorted by order of priority):

1. Specific publication: the first step is to check in the publication we are reading. The publication may have a section called ''definitions'' or ''definitions and abbreviations'' in the beginning of the documents, the part, the subpart, the chapter or the section that includes definition of terms to be used in the document;
2. Cover regulation;
3. CAR BR;
4. CAR DEF: If the specific publication doesn't contain the definition, then we have to check CAR DEF. CAR-DEF may contain one or more definitions for the same term.
    a. If there is only one definition: this definition will be used;
    b. If there is more than one definition, we have to check which one to consider. the column reference can give an indication of the domain in which the definition can be used;
5. If the term is not defined in the above mentioned publications, the usual meaning as per any literary dictionary can be used.
6. If the term is defined in another GCAA publication other than the above mentioned publications, the definition may be considered to facilitate the understanding of the context only. it is not considered as the official definition adopted by the GCAA in the context of the publication read.

(2). Definitions in CAR DEF

1. This CAR contains definitions of terms that may be used in other UAE Civil Aviation Regulations or any other GCAA publication.
2. Whenever there is specific definition that is not covered in this CAR or is in conflict with the definition specified in a specific CAR or any other GCAA publication, the specific definition of the individual CAR or publication takes precedence over the definition in this CAR.
3. "she"/"her" to be substituted when/as appropriate throughout these Regulations.
4. This issue 02 of CAR DEF is dated on 04th January 2022 and will supersede previous issues .This issue is based on NPA 2020-10. Further changes were incorporated based on the Comments Response Document against the NPA.
5. How to use the definitions table: The table of definitions is formatted as follows;

A	B	C
Terminology	**Definition**	**References**

A. Terminology: is the alphabetical sequence of the terminology
B. Definition: is an explanation of the meaning of the term or may refer to another definition
C. Reference(s): The references column refers to the source(s) from where the definition was taken,. Where a source is not available, this means the definition has been developed internally.

The references are abbreviated as follows:

- AN: is an ICAO annex. This abbreviation is followed by the Annex number. For a specific Annex PART such as Annex 6 PART IAN 6/I is used.
- 4 digit represent ICAO doc: ICAO documents.
- ATM, TRG or OPS represent PANS-ATM, PANS-TRG or PANS-OPSI/II.
- EU1 refer to EU OPS 1.
- EAPPRE: European Action Plan for the Prevention of Runway Excursions.
- FAR: US Federal Aviation Regulations.
- CTC - Only applicable to CTC and Aircraft Registration related processes.
- CTC: is the Convention on International Interests in Mobile Equipment ("The Convention") and its Protocol on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment ("The Protocol"), both referred instruments signed at Cape Town on 16 November 2001. It is also terms and definitions used in Regulations and Procedures for the International Registry of Mobile Assets ("The Regulation") issued by ICAO pursuant to article 17 (2) (d) of "the Convention" and article XVIII of the Protocol.

(3). How to update definitions:

Definitions can be updated in different ways:

1. CAR DEF update: CAR DEF is revised yearly to follow updates in ICAO publications, EASA publications and any other related publication or to respond to the feedbacks from industry. Depending on the amendment to be introduced, a NPA may be published to collect inputs from aviation stakeholders ;
2. Definitions in specific publications: when updating/amending any GCAA publication, the GCAA may update definitions used in this specific publication.

(b). Person to be contacted

Any comment regarding definitions used in GCAA publication should be send to P&R@gcaa.gov.ae

(c). List of definitions:

The definitions, acronyms and abbreviations in the following table should be considered when there is no conflicting definition in the specific GCAA publication.

Accelerate-Stop Distance Available (ASDA)	The length of the take-off run available plus the length of the stopway, if provided.	AN6, AN14/I
Acceptable Means of Compliance (AMC)	Are standards [but not necessarily the only standards] adopted by the GCAA to illustrate means to establish compliance with the CAR's. An entity/or a person wishing not to comply with the AMC must comply using other means accepted by the Authority.	
Accepted/ acceptable	Not objected to by the Authority as suitable for the purpose intended.	EU1
Accepting unit	See: Accepting unit/controller.	AN11
Accepting unit/controller	Air traffic control unit/air traffic controller next to take control of an aircraft.	ATM
Accident (ACCID)	An occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down, in which: a) a person is fatally or seriously injured as a result of: — being in the aircraft, or — direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or — direct exposure to jet blast, *except* when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or b) the aircraft sustains damage or structural failure which: — adversely affects the structural strength, performance or flight characteristics of the aircraft, and — would normally require major repair or replacement of the affected component, *except* for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or	AN11, AN13, AN19

	c) the aircraft is missing or is completely inaccessible. *Note 1.— For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified, by ICAO, as a fatal injury.* *Note 2.— An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.* *Note 3.— The type of unmanned aircraft system to be investigated is addressed in Annex 13, 5.1.* *Note 4.— Guidance for the determination of aircraft damage can be found in Annex 13, Attachment E.*	
Accident investigation authority	The authority designated by a State as responsible for aircraft accident and incident investigations within the context of Annex 13.	AN13
Accompanied hold baggage	Baggage which is accepted for carriage in the hold of an aircraft on and which is checked in by the passenger who is on board.	8973
Accompanying person.	An adult who is travelling with a minor. This person will not necessarily be the parent or legal guardian of the minor. Note.— It is to be noted that this definition might need to be applied in light of any obligation resulting from the application of national regulations on border checks.	AN9
Accredited medical conclusion	The conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.	AN1
Accredited representative	A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State. Where the State has established an accident investigation authority, the designated accredited representative would normally be from that authority.	AN13
Acrobatic flight	Manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.	AN2
Acts of unlawful interference	These are acts or attempted acts such as to jeopardize the safety of civil aviation, including but not limited to: • unlawful seizure of aircraft, • destruction of an aircraft in service, • hostage-taking on board aircraft or on aerodromes, • forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility, • introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes, • use of an aircraft in service for the purpose of causing death, serious bodily injury, or serious damage to property or the environment, • communication of false information such as to jeopardize the safety of an	AN6/II, AN17

	aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility.	
Adapted competency model.	A group of competencies with their associated description and performance criteria adapted from an ICAO competency framework that an organization uses to develop competency-based training and assessment for a given role.	AN1
Administrative partnership	Delegation of administering tasks in this Volume from one State to another State(s).	AN16/IV
Admission	The permission granted to a person to enter a State by the public authorities of that State in accordance with its national laws.	AN9
ADS agreement	An ADS reporting plan which establishes the conditions of ADS data reporting (i.e. Data required by the air traffic services unit and frequency of ADS reports which have to be agreed to prior to the provision of the ADS services). *Note: The terms of the agreement will be exchanged between the ground system and the aircraft by means of a contract, or a series of contracts.*	AN2, ATM
ADS-C agreement	A reporting plan which establishes the conditions of ADS-C data reporting (i.e. data required by the air traffic services unit and frequency of ADS-C reports which have to be agreed to prior to using ADS-C in the provision of air traffic services). Note.— The terms of the agreement will be exchanged between the ground system and the aircraft by means of a contract, or a series of contracts.	AN11
Advance Passenger Information (API) System	An electronic communications system whereby required data elements are collected and transmitted to border control agencies prior to flight departure or arrival and made available on the primary line at the airport of entry.	AN9
Adviser (ADV)	A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.	AN13
Advisory airspace	An airspace of defined dimensions, or designated route, within which air traffic advisory service is available.	AN2, AN11, ATM
Advisory route (ADR)	A designated route along which air traffic advisory service is available.	AN2, AN11, ATM
Aerial Work (AW)	An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.	AN6/I, AN6/II, AN6/III, AN17
Aerobatic flight	See acrobatic flight	AN2
Aerodrome (AD)	A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.	AN2, AN3, AN4, AN6/I, AN6/II, AN11, AN14/I, AN15, AN16/IV, ATM

Aerodrome Beacon (ABN)	Aeronautical beacon used to indicate the location of an aerodrome from the air.	AN14/I
Aerodrome certificate	A certificate issued by the Authority under Civil Aviation Regulation Part IX, for the operation of an aerodrome.	AN14/I
Aerodrome climatological summary	Concise summary of specified meteorological elements at an aerodrome, based on statistical data.	AN3
Aerodrome climatological table	Table providing statistical data on the observed occurrence of one or more meteorological elements at an aerodrome.	AN3
Aerodrome control service	Air traffic control service for aerodrome traffic.	AN2, AN11, ATM
Aerodrome control radio station	A station providing radio communication between an aerodrome control tower and aircraft or mobile aeronautical stations.	AN10/II
Aerodrome Control Tower (TWR)	Aerodrome control; control tower: A unit established to provide air traffic control service to aerodrome traffic.	AN2, AN3, AN11, ATM
Aerodrome elevation	The elevation of the highest point of the landing area.	AN3, AN4, AN14/I, ATM, OPS/I, OPS/II
Aerodrome identification sign	A sign placed on an aerodrome to aid in identifying the aerodrome from the air.	AN14/I
Aerodrome mapping data (AMD)	Data collected for the purpose of compiling aerodrome mapping information for aeronautical uses. Note.— Aerodrome mapping data are collected for purposes that include the improvement of the user's situational awareness, surface navigation operations, training, charting and planning.	AN14/I, AN15
Aerodrome mapping database (AMDB)	A collection of aerodrome mapping data organized and arranged as a structured data set.	AN14/I, AN15
Aerodrome meteorological office	An office, located at an aerodrome, designated to provide meteorological service for international air navigation.	AN3
Aerodrome operating minima	The limits of usability of an aerodrome for; a) Take-off, expressed in terms of runway visual range and/or visibility, and, if necessary, cloud conditions; b) Landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation; and c) Landing in approach and landing operations with vertical guidance, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H); and d) Landing in non-precision approach and landing operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.	AN4, AN6/I, AN6/II
Aerodrome operating minima	The limits of usability of an aerodrome for: a)take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions; b)landing in 2D instrument approach operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if	, AN6/I, AN6/II

	necessary, cloud conditions; and c)landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the type and/or category of the operation.	
Aerodrome Operator	In relation to a certified aerodrome, the aerodrome certificate holder.	
Aerodrome pair	A group of two aerodromes composed of a departing aerodrome and an arrival aerodrome.	AN16/IV
Aerodrome Reference Point (ARP)	The designated geographical location of an aerodrome.	AN4, AN14/I
Aerodrome traffic	All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome. *Note.— An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.*	AN2, AN11, ATM
Aerodrome traffic circuit	The specified path to be flown by aircraft operating in the vicinity of an aerodrome.	ATM
Aerodrome traffic density	a) Light. Where the number of movements in the mean busy hour is not greater than 15 per runway or typically less than 20 total aerodrome movements. b) Medium. Where the number of movements in the mean busy hour is of the order of 16 to 25 per runway or typically between 20 to 35 total aerodrome movements. c) Heavy. Where the number of movements in the mean busy hour is of the order of 26 or more per runway or typically more than 35 total aerodrome movements. *Note 1: The number of movements in the mean busy hour is the arithmetic mean over the year of the number of movements in the daily busiest hour.* *Note 2: Either a take-off or a landing constitutes a movement.*	AN14/I
Aerodrome Traffic Zone (ATZ)	An airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.	AN2
Aerodynamic coefficients	Non-dimensional coefficients for aerodynamic forces and moments.	FAR1.001
Aeronautical administrative communications (AAC)	Communications necessary for the exchange of aeronautical administrative messages.	AN10/III
Aeronautical beacon	An aeronautical ground light visible at all azimuths, either continuously or intermittently, to designate a particular point on the surface of the earth.	AN14/I
Aeronautical broadcasting service	A broadcasting service intended for the transmission of information relating to air navigation.	AN10/II
Aeronautical Chart (ANC)	Aeronautical chart; 1:500 000: A representation of a portion of the earth, its culture and relief, specifically designated to meet the requirements of air navigation.	AN4, AN15
Aeronautical chart - 1:500 000	See: Aeronautical chart.	
Aeronautical data	A representation of aeronautical facts, concepts or instructions in a formalized manner suitable for communication, interpretation or processing.	AN15
Aeronautical fixed circuit	A circuit forming part of the aeronautical fixed service (AFS).	AN10/II

Aeronautical Fixed Service (AFS)	A telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services.	AN3, AN10/II, AN11, AN15, ATM
Aeronautical fixed station	A station in the aeronautical fixed service.	AN10/II, ATM
Aeronautical Fixed Telecommunication Network (AFTN)	A worldwide system of aeronautical fixed circuits provided, as part of the aeronautical fixed service, for the exchange of messages and/or digital data between aeronautical fixed stations having the same or compatible communications characteristics.	AN3, AN10/II
Aeronautical fixed telecommunication network circuit	A circuit forming part of the aeronautical fixed telecommunication network (AFTN).	AN10/II
Aeronautical ground light	Any light specially provided as an aid to air navigation, other than a light displayed on an aircraft.	AN14/I, ATM
Aeronautical information	Information resulting from the assembly, analysis and formatting of aeronautical data.	AN15
Aeronautical Information Circular (AIC)	A notice containing information that does not qualify for the origination of a NOTAM or for inclusion in the AIP, but which relates to flight safety, air navigation, technical, administrative or legislative matters.	AN15
Aeronautical information management (AIM)	The dynamic, integrated management of aeronautical information through the provision and exchange of quality-assured digital aeronautical data in collaboration with all parties.	AN15
Aeronautical information product	Aeronautical data and aeronautical information provided either as digital data sets or as a standardized presentation in paper or electronic media. Aeronautical information products include: - Aeronautical Information Publication (AIP), including Amendments and Supplements; - Aeronautical Information Circulars (AIC); - aeronautical charts; - NOTAM; and - digital data sets. Note.—Aeronautical information products are intended primarily to satisfy international requirements for the exchange of aeronautical information.	AN15
Aeronautical Information Publication (AIP)	A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.	AN2, AN11, AN15, ATM
Aeronautical Information Regulation And Control (AIRAC)	A system aimed at advance notification based on common effective dates, of circumstances that necessitate significant changes in operating practices.	AN15
Aeronautical Information Service (AIS)	A service established within the defined area of coverage responsible for the provision of aeronautical information/data necessary for the safety, regularity and efficiency of air navigation.	AN15
Aeronautical meteorological station	A station designated to make observations and meteorological reports for use in international air navigation.	AN3
Aeronautical mobile service (RR S1.32)	A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this	AN3, AN10/II, AN11, ATM

(AMO)	service on designated distress and emergency frequencies.	
Aeronautical mobile (R)* service (RR S1.33) *** Route**	An aeronautical mobile service reserved for communications relating to safety and regularity of flight, primarily along national or international civil air routes.	AN10/II
Aeronautical mobile-satellite service (RR S1.35)	A mobile-satellite service in which mobile earth stations are located on board aircraft; survival craft stations and emergency position-indicating radiobeacon stations may also participate in this service.	AN10/II
Aeronautical mobile-satellite (R)* service (RR S1.36) *** Route**	An aeronautical mobile-satellite service reserved for communications relating to safety and regularity of flights, primarily along national or international civil air routes.	AN10/II
Aeronautical operational control (AOC)	Communication required for the exercise of authority over the initiation, continuation, diversion or termination of flight for safety, regularity and efficiency reasons.	AN10/III
Aeronautical radio navigation service (RR S1.46)	A radio navigation service intended for the benefit and for the safe operation of aircraft. Note.— The following Radio Regulations are quoted for purposes of reference and/or clarity in understanding of the above definition of the aeronautical radio navigation service: - RR S1.10 Radio navigation: Radiodetermination used for the purpose of navigation, including obstruction warning. - RR S1.9 Radiodetermination: The determination of the position, velocity and/or other characteristics of an object, or the obtaining of information relating to these parameters, by means of the propagation properties of radio waves.	AN10/II
Aeronautical station (RR S1.81)	A land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea.	AN2, AN10/II, ATM
Aeronautical telecommunication agency	An agency responsible for operating a station or stations in the aeronautical telecommunication service.	AN10/II
Aeronautical telecommunication log	A record of the activities of an aeronautical telecommunication station.	AN10/II
Aeronautical telecommunication network (ATN)	A global internetwork architecture that allows ground, air-ground and avionic data subnetworks to exchange digital data for the safety of air navigation and for the regular, efficient and economic operation of air traffic services.	AN10/III
Aeronautical telecommunication service	A telecommunication service provided for any aeronautical purpose.	AN10/II, ATM
Aeronautical telecommunication station	A station in the aeronautical telecommunication service.	AN3, AN10/II, AN11, ATM
Aeroplane	A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions	AN1,AN 2, AN6/I,

	of flight.	AN6/II, AN7, AN8, AN16/I, AN16/III, AN16/IV, AN19
Aeroplane owner	Person(s), organization(s) or enterprise(s) identified via Item 4 (Name of owner) and Item 5 (Address of owner) on the certificate of registration of an aeroplane.	AN16/IV
Aeroplane reference field length	The minimum field length required for take-off at maximum certificated take-off mass, sea level, standard atmospheric conditions, still air and zero runway slope, as shown in the appropriate aeroplane flight manual prescribed by the certificating authority or equivalent data from the aeroplane manufacturer. Field length means balanced field length for aeroplanes, if applicable, or take-off distance in other cases.	AN14/I
Afterburning	A mode of engine operation wherein a combustion system fed (in whole or part) by vitiated air is used.	AN16/II
AFTN communication centre	An AFTN station whose primary function is the relay or retransmission of AFTN traffic from (or to) a number of other AFTN stations connected to it.	AN10/II
AFTN destination station	An AFTN station to which messages and/or digital data are addressed for processing for delivery to the addressee.	AN10/II
AFTN origin station	An AFTN station where messages and/or digital data are accepted for transmission over the AFTN.	AN10/II
AFTN station	A station forming part of the aeronautical fixed telecommunication network (AFTN) and operating as such under the authority or control of a State.	AN10/II
Agreement	Means a security agreement, a title reservation agreement or a leasing agreement.	CTC
Aided Night Vision Imaging System (NVIS) flight	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).	EU1
AIP Amendment	Permanent changes to the information contained in the AIP.	AN15
AIP Supplement	Temporary changes to the information contained in the AIP which are published by means of special pages.	AN15
Air cargo (without mail)	See: Cargo/ freight.	
Air carrier	See: Airline or air operator certificate.	
Air Defence Identification Zone (ADIZ)	Special designated airspace of defined dimensions within which aircraft are required to comply with special identification and/or reporting procedures additional to those related to the provision of air traffic services (ATS).	AN4, AN15
Air Navigation Services	This term includes air traffic management (ATM), communications, navigation and surveillance systems (CNS), meteorological services for air navigation (MET), search and rescue (SAR) and aeronautical information services/aeronautical information management (AIS/AIM). These services are provided to air traffic during all phases of operations (approach, aerodrome and en route).	9161
Air Navigation Service Provider (ANSP)	Any entity providing ATM and/or other air navigation services mentioned above	9161
Air operator	see operator	

Air Operator Certificate (AOC)	A certificate authorising an operator to carry out specified commercial air transport operations.	AN6/I, AN6/III, AN16/IV
Air Service	Means an air service performed by aircraft for the public transport of passengers, cargo or mail for remuneration or hire.	
Air traffic	All aircraft in flight or operating on the manoeuvring area of an aerodrome.	AN2, AN11, ATM
Air traffic advisory service	A service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans.	AN2, AN11, ATM
Air Traffic Control clearance (ATC clearance/ clearance)	Authorisation for an aircraft to proceed under conditions specified by an air traffic control unit. *Note 1.— For convenience, the term "air traffic control clearance" is frequently abbreviated to "clearance" when used in appropriate contexts.* *Note 2.— The abbreviated term "clearance" may be prefixed by the words "taxi", "take-off", "departure", "en route", "approach" or "landing" to indicate the particular portion of flight to which the air traffic control clearance relates.*	AN2, 11, ATM
Air traffic control instruction	Directives issued by air traffic control for the purpose of requiring a pilot to take a specific action.	ATM
Air traffic control service	A service provided for the purpose of: a) preventing collisions; 1) between aircraft, and 2) on the manoeuvring area between aircraft and obstructions; and b) expediting and maintaining an orderly flow of air traffic.	AN2, AN11, ATM
Air Traffic Control unit (ATC) unit	Unit A generic term meaning variously, area control centre, approach control unit or aerodrome control tower.	AN2, AN11, ATM
Air traffic controller schedule **Applicable 5 November 2020**	A plan for allocating air traffic controller duty periods and non-duty periods over a period of time, otherwise referred to as a roster.	AN11
Air Traffic Flow Management (ATFM)	A service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilized to the maximum extent possible, and that the traffic volume is compatible with the capacities declared by the appropriate ATS authority.	AN11, ATM
Air Traffic Management (ATM)	The dynamic, integrated management of air traffic and airspace including air traffic services, airspace management and air traffic flow management - safely, economically and efficiently - through the provision of facilities and seamless services in collaboration with all parties and involving airborne and ground-based functions.	AN15, ATM
Air Traffic Service (ATS)	A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).	AN2, AN4, AN6/II, AN6/III, AN10/III, AN11, ATM
Air traffic services airspaces	Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified. *Note.— ATS airspaces are classified as Class A to G.*	AN2, AN11, ATM

Air traffic services Reporting Office (ARO)	ATS reporting office A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure. *Note.— An air traffic services reporting office may be established as a separate unit or combined with an existing unit, such as another air traffic services unit, or a unit of the aeronautical information service.*	AN2, AN11, ATM
Air traffic services unit	A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.	AN2, AN3, AN11, ATM
Air transit route	A defined path on the surface established for the air transiting of helicopters.	AN4, AN14/II
Airborne Collision Avoidance System (ACAS)	An aircraft system based on Secondary Surveillance Radar (SSR) transponder signals which operates independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders. *Note.— SSR transponders referred to above are those operating in Mode C or Mode S.*	AN2, AN10/IV, AN11, ATM, OPS/I
Airborne equipment	See: Aircraft equipment.	
Aircraft - category	Classification of aircraft according to specified basic characteristics, e.g. Aeroplane, helicopter, glider, free balloon.	AN1
Aircraft - type of	All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.	AN1
Aircraft (ACFT)	Any 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.	AN1, AN2, AN3, AN6/I, AN6/II, AN6/III, AN7, AN8, AN11, AN13, AN16/I, AN19, ATM, 8973
Aircraft accident	See: Accident.	
Aircraft address	A unique combination of 24 bits available for assignment to an aircraft for the purpose of air-ground communications, navigation and surveillance.	AN10/III, AN10/IV, ATM
Aircraft avionics	A term designating any electronic device -including its electrical part -for use in an aircraft, including radio, automatic flight control and instrument systems.	AN1
Aircraft certificated for single-pilot operation	A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.	AN1
Aircraft Classification Number (ACN)	A number expressing the relative effect of an aircraft on a pavement for a specified standard subgrade category. *Note.— The aircraft classification number is calculated with respect to the centre of gravity (CG) position which yields the critical loading on the critical gear. Normally the aftmost CG position appropriate to the maximum gross apron (ramp) mass is used to calculate the ACN. In exceptional cases the forwardmost CG position may result in the nose gear loading being more critical.*	AN14/I
Aircraft earth station (AES)	A mobile earth station in the aeronautical mobile-satellite service located on board an aircraft.	AN10/III

Aircraft engines	Aircraft engines powered by jet propulsion or turbine or piston technology together with all modules and other installed, incorporated or attached accessories, parts and equipment and all data, manuals and records relating thereto.	
Aircraft engines	Means aircraft engines (other than those used in military, customs or police services) powered by jet propulsion or turbine or piston technology and: a) In the case of jet propulsion aircraft engines, have at least 1750 lbs of thrust or its equivalent; and b) In the case of turbine-powered or piston-powered aircraft engines, have at least 550 rated take-off shaft horsepower or its equivalent, together with all modules and other installed, incorporated or attached accessories, parts and equipment and all data, manuals and records relating thereto.	CTC
Aircraft equipment	Articles, including first-aid and survival equipment and commissary supplies, but not spare parts or stores, for use on board an aircraft during flight.	AN9
Aircraft Flight Manual	See: Flight Manual.	
Aircraft Identification (ACID)	A group of letters, figures or a combination thereof which is either identical to, or the coded equivalent of, the aircraft call sign to be used in air-ground communications, and which is used to identify the aircraft in ground-ground air traffic services communications.	ATM
Aircraft In Flight	An aircraft from the moment when all its external doors are closed following embarkation until the moment when such doors are opened for disembarkation.	8973
Aircraft In Service	A parked aircraft which is under surveillance sufficient to detect unauthorised access.	8973
Aircraft not In Service	An aircraft that is either parked for a period of more than 12 hours or is not under surveillance sufficient to detect unauthorised access.	8973
Aircraft observation	The evaluation of one or more meteorological elements made from an aircraft in flight.	AN3, ATM
Aircraft operating agency	See: Operator.	
Aircraft operating manual	A manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft. *Note.— The aircraft operating manual is part of the operations manual.*	AN6/I, AN6/III
Aircraft Operator	See: Operator.	
Aircraft operators' documents	Air waybills/consignment Notes, passenger tickets and boarding passes, bank and agent settlement plan documents, excess baggage tickets, miscellaneous charges orders (M.C.O.), damage and irregularity reports, baggage and cargo labels, timetables, and weight and balance documents, for use by aircraft operators.	AN9, 8973
Aircraft Proximity (AIRPROX)	A situation in which, in the opinion of a pilot or air traffic services personnel, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft involved may have been compromised. An aircraft proximity is classified as follows: Risk of collision. The risk classification of an aircraft proximity in which serious risk of collision has existed. Safety not assured. The risk classification of an aircraft proximity in which the	ATM

	safety of the aircraft may have been compromised. No risk of collision. The risk classification of an aircraft proximity in which no risk of collision has existed. Risk not determined. The risk classification of an aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.	
Aircraft required to be operated with a co-pilot	A type of aircraft that is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate.	AN1
Aircraft security check	An inspection of the interior of an aircraft to which passengers may have had access and an inspection of the hold for the purposes of discovering suspicious objects, weapons, explosives or other dangerous devices, articles and substances.	AN17, 8973
Aircraft security search	A thorough inspection of the interior and exterior of the aircraft for the purpose of discovering suspicious objects, weapons, explosives, or other dangerous devices, articles or substances.	AN17, 8973
Aircraft stand	A designated area on an apron intended to be used for parking an aircraft.	AN4, AN14/I, 8973
Aircraft stand taxilane	A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.	AN2, AN4, AN14/I, ATM
Aircraft station (RR S1.83)	A mobile station in the aeronautical mobile service, other than a survival craft station, located on board an aircraft.	AN6/II
Aircraft tracking	A process, established by the operator, that maintains and updates, at standardized intervals, a ground based record of the four dimensional position of individual aircraft in flight.	AN6/I
Airframes	Airframes that, when appropriate aircraft engines are installed thereon, are type certified by the competent aviation authority together with all installed, incorporated or attached accessories, parts and equipment (other than aircraft engines), and all data, manuals and records relating thereto.	
Airframes	Means airframes (other than those used in military, customs or police services) that, when appropriate aircraft engines are installed thereon, are type certified by competent aviation authority to transport : a) At least eight (8) persons including crew; or b) Goods in excess of 2750 kilograms, together with all installed, incorporated or attached accessories, parts and equipment (other than aircraft engines), and all data, manuals and records relating thereto.	CTC
Air-ground communication	Two-way communication between aircraft and stations or locations on the surface of the earth.	AN10/II, AN11, ATM
Air-ground control radio station	An aeronautical telecommunication station having primary responsibility for handling communications pertaining to the operation and control of aircraft in a given area.	AN2, AN10/II, ATM
Airline	As provided in Article 96 of the Convention, any air transport enterprise offering or operating a scheduled international air service.	AN9
Airmanship	The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.	AN1
AIRMET information	Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already	AN3, AN11, ATM

	included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof.	
Airport	See: Aerodrome.	
Airport Operator	See: Aerodrome operator.	
Airport security inspection	See: Security inspection.	
Air-Report (AIREP/ ARP)	A report from an aircraft in flight prepared in conformity with requirements for position, and operational and/or meteorological reporting.	AN3, AN10/II, ATM
Airship	A power-driven lighter-than-air aircraft.	AN1, AN7
Airside	The movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled.	AN17
Air-taxiing	Movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kt). *Note.— The actual height may vary, and some helicopters may require air-taxiing above 8 m (25 ft) AGL to reduce ground effect turbulence or provide clearance for cargo slingloads.*	AN2, AN11, ATM
Air-to-ground communication	One-way communication from aircraft to stations or locations on the surface of the earth.	AN10/II, ATM
Airway (AWY)	A control area or portion thereof established in the form of a corridor.	AN1, AN2, AN4, AN11, ATM
Airworthy	The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.	AN6/I, AN6/II, AN6/III, AN8
ALERFA	The code word used to designate an alert phase.	AN11
Alert phase (ALERFA)	A situation wherein apprehension exists as to the safety of an aircraft and its occupants.	AN11, AN12, ATM
Alerting post	Any facility intended to serve as an intermediary between a person reporting an emergency and a rescue coordination centre or rescue subcenter.	AN12
Alerting service (ALRS)	A service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required.	AN1, AN2, AN11, ATM
Allocate	See: Allocation.	
Allocation	Distribution of frequencies, SSR Codes, etc. To a State, unit or service. Distribution of 24-bit aircraft addresses to a State or common mark registering authority.	ATM
Alphanumeric characters	A collective term for letters and figures (digits).	ATM
Alphanumeric	See: Alphanumeric characters	
Alternate Aerodrome (ALTN)	An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected	AN2, AN3, AN6/I, AN6/II, AN11

	time of use. Alternate aerodromes include the following: **Take-off alternate**. An alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure. **En-route alternate**. An alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route. **Destination alternate**. An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing. *Note: The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.*	
Alternate heliport	A heliport to which a helicopter may proceed when it becomes either impossible or inadvisable to proceed to or to land at the heliport of intended landing. Alternate heliports include the following: ***Take-off alternate.*** An alternate heliport at which a helicopter can land should this become necessary shortly after take-off and it is not possible to use the heliport of departure. ***En-route alternate.*** A heliport at which a helicopter would be able to land after experiencing an abnormal or emergency condition while en route. ***Destination alternate.*** An alternate heliport to which a helicopter may proceed should it become either impossible or inadvisable to land at the heliport of intended landing. *Note.— The heliport from which a flight departs may be an en-route or a destination alternate heliport for that flight.*	AN6/III
Alternative means of communication	A means of communication provided with equal status, and in addition to the primary means.	AN10/V
Alternative Means of Compliance (AltMOC)	Alternative means of compliance are those that propose an alternative to an existing AMC or those that propose new means to establish compliance with the CAR's for which no associated AMC have been adopted by the GCAA	GCAA Rulemaking Manual
Altimetry System Error (ASE)	The difference between the altitude indicated by the altimeter display, assuming a correct altimeter barometric setting, and the pressure altitude corresponding to the undisturbed ambient pressure.	AN6/I, AN6/II
Altitude (ALT)	The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).	AN2, AN3, AN4, AN10/I, AN10/II, AN11, ATM, OPS/II
Ampere	A The ampere is that constant electric current which, if maintained in two straight parallel conductors of infinite length, of negligible circular cross-section, and placed 1 metre apart in vacuum, would produce between these conductors a force equal to 2×10^{-7} newton per metre of length.	AN5
Angles of coverage	a) Angle of coverage A is formed by two intersecting vertical planes making angles of 70 degrees to the right and 70 degrees to the left respectively, looking aft along the longitudinal axis to a vertical plane passing through the longitudinal axis. b) Angle of coverage F is formed by two intersecting vertical planes making angles of 110 degrees to the right and 110 degrees to the left respectively, looking forward along the longitudinal axis to a vertical plane passing through the longitudinal axis.	AN6/I, AN6/II

	c) Angle of coverage L is formed by two intersecting vertical planes, one parallel to the longitudinal axis of the aeroplane, and the other 110 degrees to the left of the first, when looking forward along the longitudinal axis. d) Angle of coverage R is formed by two intersecting vertical planes, one parallel to the longitudinal axis of the aeroplane, and the other 110 degrees to the right of the first, when looking forward along the longitudinal axis.	
Anticipated operating conditions	Those conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight. Anticipated operating conditions do not include: a) those extremes which can be effectively avoided by means of operating procedures; and b) those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.	AN8
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).	EU1
Appliance	Any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, engine, or propeller.	FAR1.019
Applicant	A person applying for approval of an aircraft or any part thereof or the person making an application for a Certificate, License, authorisation, acceptance or similar purpose.	
Application	Manipulation and processing of data in support of user requirements (ISO 19104*). *ISO Standard 19104, Geographic information; Terminology.	AN4, AN15
Approach and landing operations using instrument approach procedures	Instrument approach and landing operations are classified as follows: ***Non-precision approach and landing operations.*** An instrument approach and landing which utilizes lateral guidance but does not utilize vertical guidance. ***Approach and landing operations with vertical guidance.*** An instrument approach and landing which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations. ***Precision approach and landing operations*.** An instrument approach and landing using precision lateral and vertical guidance with minima as determined by the category of operation.(see Note1 or 2) *Note: 1 Lateral and vertical guidance refers to the guidance provided either by:* *a) a ground-based navigation aid; or* *b) computer generated navigation data.* *Note 2: precision approach includes: 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)*	

	Categories of precision approach and landing operations: ***Category I (CAT I) operation.*** A precision instrument approach and landing with: a) a decision height not lower than 60 m (200 ft); and b) with either a visibility not less than 800 m or a runway visual range not less than 550 m. ***Category II (CAT II) operation.*** A precision instrument approach and landing with: a) a decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft); and b) a runway visual range not less than 300 m. ***Category IIIA (CAT IIIA) operation.*** A precision instrument approach and landing with: a) a decision height lower than 30 m (100 ft) or no decision height; and b) a runway visual range not less than 175 m. ***Category IIIB (CAT IIIB) operation.*** A precision instrument approach and landing with: a) a decision height lower than 15 m (50 ft), or no decision height; and b) a runway visual range less than 175 m but not less than 50 m. ***Category IIIC (CAT IIIC) operation.*** A precision instrument approach and landing with no decision height and no runway visual range limitations. *Note: Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the Instrument approach and landing operation would be conducted in accordance with the requirements of the most demanding category (e.g. An operation with a DH in the range of CAT IIIA but with an RVR in the range of CAT IIIB would be considered a CAT IIIB operation or an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation).* ***CAT I LTS (Lower Than Standard)*** and ***CATII OTS (Other Than Standard)*** *refer to CAROPS 1*	
Approach and landing operations with vertical guidance	An instrument approach and landing which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.	
Approach and landing phase -helicopters	That part of the flight from 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or from the commencement of the descent in the other cases, to landing or to the balked landing point.	AN6/III
Approach control	See: Approach control service.	
Approach control service (APP)	Air traffic control service for arriving or departing controlled flights.	AN2, AN11, ATM
Approach control unit	A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.	AN2, AN3, AN11, ATM
Approach phase	The operating phase defined by the time during which the engine is operated in the approach operating mode.	AN16/II
Approach Procedure with Vertical guidance (APV)	An instrument approach procedure which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.	
Approach sequence	The order in which two or more aircraft are cleared to approach to land at the aerodrome.	ATM

Appropriate airworthiness requirements	The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration.	AN6/I, AN6/II, AN6/III, AN8
Appropriate ATS authority	The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.	AN2, AN3, AN11, ATM
Appropriate authority	Appropriate national authority or competent authority. a) Regarding flight over the high seas: the relevant authority of the State of Registry. b) Regarding flight other than over the high seas: the relevant authority of the State having sovereignty over the territory being overflown.	AN2, ATM
Appropriate Authority for Aviation Security	The authority designated by the State within its administration to be responsible for the development, implementation and maintenance of the National Civil Aviation Security Programme. (In the United Arab Emirates it is the 'Competent Authority'.)	8973
Approval	An authorization granted by an appropriate national authority for: a) the transport of dangerous goods forbidden on passenger and/or cargo aircraft where the Technical Instructions state that such goods may be carried with an approval; or b) other purposes as provided for in the Technical Instructions. Note.— In the absence of a specific reference in the Technical Instructions allowing the granting of an approval, an exemption may be sought.	AN18
Approved	Accepted as suitable for a particular purpose.	AN8
Approved maintenance organisation (AMO) **Applicable until 4 November 2020.**	An organisation approved by a Contracting State, in accordance with the requirements of Annex 6, Part I, Chapter 8 - Aeroplane Maintenance, to perform maintenance of aircraft or parts thereof and operating under supervision approved by that State. *NOTE: Nothing in this definition is intended to preclude that the organisation and its supervision be approved by more than one State.*	AN1
Approved maintenance organization. **Applicable as of 5 November 2020.**	An organization approved by a Contracting State, in accordance with the requirements of Annex 8, Part II, Chapter 6 — Maintenance Organization Approval, to perform maintenance of aircraft, engine, propeller or parts thereof and operating under supervision approved by that State. *Note.— Nothing in this definition is intended to preclude that the organization and its supervision be approved by more than one State.*	AN1, AN6/I
Approved training	Training conducted under special curricula and supervision approved by a Contracting State.	AN1
Approved training organisation	An organization approved by and operating under the supervision of a Contracting State in accordance with the requirements of Annex 1 to perform approved training.	AN1
Apron (APN)	A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or	AN2, AN4, AN11, AN14/I, ATM

	maintenance.	
Apron management service	A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.	AN11, AN14/I
Apron taxiway	A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.	AN2, AN4, AN14/I, ATM
Area Control Centre (ACC)	A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.	AN2, AN3, AN11, ATM
Area control service	Air traffic control service for controlled flights in control areas.	AN2, AN11, ATM
Area Minimum Altitude (AMA)	The minimum altitude to be used under instrument meteorological conditions (IMC) that provides a minimum obstacle clearance within a specified area, normally formed by parallels and meridians.	AN4, OPS
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.*	AN3, AN4, AN6/I, AN6/II, AN6/III, AN10/I, AN11, AN15, ATM, OPS/I, OPS/II
Area navigation route	An ATS route established for the use of aircraft capable of employing area navigation.	AN11, ATM
Arresting system	A system designed to decelerate an aeroplane overrunning the runway.	AN11
Arrival routes	Routes identified in an instrument approach procedure by which aircraft may proceed from the en-route phase of flight to an initial approach fix.	AN4
ASHTAM	A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations.	AN15
Advanced Surface Movement Guidance & Control System (A/SMGCS)	A system providing routing, guidance and surveillance for the control of aircraft and vehicles in order to maintain the declared surface movement rate under all weather conditions within the aerodrome visibility operational level (AVOL) while maintaining the required level of safety.	9830
Assemble	A process of merging data from multiple sources into a database and establishing a baseline for subsequent processing. *Note.— The assemble phase includes checking the data and ensuring that detected errors and omissions are rectified.*	AN15
Assign	See: Assignment.	
Assignment	Distribution of frequencies to stations. Distribution of SSR Codes or 24-bit aircraft addresses to aircraft.	ATM
Assignment	Means a contract which, whether by way of security or otherwise, confers on the assignee associated rights with or without a transfer of the related international interest.	CTC
Associated aircraft systems	Those aircraft systems drawing electrical/pneumatic power from an auxiliary power unit during ground operations.	AN16/I
ATC clearance	See: Air traffic control clearance.	
ATC unit	See: Air traffic control unit.	

Atmosphere, International Standard Atmosphere	For the purposes of CAR the following is acceptable: a) The air is a perfect dry gas; b) The temperature at sea-level is 15°C; c) The pressure at sea-level is 1.013250 x 105 Pa (29.92 in Hg) (1013.2 mbar); d) The temperature gradient from sea-level to the altitude at which the temperature becomes –56.5°C is 3.25°C per 500 m (1.98°C/1000 ft); e) The density at sea level, under the above conditions is 1.2250 kg/m3 (0.002378 slugs/ft3); for the density at altitudes up to 15000 m (50 000 ft) see Table 1. *NOTE: ρ is the density appropriate to the altitude and ρ/ρo the relative density is indicated by σ.*	7488/3
ATS direct speech circuit	An aeronautical fixed service (AFS) telephone circuit, for direct exchange of information between air traffic services (ATS) units.	AN10/II
ATS Provider	An organisation providing air traffic services within certain airspace or at an airport.	
ATS reporting office	See: Air traffic services reporting office.	
ATS route	A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services. *Note 1.— The term "ATS route" is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure route, etc.* *Note 2.— An ATS route is defined by route specifications which include an ATS route designator, the track to or from significant points (waypoints), distance between significant points, reporting requirements and, as determined by the appropriate ATS authority, the lowest safe altitude.*	AN2, AN4, AN11, ATM
ATS surveillance service	A term used to indicate a service provided directly by means of an ATS surveillance system.	AN1, AN15
ATS surveillance system	A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft. *NOTE: A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR.*	AN1, AN15
Authorised party or its certified designee	Means the person in whose favour an irrevocable de-registration and export request authorisation (IDERA) has been issued. The authorised party or its certified designee shall be the sole person entitled to exercise the remedies specified in Article IX (1) of "The Protocol" and may do so only in accordance with the authorisation and the applicable UAE'S aviation safety laws and regulations.	CTC
Authorising person	A person authorised by the GCAA, either generally or specifically, to have access to any aircraft involved in an accident or incident.	
Authority	See: Competent Authority.	
Authorised agent	A person who represents an aircraft operator and who is authorised by or on behalf of such operator to act on formalities connected with the entry and clearance of the operator's aircraft, crew, passengers, cargo, mail, baggage or stores and includes, where national law permits, a third party authorised to handle cargo on the aircraft.	AN9

Authorized Economic Operator	AEO is a party involved in the international movement of goods in whatever function that has been approved by or on behalf of a national Customs administration as complying with WCO or equivalent supply chain security standards. AEOs may include manufacturers, importers, exporters, brokers, carriers, consolidators, intermediaries, ports, airports, terminal operators, integrated operators, warehouses, distributors and freight forwarders. Note.— The definition is aligned with that found in the World Customs Organization's "SAFE Framework of Standards to Secure and Facilitate Global Trade."	AN9
Automated Border Control (ABC).	An automated system which authenticates the electronic machine readable travel document or token, establishes that the passenger is the rightful holder of the document or token, queries border control records, then determines eligibility for border crossing according to pre-defined rules.	AN9
Automatic dependent surveillance — broadcast (ADS-B).	A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.	AN2, AN11, AN15
Automatic dependent surveillance-broadcast (ADS-B) IN	A function that receives surveillance data from ADS-B OUT data sources.	AN10/IV
Automatic dependent surveillance-broadcast (ADS-B) OUT	A function on an aircraft or vehicle that periodically broadcasts its state vector (position and velocity) and other information derived from on-board systems in a format suitable for ADS-B IN capable receivers.	AN10/IV
Automatic dependent surveillance — contract (ADS-C).	A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports. *Note.— The abbreviated term "ADS contract" is commonly used to refer to ADS event contract, ADS demand contract, ADS periodic contract or an emergency mode.*	AN2, AN3, AN10/III, AN11, AN15
Automatic deployable (ELT/ ELT AD)	An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided.	AN6/I, AN6/II, AN6/III
Automatic deployable flight recorder (ADFR)	A combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft.	AN6/I, AN6/II, AN6/III, AN13
Automatic fixed ELT (ELT/ ELT AF)	An automatically activated ELT which is permanently attached to an aircraft.	AN6/I, AN6/II, AN6/III
Automatic portable ELT (ELT AP)	An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft.	AN6/I, AN6/II, AN6/III
Automatic relay installation	A teletypewriter installation where automatic equipment is used to transfer messages from incoming to outgoing circuits. Note.— This term covers both fully automatic and semi-automatic installations.	AN10/II
Automatic telecommunication log	A record of the activities of an aeronautical telecommunication station recorded by electrical or mechanical means.	AN10/II

Automatic Terminal Information Service (ATIS)	The automatic provision of current, routine information to arriving and departing aircraft throughout 24 hours or a specified portion thereof.	AN10/III, AN11, AN15, ATM
Autonomous runway incursion warning system (ARIWS)	A system which provides autonomous detection of a potential incursion or of the occupancy of an active runway and a direct warning to a flight crew or a vehicle operator.	AN14/I
Autorotation	A rotorcraft flight condition in which the lifting rotor is driven entirely by action of the air when the rotorcraft is in motion.	FAR1.024
Auxiliary power-unit (APU)	A self-contained power-unit on an aircraft providing electrical/pneumatic power to aircraft systems during ground operations or in flight, separate from the propulsion engine(s).	AN16/I
Aviation Occurrence	AN accident, serious incident or incident or any situation, associated with the operation of an aircraft, or any situation or condition that the GCAA has reasonable grounds to believe could, if left unattended, induce an accident, incident or unsafe situation.	
Aviation security	See: Security.	
Background check	A check of a person's identity and previous experience, including where legally permissible, any criminal history as part of the assessment of an individual's suitability to implement a security control and/or for unescorted access to a security restricted area.	AN17, 8973
Baggage	Personal property of passengers or crew carried on an aircraft by agreement with the operator.	AN9, 8973
Baggage Container	A receptacle in which baggage is loaded for conveyance in an aircraft.	8973
Baggage Sorting Area	Space in which departure baggage is sorted into flight loads.	8973
Balked landing	A landing manoeuvre that is unexpectedly discontinued at any point below the obstacle clearance altitude/height (OCA/H).	AN14/I
Balloon	A non-power-driven lighter-than-air aircraft. *NOTE: This definition applies to free balloons.*	AN1, AN7
Bare Earth	Surface of the earth including bodies of water and permanent ice and snow, and excluding vegetation and man-made objects.	AN4, AN15
Barrette	Three or more aeronautical ground lights closely spaced in a transverse line so that from a distance they appear as a short bar of light.	AN14/I
Base turn	A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track. The tracks are not reciprocal. *Note.— Base turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.*	AN11, ATM, OPS/I, OPS/II
Basic instrument flight trainer	[Apparatus] which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.	AN1, AN6/I, AN6/III
Becquerel (Bq)	The activity of a radionuclide having one spontaneous nuclear transition per second.	AN5
Behaviour detection	Within an aviation security environment, the application of techniques involving the recognition of behavioural characteristics, including but not limited to physiological or gestural signs indicative of anomalous behaviour, to identify	AN17

	persons who may pose a threat to civil aviation.	
Bit error rate (BER)	The number of bit errors in a sample divided by the total number of bits in the sample, generally averaged over many such samples.	AN10/III
Blind transmission	A transmission from one station to another station in circumstances where two-way communication cannot be established but where it is believed that the called station is able to receive the transmission.	AN10/II, ATM
Bomb Threat	A communicated threat, anonymous or otherwise, which suggests, or infers, whether true or false, that the safety of an aircraft in flight or on the ground, or any airport or civil aviation facility or any person may be in danger from an explosive or other item or device.	8973
Border integrity	The enforcement, by a State, of its laws and/or regulations concerning the movement of goods and/or persons across its borders.	AN9
Break	A time interval during a period of duty, during which the controller is relieved of all operational and administrative tasks.	
Briefing	Oral commentary on existing and/or expected meteorological conditions.	AN3
Broadcast (BCST)	A transmission of information relating to air navigation that is not addressed to a specific station or stations.	AN10/II, AN10/III, ATM
Business aviation	See: Corporate aviation.	
Bypass ratio	The ratio of the air mass flow through the bypass ducts of a gas turbine engine to the air mass flow through the combustion chambers calculated at maximum thrust when the engine is stationary in an international standard atmosphere at sea level.	AN16/I
Cabin attendant (formerly)	See: Cabin crew member.	
Cabin crew member	(formerly cabin attendant) Means an appropriately qualified crew member, other than a flight crew, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations	EU COMMISSION REGULATION (EU) No 965/2012 air operations
Cabin crew member.	A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.	AN6/I, AN6/II, AN6/III
Calendar	Discrete temporal reference system that provides the basis for defining temporal position to a resolution of one day (ISO 19108*). *ISO Standard 19108, Geographic information; Temporal schema 2.	AN4, AN11, AN14/I, AN14/II, AN15
Calendar Month	A month in the Gregorian calendar, such as May, June, etc., and when applicable to expiry dates of medical certificates or required checks, means the "last date of the month" in which the check becomes due.	
Calibrated airspeed	Indicated airspeed of an aircraft, corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level.	FAR1
Candela (cd)	The luminous intensity, in the perpendicular direction, of a surface of 1/600 000 square metre of black body at the temperature of freezing platinum under a pressure of 101 325 Newton per square metre.	AN5
Canopy	Bare Earth supplemented by vegetation height.	AN4, AN15

Capacitor discharge light	A lamp in which high-intensity flashes of extremely short duration are produced by the discharge of electricity at high voltage through a gas enclosed in a tube.	
Cape Town Convention (CTC)	Means the Convention on International Interests in Mobile Equipment ("The Convention") and its Protocol on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment ("The Protocol"), both referred instruments signed at Cape Town on 16 November 2001 acceded by the United Arab Emirates on 13 April 2008.	CTC
Cargo / freight	Any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage. *NOTE: The term air cargo is also used in a broader sense by the airline industry to mean any property (freight, express and mail) transported by air except baggage.*	AN9, AN17
Cargo aircraft	Any aircraft, other than a passenger aircraft, which is carrying goods or property.	AN18
Cargo Area	All the ground space and facilities provided for cargo handling. It includes aprons, cargo buildings and warehouses, vehicle parks and roads associated therewith.	8973
Cargo Building/Cargo Shed	A building through which cargo passes between air and ground transport and in which processing facilities are located, or in which cargo is stored pending transfer to air or ground transport.	8973
Carrier-to-multipath ratio (C/M)	The ratio of the carrier power received directly, i.e. without reflection, to the multipath power, i.e. carrier power received via reflection.	AN10/III
Carrier-to-noise density ratio (C/No)	The ratio of the total carrier power to the average noise power in a 1 Hz bandwidth, usually expressed in dBHz.	AN10/III
Category A	With respect to helicopters, means a multi-engine helicopter designed with engine and system isolation features specified in Part IVB of Annex 8, and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off.	AN8
Category B	With respect to helicopters, means a single-engine or multi-engine helicopter which 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 a forced landing is assumed.	AN8
Category I (CAT I) operation	See: Approach and landing operations using instrument approach procedures. 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 550 m for aeroplanes and 500 m for helicopters.	
Category II (CAT II) operation	See: Approach and landing operations using instrument approach procedures.	
Category IIIA (CAT IIIA) operation	See: Approach and landing operations using instrument approach procedures.	
Category IIIB (CAT IIIB) operation;	See: Approach and landing operations using instrument approach procedures	
Category IIIC (CAT IIIC) operation	See: Approach and landing operations using instrument approach procedures.	

Catering Stores	All items other than catering supplies, associated with passenger in-flight services, for example: newspapers, magazines, headphones, audio and video tapes, pillows and blankets, amenity kits etc.	8973
Catering Supplies	Food, beverages, other dry stores and associated equipment used on board an aircraft.	8973
Causal factors	See: Causes.	
Causes / causal factors	Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil or criminal liability.	AN13
Ceiling	The height above the ground or water of the base of the lowest layer of cloud below 6 000 metres (20 000 ft) covering more than half the sky.	AN2, ATM
Celsius temperature	The Celsius temperature is equal to the difference t°C = T —T0 between two thermodynamic temperatures T and T0 where T0 equals 273.15 kelvin.	AN5
Certification	A formal evaluation and confirmation by or on behalf of the appropriate authority for aviation security that a person possesses the necessary competencies to perform assigned functions to an acceptable level as defined by the appropriate authority. *NOTE: "for Aviation security" also refers to appropriate authority or Competent authority for definition used by other than aviation security.*	AN17, 8973
Certification Specifications	Are technical standards adopted by the GCAA indicating means to show compliance with the CARs and which can be used by organisations for the purpose of certification.	GCAA Rulemaking Manual
Certified aerodrome	An aerodrome whose operator has been granted an aerodrome certificate.	AN14/I
Certify as airworthy (to)	To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.	AN1
Certifying Staff	Personnel responsible for the release of an aircraft or a component after maintenance.	
Change-Over Point (COP)	The point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft. *Note.— Changeover points are established to provide the optimum balance in respect of signal strength and quality between facilities at all levels to be used and to ensure a common source of azimuth guidance for all aircraft operating along the same portion of a route segment.*	, AN2, AN4, AN11, OPS/II
Channel rate	The rate at which bits are transmitted over the RF channel. These bits include those bits used for framing and error correction, as well as the information bits. For burst transmission, the channel rate refers to the instantaneous burst rate over the period of the burst.	AN10/III
Channel rate accuracy	This is relative accuracy of the clock to which the transmitted channel bits are synchronized. For example, at a channel rate of 1.2 kbits/s, maximum error of one part in 106 implies the maximum allowed error in the clock is $\pm 1.2 \times 10^{-3}$ Hz.	AN10/III

Charge Cooling	(piston engines) means the percentage degree of charge cooling, quantitatively expressed as: (t2t3) x100 (t2t1) where t1 is the temperature of the air entering the charge cooler coolant radiator in the power-plant, t2 is the temperature of the charge without cooling, and t3 is the temperature of the charge with cooling.	
Check-In	The process of reporting to an aircraft operator for acceptance on a particular flight.	8973
Check-In Position	The location of facilities at which check-in is carried out.	8973
Circling	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.	EU1
Circuit mode	A configuration of the communications network which gives the appearance to the application of a dedicated transmission path.	AN10/III
Civil aviation inspector	A civil aviation inspector is an individual, designated by a Contracting State, who is charged with the inspection of the safety, security or related aspects of air transport operations as directed by the appropriate authority. Note.— Examples of civil aviation inspectors include inspectors responsible for airworthiness, flight operations and other safety-related aspects, and security-related aspects, of air transport operations.	AN9
Class	(1) As used with respect to the certification, ratings, privileges, and limitations of airmen, means a classification of aircraft within a category having similar operating characteristics. Examples include: single engine; multiengine; land; water; gyroplane; helicopter; airship; and free balloon; and (2) As used with respect to the certification of aircraft, means a broad grouping of aircraft having similar characteristics of propulsion, flight, or landing. Examples include: airplane; rotorcraft; glider; balloon; landplane; and seaplane.	FAR1
Class A airspace	IFR flights only are permitted, all flights are provided with air traffic control service and are separated from each other.	AN11
Class B airspace	IFR and VFR flights are permitted, all flights are provided with air traffic control service and are separated from each other.	AN11
Class C airspace	IFR and VFR flights are permitted, all flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.	AN11
Class D airspace	IFR and VFR flights are permitted and all flights are provided with air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.	AN11
Class E airspace	IFR and VFR flights are permitted, IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical. Class E shall not be used for control zones.	AN11
Class F airspace	IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.	AN11
Class G airspace	IFR and VFR flights are permitted and receive flight information service if	AN11

	requested.	
Clearance	See: Air traffic control clearance.	
Clearance limit	The point to which an aircraft is granted an air traffic control clearance.	AN2, AN11, ATM
Clearance of goods	The accomplishment of the customs formalities necessary to allow goods to enter home use, to be exported or to be placed under another customs procedure.	AN9
Clearway (CWY)	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.	AN4, AN14/I
Climatological	See: Aerodrome climatological table.	
Climb phase	The operating phase defined by the time during which the engine is operated in the climb operating mode.	AN16/II
Cloud of operational significance	A cloud with the height of cloud base below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater, or a cumulonimbus cloud or a towering cumulus cloud at any height.	AN3
Cockpit crew zone	The part of the cabin that is exclusively designated for flight crew use.	AN16/III
Code (SSR)	The number assigned to a particular multiple pulse reply signal transmitted by a transponder in Mode A or Mode C.	ATM
Code share	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.	EU1
Collision	An impact, other than an impact associated with normal operating circumstances, between aircraft, or between an aircraft and another object.	
Collision avoidance logic	The sub-system or part of ACAS that analyses data relating to an intruder and own aircraft, decides whether or not advisories are appropriate and, if so, generates the advisories. It includes the following functions: range and altitude tracking, threat detection and RA generation. It excludes surveillance.	AN10/IV
COMAT	Operator material carried on an operator's aircraft for the operator's own purposes.	AN6/I
Combined vision system (CVS)	A system to display images from a combination of an enhanced vision system (EVS) and a synthetic vision system (SVS).	AN6/I, AN6/II, AN6/III
Command and control (C2) link	.The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.	AN1, AN2
Commander	See: Pilot In Command.	
Commencement of journey	The point at which the person began his journey, without taking into account any airport at which he stopped in direct transit, either on a through-flight or a connecting flight, if he did not leave the direct transit area of the airport in question.	AN9
Commercial air transport flight	See: Commercial air transport operation.	
Commercial air transport operation	An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire. *NOTE: The term 'aircraft operator' is also used instead of commercial air transport operator.*	AN1, AN6/I, AN6/II, AN6/III, AN17, 8973

Commissary supplies	Items, either disposable or intended for multiple use, that are used by the aircraft operator for provision of services during flights, in particular for catering, and for the comfort of passengers.	AN9
Common mark	A mark assigned by the International Civil Aviation Organization to the common mark registering authority registering aircraft of an international operating agency on other than a national basis. Note.— All aircraft of an international operating agency which are registered on other than a national basis will bear the same common mark.	AN7
Common mark registering authority	The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.	AN7
Communication centre	An aeronautical fixed station which relays or retransmits telecommunication traffic from (or to) a number of other aeronautical fixed stations directly connected to it.	AN10/II
Competency	A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.	AN1, TRG
Competency element	An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.	AN1, TRG
Competency unit	A discrete function consisting of a number of competency elements.	AN1, TRG
Competent Authority	The General Civil Aviation Authority or any of its departments to which supervision and development of civil aviation affairs is assigned.	
Complex motor-powered aircraft'	Complex motor-powered aircraft shall mean: (i) an aeroplane: — with a maximum certificated take-off mass exceeding 5 700 kg, or — certificated for a maximum passenger seating configuration of more than nineteen, or — certificated for operation with a minimum crew of at least two pilots, or — equipped with (a) turbojet engine(s) or more than one turboprop engine, or (ii) a helicopter certificated: — for a maximum take-off mass exceeding 3 175 kg, or — for a maximum passenger seating configuration of more than nine, or — for operation with a minimum crew of at least two pilots, or (iii) a tilt rotor aircraft;	(EU) 2018/1139
Component	Any engine, propeller, part or appliance.	
Computer	A device which performs sequences of arithmetical and logical steps upon data without human intervention.	AN6/III, ATM
Conditional Clearance	An ATC clearance issued to an aircraft which does not become effective until a specified condition has been satisfied. The condition will normally relate to another aircraft or vehicle.	
Conference communications	Communication facilities whereby direct speech conversation may be conducted between three or more locations simultaneously.	AN11
Confidence level	The probability that the true value of a parameter is within a certain interval around the estimate of its value. *Note.— The interval is usually referred to as the accuracy of the estimate.*	AN15

Configuration (as applied to the aeroplane)	A particular combination of the positions of the moveable elements, such as wing flaps and landing gear, etc., that affects the aerodynamic characteristics of the aeroplane.	AN8
Configuration Deviation List (CDL)	A list established by the organisation responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction.	AN6/I, AN6/III
Congested area	In relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes.	AN6/III
Congested hostile environment	A hostile environment within a congested area.	AN6/III
Consent	An electronic consent to a registration with the International Registry.	CTC
Consignment	One or more packages accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.	AN18
Consultation	Discussion with a meteorologist or another qualified person of existing and/or expected meteorological conditions relating to flight operations; a discussion includes answers to questions	AN3
Contaminated runway	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.	EU1
Contaminated runway	A runway is contaminated when a significant portion of the runway surface area (whether in isolated areas or not) within the length and width being used is covered by one or more of the substances listed in the runway surface condition descriptors. Note.— Further information on runway surface condition descriptors can be found in the Annex 14, Volume I — Definitions.	AN6
Contingency fuel	The fuel required to compensate for unforeseen factors that could have an influence on the fuel consumption to the destination aerodrome.	EU1
Contingency Plan	A proactive plan to include measures and procedures addressing various threat levels, risk assessments and the associated security measures to be implemented; designed to anticipate and mitigate events as well as prepare all concerned parties having roles and responsibilities in the event of an actual act of unlawful interference. A contingency plan sets forth incremental security measures that may be elevated as the threat increases. It may be a stand-alone plan or included as part of a Crisis Management Plan.	8973
Continued Airworthiness Management Exposition (CAME)	A document approved by the authority. It contains procedures specifying how the continuing airworthiness management organisation ensures compliance with airworthiness requirements.	CAR M

Continued Airworthiness Management Organisation (CAMO)	An organisation approved by the authority to: Manage all of the processes ensuring that, at any time in its operating life, the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation.	CAR M
Continuing airworthiness	The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.	AN6/I, AN6/II, AN6/III, AN8
Continuing airworthiness records	Records which are related to the continuing airworthiness status of an aircraft, engine, propeller or associated part.	AN6/I, AN6/II, AN6/III
Continuous Descent Final Approach (CDFA)	A technique, consistent with stabilised 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.	AN6/I, AN6/II, AN6/III, EU1
Contour line	A line on a map or chart connecting points of equal elevation.	AN4, OPS/II
Contract of Sale	A contract for the sale of an object by a seller to a buyer which is different than a security agreement, a title reservation agreement or a leasing agreement.	CTC
Contracting State	A State that is a signatory to the Convention on International Civil Aviation.	
Contributing factors	Actions, omissions, events, conditions, or a combination thereof, which, if eliminated or avoided, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.	AN13
Control Area (CTA)	A controlled airspace extending upwards from a specified limit above the earth.	AN2, AN3, AN11, ATM
Control tower	See: Aerodrome control tower.	
Control zone (CTR)	A controlled airspace extending upwards from the surface of the earth to a specified upper limit.	AN2, AN11, ATM
Controlled aerodrome	An aerodrome at which air traffic control service is provided to aerodrome traffic. *Note.— The term "controlled aerodrome" indicates that air traffic control service is provided to aerodrome traffic but does not necessarily imply that a control zone exists.*	AN2, AN11, ATM
Controlled airspace	An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification. *NOTE: [PANS-OPS/I]: Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D and E as described in 2.6 of Annex 11.*	AN2, AN11, ATM
Controlled flight	Any flight which is subject to an air traffic control clearance.	, AN2, AN11, ATM
Controller-Pilot Data Link Communications (CPDLC)	A means of communication between controller and pilot, using data link for ATC communications.	AN2, AN10/II, AN10/III, AN11, AN15, ATM

Conversion process	A type of technology used to convert a feedstock into aviation fuel.	AN16/IV
Converted Meteorological visibility (CMV)	A value, equivalent to an RVR, which is derived from the reported meteorological visibility.	EU1
Co-pilot	A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.	AN1
Corporate aviation/ business aviation	The non-commercial operation or use of aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by a professional pilot employed to fly the aircraft. *NOTE: Corporate aviation is a subset of general aviation.*	AN17, 8973
CORSIA eligible fuel	A CORSIA sustainable aviation fuel or a CORSIA lower carbon aviation fuel, which an operator may use to reduce their offsetting requirements.	AN16/IV
CORSIA lower carbon aviation fuel	A fossil-based aviation fuel that meets the CORSIA Sustainability Criteria under Volume IV of Annex 16.	AN16/IV
CORSIA sustainable aviation fuel	A renewable or waste-derived aviation fuel that meets the CORSIA Sustainability Criteria under Volume IV of Annex 16.	AN16/IV
Corporate aviation operation	The non-commercial operation or use of aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by a professional pilot(s) employed to fly the aircraft.	AN6/II
COSPAS-SARSAT System	A satellite and ground station network that is designed to detect electronic distress beacons and to provide accurate, timely and reliable distress alert and location data to help search and rescue authorities assist persons in distress.	9731
Coulomb (c)	The quantity of electricity transported in 1 second by a current of 1 ampere.	AN5
CPDLC message	Information exchanged between an airborne system and its ground counterpart. A CPDLC message consists of a single message element or a combination of message elements conveyed in a single transmission by the initiator.	AN10/II
CPDLC message set	A list of standard message elements and free text message elements.	AN10/II
Craft	Any air or sea-surface vehicle, or submersible of any kind or size	9731
Credit	Recognition of alternative means or prior qualifications.	AN1
Crew member	a person assigned by an operator to perform duties on board an aircraft	COMMISSION REGULATION (EU) No 965/2012 air operations
Crew member	A person assigned by an operator to duty on an aircraft during a flight duty period.	AN6/I, AN6/III, AN9, AN18
Critical engine(s)	See: Critical power-unit(s). Any engine whose failure gives the most adverse effect on the aircraft characteristics relative to the case under consideration. *Note: On some aircraft there may be more than one equally critical engine. In this case, the expression "the critical engine" means one of those critical engines.*	AN8

Critical Part	Where the failure analysis shows that a part must achieve and maintain a particularly high level of integrity if Hazardous Effects are not to occur at a rate in excess of Extremely Remote then such a part shall be identified as a Critical Part.	
Critical phases of flight (Aeroplane)	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.	EU1
Critical phases of flight (helicopters)	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.	EU1
Critical power-unit(s) / critical engine(s)	The power-unit(s) failure of which gives the most adverse effect on the aircraft characteristics relative to the case under consideration.	AN8
Cross-country	A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.	AN1
Cross-country flight	See: Cross-country.	
Cruise climb / drift up	An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases.	AN2, ATM
Cruise relief pilot	A flight crew member who is assigned to perform pilot tasks during cruise flight, to allow the pilot-in-command or a co-pilot to obtain planned rest.	AN6/I
Cruising level	A level maintained during a significant portion of a flight.	AN2, AN3, AN6/I, AN11, ATM
Culture	All man-made features constructed on the surface of the Earth, such as cities, railways and canals.	AN4, AN15
Current Data Authority (CDA)	The designated ground system through which a CPDLC dialogue between a pilot and a controller currently responsible for the flight is permitted to take place.	AN10/II, ATM
Current flight Plan (CPL)	The flight plan, including changes, if any, brought about by subsequent clearances.	AN2, ATM
Cyclic Redundancy Check (CRC)	A mathematical algorithm applied to the digital expression of data that provides a level of assurance against loss or alteration of data.	AN4, AN11, AN14/I, AN14/II, AN15
D	The largest overall dimension of the helicopter when rotor(s) are turning measured from the most forward position of the main rotor tip path plane to the most rearward position of the tail rotor tip path plane or helicopter structure. Note.— "D" is sometimes referred to in the text using the terminology "D-value".	AN14/II
Damp runway	A runway where the surface is not dry, but when the moisture on it does not give it a shiny appearance.	EU1
Danger area (D)	An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.	AN2, AN4, AN11, AN15
Dangerous goods	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.	AN6/I, AN6/II, AN6/III, AN18, 8973

Dangerous goods accident	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.	AN18
Dangerous goods incident	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. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes the aircraft or its occupants is also deemed to constitute a dangerous goods incident.	AN18
Data Accuracy	See: System accuracy. A degree of conformance between the estimated or measured value and the true value.	AN11, AN14/I, AN15
Data completeness	The degree of confidence that all of the data needed to support the intended use is provided.	AN15
Data convention	An agreed set of rules governing the manner or sequence in which a set of data may be combined into a meaningful communication.	ATM
Data format	A structure of data elements, records and files arranged to meet standards, specifications or data quality requirements.	AN15
Data integrity (assurance level)	A degree of assurance that an aeronautical data and its value has not been lost or altered since the origination or authorized amendment.	AN11, AN14/I, AN15
Data link-Automatic Terminal Information Service (D-ATIS)	The provision of ATIS via data link.	AN10/III, AN11, AN15, ATM
Data link communications	A form of communication intended for the exchange of messages via a data link.	AN2, AN11
Data link flight information services (D-FIS)	The provision of FIS via data link.	AN10/III
Data Link Initiation Capability (DLIC)	A data link application that provides the ability to exchange addresses, names and version numbers necessary to initiate data link applications.	ATM
Data processing	A systematic sequence of operations performed on data.	ATM
Data product	Data set or data set series that conforms to a data product specification (ISO 19131*). ISO Standard 19131, Geographic information; Data product specification	AN15
Data product specification	Detailed description of a data set or data set series together with additional information that will enable it to be created, supplied to and used by another party (ISO 19131*). Note.— A data product specification provides a description of the universe of discourse and a specification for mapping the universe of discourse to a data set. It may be used for production, sales, end-use or other purpose. ISO Standard 19131, Geographic information; Data product specification	AN4, AN15
Data quality	A degree or level of confidence that the data provided meet the requirements of the data user in terms of accuracy, resolution and integrity (or equivalent assurance level), traceability, timeliness, completeness and format.	AN4, AN11, AN14/I, AN14/II, AN15

Data resolution	A number of units or digits to which a measured or calculated value is expressed and used.	AN4, AN15
Data set	Identifiable collection of data (ISO 19101*).	AN4, AN15
Data set series	Collection of data sets sharing the same product specification (ISO 19115*). *ISO Standard 19115, Geographic information; Metadata.	AN4, AN15
Data timeliness	The degree of confidence that the data is applicable to the period of its intended use.	AN15
Data traceability	The degree that a system or a data product can provide a record of the changes made to that product and thereby enable an audit trail to be followed from the end-user to the originator.	AN15
Database (DB)	One or more files of data so structured that appropriate applications may draw from the files and update them.	
Date of manufacture	The date of issue of the document attesting that the individual aircraft or engine as appropriate conforms to the requirements of the type or the date of an analogous document.	AN16/II
Datum	Any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities (ISO 19104*). *ISO Standard 19104, Geographic information; Terminology.	AN4, AN11, AN14/I, AN14/II, AN15
Deadheading crew	A crew member positioned by the operator in flight or by surface transport.	
Decision altitude (DA) or decision height (DH)	A specified altitude or height, in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. *NOTE 1: Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.* *NOTE 2: The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In Category In operations with a decision height the required visual reference is that specified for the particular procedure and operation.* *NOTE 3: For convenience where both expressions are used they may be written in the form "decision altitude/height" and abbreviated "DA/H"*	AN6/I, AN6/II, AN6/III
Declarant	Any person who makes a goods declaration or in whose name such a declaration is made.	AN9
Declared capacity	A measure of the ability of the ATC system or any of its subsystems or operating positions to provide service to aircraft during normal activities. It is expressed as the number of aircraft entering a specified portion of airspace in a given period of time, taking due account of weather, ATC unit configuration, staff and equipment available, and any other factors that may affect the workload of the controller responsible for the airspace.	AN11

Declared distances	**a) Take-Off Run Available (TORA).** The length of runway declared available and suitable for the ground run of an aeroplane taking off. **b) Take-Off Distance Available (TODA).** The length of the take-off run available plus the length of the clearway, if provided. **c) Accelerate-Stop Distance Available (ASDA).** The length of the take-off run available plus the length of the stopway, if provided. **d) Landing Distance Available (LDA).** The length of runway which is declared available and suitable for the ground run of an aeroplane landing. *NOTE: The calculation of declared distances is described in Annex 14, Volume I, Attachment A.*	AN14/I
Declared distances - heliports	**a) Take-Off Distance Available (TODAH).** The length of the final approach and take-off area plus the length of helicopter clearway (if provided) declared available and suitable for helicopters to complete the take-off. **b) Rejected Take-Off Distance Available (RTODAH).** The length of the final approach and take-off area declared available and suitable for performance class 1 helicopters to complete a rejected take-off. **c) Landing Distance Available (LDAH).** The length of the final approach and take-off area plus any additional area declared available and suitable for helicopters to complete the landing manoeuvre from a defined height.	AN14/II
Declared temperature	A temperature selected in such a way that when used for performance purposes, over a series of operations, the average level of safety is not less than would be obtained by using official forecast temperatures.	AN6/I
Defined Point After Take-Off (DPATO)	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. *Note.— Defined points apply to helicopters operating in performance Class 2 only.*	AN6/III, EU1
Defined Point Before Landing (DPBL)	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. *Note.— Defined points apply to helicopters operating in performance Class 2 only.*	AN6/III, EU1
Degree Celsius (°C)	The special name for the unit kelvin for use in stating values of Celsius temperature.	AN5
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.	EU1
De-identification	Means removing, from occurrence reports submitted, all personal details pertaining to the reporter and technical details which are leading to the identity of the reporter, or of third parties, being inferred from the information.	
Dependent parallel approaches	Simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway centre lines are prescribed.	AN14/I, ATM, OPS/I, OPS/II
Deportation order	A written order, issued by the competent authorities of a State and served upon a deportee, directing him to leave that State.	AN9
Deportee	A person who had legally been admitted to a State by its authorities or who had entered a State illegally, and who at some later time is formally ordered by the competent authorities to leave that State.	AN9, 8973

De-Registration of the aircraft	Deletion or removal of the registration of the aircraft from its aircraft register in accordance with the Chicago Convention.	
Derivative version	An aircraft gas turbine engine of the same generic family as an originally type-certificated engine and having features which retain the basic core engine and combustor design of the original model and for which other factors, as judged by the certificating authority, have not changed. *Note: Attention is drawn to the difference between the definition of "derived version of an aeroplane" in Volume I of Annex 16 and the definition of "derivative version" in Volume II of Annex 16.*	AN16/II
Derived version of a helicopter	A helicopter which, from the point of view of airworthiness, is similar to the noise certificated prototype but incorporates changes in type design which may affect its noise characteristics adversely. *NOTE 1: In applying the Standards of this Annex, a helicopter that is based on an existing prototype but which is considered by the certificating authority to be a new type design for airworthiness purposes shall nevertheless be considered as a derived version if the noise source characteristics are judged by the certificating authority to be the same as the prototype.* *NOTE 2: "Adversely" refers to an increase of more than 0.30 EPNdB in any one of the noise certification levels for helicopters certificated according to Chapter 8 and 0.30 dB(A) in the certification level for helicopters certificated according to Chapter 11.*	AN16/I
Derived version of an aeroplane	An aeroplane which, from the point of view of airworthiness, is similar to the noise certificated prototype but incorporates changes in type design which may affect its noise characteristics adversely. *NOTE 1: Where the certificating authority finds that the proposed change in design, configuration, power or mass is so extensive that a substantially new investigation of compliance with the applicable airworthiness regulations is required, the aeroplane should be considered to be a new type of design rather than a derived version.* NOTE 2: "Adversely*" refers to an increase of more than 0.10 dB in any one of the noise certification levels unless the cumulative effects of changes in type design are tracked by an approved procedure in which case "adversely" refers to a cumulative increase in the noise level in any one of the noise certification levels of more than 0.30 dB or the margin of compliance, whichever is smaller.*	AN16/I
Derived version of a CO_2-certified aeroplane	An aeroplane which incorporates changes in type design that either increase its maximum take-off mass, or that increase its CO_2 emissions evaluation metric value by more than: a) 1.35 per cent at a maximum take-off mass of 5 700 kg, decreasing linearly to; b) 0.75 per cent at a maximum take-off mass of 60 000 kg, decreasing linearly to; c) 0.70 per cent at a maximum take-off mass of 600 000 kg; and d) a constant 0.70 per cent at maximum take-off masses greater than 600 000 kg. Note.— Where the certificating authority finds that the proposed change in design, configuration, power or mass is so extensive that a substantially new investigation of compliance with the applicable airworthiness regulations is required, the aeroplane will be considered to be a new type design rather than a derived version.	AN16/III

Derived version of a non-CO_2-certified aeroplane	An individual aeroplane that conforms to an existing Type Certificate, but which is not certified to Annex 16, Volume III, and to which changes in type design are made prior to the issuance of the aeroplane's first certificate of airworthiness that increase its CO_2 emissions evaluation metric value by more than 1.5 per cent or are considered to be significant CO_2 changes.	AN16/III
Design landing mass	The maximum mass of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land.	AN8
Design take-off mass	The maximum mass at which the aircraft, for structural design purposes, is assumed to be planned to be at the start of the take-off run.	AN8
Design taxiing mass	The maximum mass of the aircraft at which structural provision is made for load liable to occur during use of the aircraft on the ground prior to the start of take-off.	AN8
Designated postal operator	Any governmental or non-governmental entity officially designated by a Universal Postal Union (UPU) member country to operate postal services and to fulfil the related obligations arising from the acts of the UPU Convention on its territory.	AN18
Destination alternate	An alternate aerodrome to which an aircraft may proceed should it become either impossible or inadvisable to land at the aerodrome of intended landing.	AN2, AN3, AN6/I, AN6/II, AN11, ATM
Detect and avoid	The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.	AN1, AN2
DETRESFA	The code word used to designate a distress phase.	AN11
Digital Elevation Model (DEM) / Digital Terrain Model (DTM)	The representation of terrain surface by continuous elevation values at all intersections of a defined grid, referenced to common datum.	AN15
Diplomatic Baggage/Pouch	A shipping container having diplomatic immunity from search or seizure when accompanied by the required official documentation.	8973
Direct transit area	A special area established in an international airport, approved by the public authorities concerned and under their direct supervision or control, where passengers can stay during transit or transfer without applying for entry to that State.	AN9, 8973
Direct transit arrangements	Special arrangements approved by the public authorities concerned by which traffic which is pausing briefly in its passage through the Contracting State may remain under their direct control.	AN9, AN15
Disabled person	See: Person with disabilities.	
Discrete code	A four-digit SSR Code with the last two digits not being '00'.	ATM
Discrete source damage	Structural damage of the aeroplane that is likely to result from: impact with a bird, uncontained fan blade failure, uncontained engine failure, uncontained high energy rotating machinery failure or similar causes.	AN8
Disembarkation	The leaving of an aircraft after a landing, except by crew or passengers continuing on the next stage of the same through-flight.	AN9
Disinfection	The procedure whereby health measures are taken to control or kill infectious agents on a human or animal body, in or on affected parts of aircraft, baggage,	AN9

	cargo, goods or containers, as required, by direct exposure to chemical or physical agents.	
Disinsection	The procedure whereby health measures are taken to control or kill insects present in aircraft, baggage, cargo, containers, goods and mail.	AN9
Displaced Threshold (DTHR)	Displaced runway threshold A threshold not located at the extremity of a runway.	AN4, AN14/I
Disruptive passenger	A passenger who fails to respect the rules of conduct at an airport or on board an aircraft or to follow the instructions of the airport staff or crew members and thereby disturbs the good order and discipline at an airport or on board the aircraft.	AN17, 8973
Distance DR	Is the horizontal distance that the helicopter has travelled from the end of the take-off distance available.	AN6/III
Distress Phase (DETRESFA)	A situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger and require immediate assistance.	AN11, AN12, ATM
Ditching	The forced landing of an aircraft on water.	AN12
Doppler shift	The frequency shift observed at a receiver due to any relative motion between transmitter and receiver.	AN10/III
Double channel simplex	Simplex using two frequency channels, one in each direction. Note.— This method was sometimes referred to as cross-band	AN10/V
Downstream clearance	A clearance issued to an aircraft by an air traffic control unit that is not the current controlling authority of that aircraft.	AN11
Dry lease agreement	An agreement between undertakings pursuant to which the aircraft is operated under the air operator certificate (AOC) of the lessee.	EU1
Dry operating mass	The total mass of the aircraft ready for a specific type of operation, excluding usable fuel and traffic load.	EU1
Dry runway	A runway is considered dry if its surface is free of visible moisture and not contaminated within the area intended to be used.	AN6
Dual instruction time Applicable until 2 November 2022	Flight time during which a person is receiving flight instruction from a properly authorised pilot on board the aircraft.	AN1
Dual instruction time Applicable as of 3 November 2022	Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft.	AN1
Duplex	A method in which telecommunication between two stations can take place in both directions simultaneously.	AN10/II, AN10/V
Duty	Any task that flight or cabin crew members are required by the operator to perform, including, for example, flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue.	AN6/I, AN6/III
Duty Applicable 5 November 2020	Any task that an air traffic controller is required by an air traffic services provider to perform. These tasks include those performed during time-in-position, administrative work and training.	AN11
Duty period	A period which starts when flight crew or cabin crew members are required by an Operator to report for or to commence a duty and ends when that person is free from all duties.	AN6/I, AN6/III

Duty period **Applicable 5 November 2020**	A period which starts when an air traffic controller is required by an air traffic services provider to report for or to commence a duty and ends when that person is free from all duties.	AN11
Dynamic load-bearing surface	A surface capable of supporting the loads generated by a helicopter conducting an emergency touchdown on it.	AN14/II
Early ETOPS	ETOPS type design approval obtained without gaining non-ETOPS service experience on the candidate airplane-engine combination certified for ETOPS.	FAR1
EDTO critical fuel	The fuel quantity necessary to fly to an en-route alternate aerodrome considering, at the most critical point on the route, the most limiting system failure.	AN6/I
EDTO-significant system	An aeroplane system whose failure or degradation could adversely affect the safety particular to an EDTO flight, or whose continued functioning is specifically important to the safe flight and landing of an aeroplane during an EDTO diversion.	AN6/I
Effective acceptance bandwidth	The range of frequencies with respect to the assigned frequency for which reception is assured when all receiver tolerances have been taken into account.	AN10/I
Effective adjacent channel rejection	The rejection that is obtained at the appropriate adjacent channel frequency when all relevant receiver tolerances have been taken into account.	AN10/I
Effective intensity	The effective intensity of a flashing light is equal to the intensity of a fixed light of the same colour which will produce the same visual range under identical conditions of observation.	AN14/I
Electronic aeronautical chart display	An electronic device by which flight crews are enabled to execute, in a convenient and timely manner, route planning, route monitoring and navigation by displaying required information.	AN4
Electronic flight bag (EFB)	An electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties.	AN6/I, AN6/II, AN6/III
Electronic Travel Systems (ETS)	The automated process for the lodgement, acceptance and verification of a passenger's authorization to travel to a State, in lieu of the standard counterfoil paper visa.	AN9
Elevated Final Approach and Take-Off area (elevated FATO)	Means a FATO that is at least 3 m above the surrounding surface.	EU1
Elevated heliport	A heliport located on a raised structure on land.	AN6/III, AN14/II
Elevation (ELEV)	Gravity-related height: The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.	AN3, AN4, AN10/I, ATM, OPS/I, OPS/II
Ellipsoid height (geodetic height)	The height related to the reference ellipsoid, measured along the ellipsoidal outer normal through the point in question.	AN4, AN14/I, AN14/II, AN15
Embarkation	The boarding of an aircraft for the purpose of commencing a flight, except by such crew or passengers as have embarked on a previous stage of the same through-flight.	AN9
Emergency Locator Transmitter (ELT)	A generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated.	AN6/I, AN6/II, AN6/III

	AN ELT may be any of the following: **Automatic Fixed ELT (ELT(AF)).** An automatically activated ELT which is permanently attached to an aircraft. **Automatic Portable ELT (ELT(AP)).** An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft. **Automatic Deployable ELT (ELT(AD)).** An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also byHydrostatic sensors. Manual deployment is also provided. **Survival ELT (ELT(S)).** An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.	
Emergency phase	A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.	, AN12, ATM
Emergency Plan	A plan setting forth the procedures for coordinating the response of different aerodrome agencies or services and of those agencies in the surrounding community that could be of assistance in responding to an emergency.	8973
eMRTD	An MRTD (passport, visa or card) that has a contactless integrated circuit embedded in it and the capability of being used for biometric identification of the MRTD holder in accordance with the standards specified in the relevant Part of Doc 9303 — Machine Readable Travel Documents.	AN9
End-to-end	Pertaining or relating to an entire communication path, typically from (1) the interface between the information source and the communication system at the transmitting end to (2) the interface between the communication system and the information user or processor or application at the receiving end.	AN10/III
End-user	An ultimate source and/or consumer of information.	AN10/III
Energy per symbol to noise density ratio (E_s/N_o)	The ratio of the average energy transmitted per channel symbol to the average noise power in a 1 Hz bandwidth, usually expressed in dB. For A-BPSK and A-QPSK, one channel symbol refers to one channel bit.	AN10/III
Engine (ENG)	A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for the functioning and control, but excludes the propeller (if applicable).	AN6/I, AN6/II, AN6/III, AN8
Enhanced Flight Visibility (EFV)	The average forward horizontal distance, from the cockpit of an aircraft in flight, at which prominent topographical objects may be clearly distinguished and identified by day or night by a pilot using an enhanced flight vision system.	FAR1
Enhanced Flight Vision System (EFVS)	an installed aircraft system which uses an electronic means to provide a display of the forward external scene topography (the natural or manmade features of a place or region especially in a way to show their relative positions and elevation) through the use of imaging sensors, including but not limited to forward-looking infrared, millimeter wave radiometry, millimeter wave radar, or low-light level image intensification. An EFVS includes the display element, sensors, computers and power supplies, indications, and controls.	FAR1
Enhanced vision system (EVS)	A system to display electronic real-time images of the external scene achieved through the use of imaging sensors. Note.— EVS does not include night vision imaging systems (NVIS).	AN6/I, AN6/II, AN6/III, EU1
En-route alternate	An aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route.	AN2, AN3, AN6/I, AN6/II, AN11,

		ATM
En-route phase	That part of the flight from the end of the take-off and initial climb phase to the commencement of the approach and landing phase.	AN6/III
Equivalent airspeed	The calibrated airspeed of an aircraft corrected for adiabatic compressible flow for the particular altitude. Equivalent airspeed is equal to calibrated airspeed in standard atmosphere at sea level.	FAR1
Equivalent isotropically radiated power (e.i.r.p.)	The product of the power supplied to the antenna and the antenna gain in a given direction relative to an isotropic antenna (absolute or isotropic gain).	AN10/III
Equivalent procedure	A test or analysis procedure which, while differing from the one specified in this volume of Annex 16, in the technical judgement of the certificating authority yields effectively the same CO_2 emissions evaluation metric value as the specified procedure.	AN16/III
Error	An action or inaction by an operational person that leads to deviations from organisational or the operational person's intentions or expectations. Note.— See Chapter 1 of Annex 19 — Safety Management for a definition of operational personnel.	AN1
Error management	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 states. NOTE: See Attachment C to Chapter 3 of the Procedures for Air Navigation Services - Training (PANS-TRG, Doc 9868) and Circular 314 - Threat and Error Management (TEM) in Air Traffic Control for a description of undesired states.	AN1
Escort	An individual authorized by a Contracting State or an aircraft operator to accompany inadmissible persons or deportees being removed from that Contracting State.	AN9
Essential radio navigation service	A radio navigation service whose disruption has a significant impact on operations in the affected airspace or aerodrome.	AN10/I
Essential Traffic	Essential traffic is that controlled traffic to which the provision of separation by ATC is applicable, but which, in relation to a particular controlled flight is not, or will not be, separated from other controlled traffic by the appropriate separation minimum.	ATM
Estimated Elapsed Time (EET)	The estimated time required to proceed from one significant point to another.	ATM
Estimated Off-Block Time (EOBT)	The estimated time at which the aircraft will commence movement associated with departure.	AN2, ATM
Estimated Time of Arrival (ETA)	Estimating arrival for IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome.	AN2, ATM
Estimating arrival	See: Estimated Time of Arrival.	

Exception	A provision in Annex 18 which excludes a specific item of dangerous goods from the requirements normally applicable to that item.	AN18
Exemption	An authorisation issued by an appropriate national authority providing relief from the provisions of Annex 18.	AN18
Exhaust nozzle	In the exhaust emissions sampling of gas turbine engines here the jet effluxes are not mixed (as in some turbofan engines for example) the nozzle considered is that for the gas generator (core) flow only. Where, however, the jet efflux is mixed the nozzle considered is the total exit nozzle.	AN16/II
Expected	Used in relation to various aspects of performance (e.g. Rate or gradient of climb), this term means the standard performance for the type, in the relevant conditions (e.g. Mass, altitude and temperature).	AN6/I
Expected Approach Time (EAT)	The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding fix to complete its approach for a landing. *Note.— The actual time of leaving the holding fix will depend upon the approach clearance.*	AN2, ATM
Explosive Detection System (EDS)	A technology system or combination of different technologies which has the ability to detect, and so to indicate by means of an alarm, explosive material contained in baggage or other articles, irrespective of the material from which the bag is made.	8973
Explosive Device Detection System (EDDS)	A technology system or combination of different technologies which has the ability to detect, and so to indicate by means of an alarm, an explosive device by detecting one or more components of such a device contained in baggage or other articles, irrespective of the material from which the bag or article is made.	8973
Explosive substance	A solid or liquid substance (or a mixture of substances) which is in itself capable, by chemical reaction, of producing gas at such a temperature and pressure and at such a speed as to cause damage to the surroundings. Included are pyrotechnic substances even when they do not evolve gases. A substance which is not itself an explosive but which can form an explosive atmosphere of gas, vapour or dust is not included.	8973
Extended flight over water	A flight operated over water at a distance of more than 93 km (50 NM), or 30 minutes at normal cruising speed, whichever is the lesser, away from land suitable for making an emergency landing.	AN6/II
Extended range operation	Any flight by an aeroplane with two turbine engines where the flight time at the one engine inoperative cruise speed (in ISA and still air conditions), from a point on the route to an adequate alternate aerodrome, is greater than the threshold time approved by the State of the Operator.	AN3
Extended range operation by twin-engine aeroplane	See: Extended diversion time operations	
Extended twin-engine operation	See: Extended diversion time operations.	
Extended Diversion Time Operations (EDTO)	Any operation by an aeroplane with two or more turbine engines where the diversion time to an en-route alternate aerodrome is greater than the threshold time established by the State of the Operator.	AN6/I
External equipment (helicopter)	Any instrument, mechanism, part, apparatus, appurtenance, or accessory that is attached to or extends from the helicopter exterior but is not used nor is intended to be used for operating or controlling a helicopter in flight and is not part of an airframe or engine.	AN16/I

External load	A load that is carried, towed or extends, outside the aircraft fuselage.	FAR1.060
External load attaching means	The structural components used to attach an external load to an aircraft, including external-load containers, the backup structure at the attachment points, and any quick-release device used to jettison the external load.	FAR1.061
Facilitation	The efficient management of a necessary control process, with the objective to expediting the clearance of persons or goods and prevent unnecessary operational delays.	8973
Factor of safety	A design factor used to provide for the possibility of loads greater than those assumed, and for uncertainties in design and fabrication.	AN8
Fan marker beacon	A type of radio beacon, the emissions of which radiate in a vertical fan-shaped pattern.	AN10/I
Fatal injury	Any injury, which results in death within thirty days of the accident.	AN13
Farad	The capacitance of a capacitor between the plates of which there appears a difference of potential of 1 volt when it is charged by a quantity of electricity equal to 1 coulomb.	AN5
Fatigue	A physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness, circadian phase, or workload (mental and/or physical activity) that can impair a crew member's alertness and ability to safely operate an aircraft or impair the ability of any other person to perform safety-related duties. For other than crewmember area, the crewmember may be replaced with safety related personnel.	AN6/I, AN6/III
Fatigue Applicable 5 November 2020	A physiological state of reduced mental or physical performance capability resulting from sleep loss, extended wakefulness, circadian phase, and/or workload (mental and/or physical activity) that can impair a person's alertness and ability to perform safety-related operational duties.	AN11
Fatigue Risk Management System (FRMS). Applicable 5 November 2020	A data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles and knowledge as well as operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness.	AN6/I, AN6/III, AN11
Feature	Abstraction of real world phenomena (ISO 19101*). *ISO Standard 19101, Geographic information; Reference model.	AN4, AN15
Feature attribute	Characteristic of a feature (ISO 19101*). *ISO Standard 19101, Geographic information; Reference model. Note.— A feature attribute has a name, a data type and a value domain associated with it.	AN15
Feature operation	Operation that every instance of a feature type may perform (ISO 19110*). *ISO Standard 19110, Geographic information; Feature cataloguing schema. Note.— An operation upon the feature type dam is to raise the dam. The result of this operation is to raise the level of water in the reservoir.	AN15
Feature relationship	Relationship that links instances of one feature type with instances of the same or a different feature type (ISO 19101*).	AN15

	*ISO Standard 19101, Geographic information; Reference model.	
Feature type	Class of real world phenomena with common properties (ISO 19110*). *ISO Standard 19110, Geographic information; Feature cataloguing schema. Note.— In a feature catalogue, the basic level of classification is the feature type	AN15
Feedstock	A type of unprocessed raw material used for the production of aviation fuel.	AN16/IV
Feet	See: Foot.	
Filed flight Plan (FPL)	The flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes.	AN2, ATM
Final approach (FNA)	That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified, a) at the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or b) at the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which: 1) a landing can be made; or 2) a missed approach procedure is initiated.	AN4, AN11, ATM
Final Approach and Take-Off area (FATO)	A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by performance Class 1 helicopters operating in performance Class 1, the defined area includes the rejected take-off area available.	An3, An4, An6/III, An6/III, AN8, AN14/II
Final Approach Fix or point (FAF)	That fix or point of an instrument approach procedure where the final approach segment commences.	AN4
Final Approach Segment (FAS)	That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.	AN4, AN6/I, AN6/II, AN6/III, OPS/I, OPS/II
Final take-off speed	The speed of the aeroplane that exists at the end of the take-off path in the en-route configuration with one engine inoperative.	FAR1
Fire resistant	The capability to withstand the application of heat by a flame for a period of 5 minutes. *NOTE: The characteristics of an acceptable flame can be found in ISO 2685.*	AN8
Fireproof	***Fireproof.*** The capability to withstand the application of heat by a flame for a period of 15 minutes. *Note.— The characteristics of an acceptable flame can be found in ISO 2685.*	AN8
Fireproof material	A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.	AN7
First aid oxygen	The additional oxygen provided for the use of passengers, who do not satisfactorily recover following subjection to excessive cabin altitudes, during which they had been provided with supplemental oxygen.	
Fixed light	A light having constant luminous intensity when observed from a fixed point.	AN14/I
Fixed message sign	A sign presenting only one message.	AN14/I.

Fixed Pitch Propeller	A propeller, the pitch of which cannot be changed, except by processes constituting a workshop operation.	
Flame resistant	Not susceptible to combustion to the point of propagating a flame, beyond safe limits, after the ignition source is removed.	FAR1.066
Flammable	With respect to a fluid or gas, means susceptible to igniting readily or exploding.	FAR1.067
Flap extended speed	The highest speed permissible with wing-flaps in a prescribed extended position.	FAR1.068
Flash resistant	Not susceptible to burning violently when ignited.	FAR1.069
Flight crew member	A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.	AN1, AN2, AN3, AN6/I, AN6/II, AN6/III, AN9, AN11, AN18, ATM
Flight Data Analysis (FDA)	A process of analysing recorded flight data in order to improve the safety of flight operations.	AN6/I
Flight Data Monitoring (FDM)	See: Flight Data Analysis.	
Flight documentation	Written or printed documents, including charts or forms, containing meteorological information for a flight.	AN3
Flight duty period	A period which commences when an Operating Crew Member is required to report for duty that includes a flight or a series of flights and which finishes when the aeroplane finally comes to rest at the end of the last flight on which he/she is an operating Crew Member.	AN6/III, COMMISSION REGULATION (EU) No 965/2012 air operations
Flight duty period	A period which commences when a flight or cabin crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aircraft finally comes to rest and the engines are shut down at the end of the last flight on which he/she is a crew member.	AN6/I
Flight Information Centre (FIC)	A unit established to provide flight information service and alerting service.	AN2, AN3, AN11, ATM
Flight Information Region (FIR)	An airspace of defined dimensions within which flight information service and alerting service are provided.	AN2, AN3, AN4, AN11, ATM
Flight Information Service (FIS)	A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.	AN2, AN10/III, AN11, ATM
Flight Level (FL)	A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hpa), and is separated from other such surfaces by specific pressure intervals. *Note 1.— A pressure type altimeter calibrated in accordance with the Standard Atmosphere:* *a) when set to a QNH altimeter setting, will indicate altitude;* *b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum;*	AN2, AN3, AN4, AN10/II, AN11, 9388, ATM, OPS/II

	c) when set to a pressure of 1 013.2 hPa, may be used to indicate flight levels. *Note 2.— The terms "height" and "altitude", used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.*	
Flight manual	A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.	AN6/I, AN6/II, AN6/III
Flight operations officer/flight dispatcher	A person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Annex 1, who supports, briefs, and/or assists the pilot in command in the safe conduct of the flight.	AN6/I, AN6/III
Flight Plan (PLN)	Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.	AN1, AN2, AN6/I, AN6/II, AN6/III, AN11, AN16/IV, ATM
Flight procedures trainer	See: Flight simulation training device.	AN 1
Flight procedures trainer (Apparatus) **Applicable until 2 November 2022.**	Which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. Aircraft systems, and the performance and flight characteristics of aircraft of a particular class.	AN1, AN6/I, AN6/II, AN6/III
Flight recorder	Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.	AN6/I, AN6/II, AN6/III, AN13
Flight safety documents system	A set of inter-related documentation established by the operator, compiling and organising information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operators' CAME.	AN6/I, AN6/III
Flight sector	A flight or one of a series of flights which commences at a parking place of the aircraft and terminates at a parking place of the aircraft.	
Flight simulation training device **Applicable until 2 November 2022.**	Any one of the following three types of apparatus in which flight conditions are simulated on the ground: A flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated; A flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class; A basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.	AN1, AN6/I,AN6/II, AN6/III
Flight simulation training device **Applicable as of 3**	Any one of the following three types of apparatus in which flight conditions are simulated on the ground: A flight simulator, which provides an accurate representation of the flight deck	AN1

November 2022.	of a particular aircraft type or an accurate representation of the remotely piloted aircraft system (RPAS) to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated; A flight procedures trainer, which provides a realistic flight deck environment or realistic RPAS environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class; A basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight or the RPAS environment in instrument flight conditions.	
Flight simulator	*See* Flight simulation training device	AN1
Flight simulator Applicable until 2 November 2022.	[Apparatus] which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. Aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated.	AN1, AN6/I, AN6/III
Flight simulator Applicable as of 3 November 2022	[Apparatus] which provides an accurate representation of the flight deck of a particular aircraft type or an accurate representation of the remotely piloted aircraft system (RPAS) to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated	AN1
Flight status	An indication of whether a given aircraft requires special handling by air traffic services units or not.	
Flight time – aeroplanes	The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight. *NOTE: Flight time as here defined is synonymous with the term "block to block" time or "chock to chock" time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.*	AN1, AN6/I, AN6/II
Flight time – helicopters	The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.	AN1, AN6/I, AN6/II, AN6/III
Flight time — remotely piloted aircraft systems	The total time from the moment a command and control (C2) link is established between the remote pilot station (RPS) and the remotely piloted aircraft (RPA) for the purpose of taking off or from the moment the remote pilot receives control following a handover until the moment the remote pilot completes a handover or the C2 link between the RPS and the RPA is terminated at the end of the flight.	AN1
Flight track	See: Track.	
Flight visibility	The visibility forward from the cockpit of an aircraft in flight.	AN2, ATM

Flight Watch System	A system described in the operator's Operations Manual for the monitoring of an aircraft during flight time.	
Flow control	Measures designed to adjust the flow of traffic into a given airspace, along a given route, or bound for a given aerodrome, so as to ensure the most effective utilization of the airspace.	ATM
Fly-by waypoint	A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure.	AN4, AN11, ATM, OPS/I, OPS/II
Flyover waypoint	A waypoint at which a turn is initiated in order to join the next segment of a route or procedure.	AN4, AN11, ATM, OPS/I, OPS/II
Foot/ feet (ft)	The length equal to 0.3048 metre exactly.	AN5
Forecast (FCST)	A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.	AN3, AN11, ATM
Forecast chart	See: Prognostic chart.	
Foreign aircraft	Civil aircraft registered in a foreign state.	
Foreign object debris (FOD)	An inanimate object within the movement area which has no operational or aeronautical function and which has the potential to be a hazard to aircraft operations.	AN14/I
Force Majeure	A statement included in contracts to remove liability for natural and unavoidable catastrophes that interrupt the expected course of events and restrict recipients from fulfilling obligations.	
Forward error correction (FEC)	The process of adding redundant information to the transmitted signal in a manner which allows correction, at the receiver, of errors incurred in the transmission.	AN10/III
Frangible object	An object of low mass designed to break, distort or yield on impact so as to present the minimum hazard to aircraft.	AN14/I
Free text message element	Part of a message that does not conform to any standard message element in the PANS-ATM (Doc 4444).	AN10/II
Free zone	A part of the territory of a Contracting State where any goods introduced are generally regarded, insofar as import duties and taxes are concerned, as being outside the customs territory.	AN9
Freight	See: Cargo/ Freight.	
Frequency channel	A continuous portion of the frequency spectrum appropriate for a transmission utilizing a specified class of emission. Note.— The classification of emissions and information relevant to the portion of the frequency spectrum appropriate for a given type of transmission (bandwidths) are specified in the ITU Radio Regulations, Article S2 and Appendix S1.	AN10/II, AN10/V
Fuel uplift	Measurement of fuel provided by the fuel supplier, as documented in the fuel delivery notes or invoices for each flight (in litre).	AN16/IV
Fully automatic relay installation	A teletypewriter installation where interpretation of the relaying responsibility in respect of an incoming message and the resultant setting-up of the connections required to effect the appropriate retransmissions is carried out automatically, as well as all other normal operations of relay, thus obviating the need for operator intervention, except for supervisory purposes.	AN10/II

Gain-to-noise temperature ratio	The ratio, usually expressed in dB/K, of the antenna gain to the noise at the receiver output of the antenna subsystem. The noise is expressed as the temperature that a 1 ohm resistor must be raised to produce the same noise power density.	AN10/III
GAMET area forecast	An area forecast in abbreviated plain language for low-level flights for a flight information region or sub-area thereof, prepared by the meteorological office designated by the meteorological authority concerned and exchanged with meteorological offices in adjacent flight information regions, as agreed between the meteorological authorities concerned.	AN3
GBAS Landing System (GLS)	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.	EU1
GCAA	General Civil Aviation Authority or any of its departments to which supervision and development of civil aviation affairs is assigned.	
General aviation operation	An aircraft operation other than a commercial air transport operation or an aerial work operation.	AN6/I, AN6/II, AN6/III, AN9, AN17
Geodesic distance	The shortest distance between any two points on a mathematically defined ellipsoidal surface.	AN4, AN15
Geodetic datum	A minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.	AN4, AN11, AN14/I, AN14/II, AN15
Geoid	The equipotential surface in the gravity field of the Earth, which coincides with the undisturbed mean sea level (MSL) extended continuously through the continents. Note.— The geoid is irregular in shape because of local gravitational disturbances (wind tides, salinity, current, etc.) and the direction of gravity is perpendicular to the geoid at every point.	AN4, AN14/I, AN14/II, AN15, OPS/II
Geoid Undulation (GUND)	The distance of the geoid above (positive) or below (negative) the mathematical reference ellipsoid. Note.— In respect to the World Geodetic System — 1984 (WGS-84) defined ellipsoid, the difference between the WGS-84 ellipsoidal height and orthometric height represents WGS-84 geoid undulation.	AN4, 14/I, 14/II, 15, OPS/II
Glide Path (GP)	A descent profile determined for vertical guidance during a final approach.	AN4, ATM
Glider (GLD)	~~See: Sailplane.~~ A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.	AN1, AN7
Glider flight time	The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.	AN1
Go-around power or thrust setting	The maximum allowable in-flight power or thrust setting identified in the performance data.	FAR1
Gravity-related height	See: Elevation.	
Gray (Gy)	The energy imparted by ionizing radiation to a mass of matter corresponding to	AN5

	1 joule per kilogram.	
Great Circle Distance	The shortest distance, rounded to the nearest kilometre, between the origin and the destination aerodromes, measured over the earth's surface modelled according to the World Geodetic System 1984 (WGS84). Note.— Latitude and longitude coordinates of aerodromes can be obtained fr	AN16/IV
Gregorian calendar	Calendar in general use; first introduced in 1582 to define a year that more closely approximates the tropical year than the Julian calendar (ISO 19108*). *ISO Standard 19108, Geographic information; Temporal schema Note.— In the Gregorian calendar, common years have 365 days and leap years 366 days divided into twelve sequential months.	AN4, AN11, AN14/I, AN14/II, AN15
Grid point data in digital form	Computer processed meteorological data for a set of regularly spaced points on a chart, for transmission from a meteorological computer to another computer in a code form suitable for automated use. Note.— In most cases, such data are transmitted on medium- or high-speed telecommunications channels.	AN3
Ground earth station (GES)	An earth station in the fixed satellite service, or, in some cases, in the aeronautical mobile-satellite service, located at a specified fixed point on land to provide a feeder link for the aeronautical mobilesatellite service. Note.— This definition is used in the ITU's Radio Regulations under the term "aeronautical earth station". The definition herein as "GES" for use in the SARPs is to clearly distinguish it from an aircraft earth station (AES), which is a mobile station on an aircraft.	AN10/III
Gross negligence	Means a manifest and wilful violation of the duty of care directly causing foreseeable damage to a person or to a property, or which seriously lowers the level of aviation safety.	
Ground effect	A condition of improved performance (lift) due to the interference of the surface with the airflow pattern of the rotor system when a helicopter or other VTOL aircraft is operating near the ground.	ATM
Ground equipment	Articles of a specialized nature for use in the maintenance, repair and servicing of an aircraft on the ground, including testing equipment and cargo-and passenger-handling equipment.	AN9
Ground handling	Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.	AN6/I, AN6/III
Ground track	See: Track.	
Ground visibility	The visibility at an aerodrome, as reported by an accredited observer or by automatic systems.	AN2, ATM
Grounding	The formal prohibition of an aircraft to take-off and the taking of such steps as are necessary to detain it.	EU1
Ground-to-air communication	One-way communication from stations or locations on the surface of the earth to aircraft.	AN10/II, ATM
Gyroplane	A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.	AN7
Guarantee contract	Means a contract entered into by a person as guarantor.	CTC

Handover	The act of passing piloting control from one remote pilot station to another	AN1
Hazard	A condition or an object with the potential to cause or contribute to an aircraft incident or accident.	AN19
Hazard Beacon (HBN)	An aeronautical beacon used to designate a danger to air navigation.	AN14/I
Heading (HDG)	The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).	AN2, ATM, OPS/I, OPS/II
Head-Up Display (HUD)	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.	EU1
Head-Up Display (HUD)	A display system that presents flight information into the pilot's forward external field of view.	AN6/II, AN6/III
Head-Up Guidance Landing System (HUDLS)	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.	EU1
Heavier-than-air aircraft	Any aircraft deriving its lift in flight chiefly from aerodynamic forces.	AN7
Height (HGT)	The vertical distance of a level, a point, or an object considered as a point, measured from a specified datum.	AN2, AN3, AN4, AN6/I, AN10/I, AN10/II, AN11, AN15, ATM, OPS/I, OPS/II
Helicopter (HEL)	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.	AN1, AN6/III, AN8, AN16/I, AN19, AN7
Helicopter	Heavier-than-air machines (other than those used in military, customs or police services) supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes and which are type certified by the competent aviation authority to transport: a) At least five (5) persons including crew; or b) Goods in excess of 450 kilograms, together with all installed, incorporated or attached accessories, parts and equipment (including rotors), and all data, manuals and records relating thereto.	CTC
Helicopter air taxiway	A defined path on the surface established for the air taxiing of helicopters.	AN14/II
Helicopter clearway	A defined area on the ground or water under the control of the appropriate Authority, selected and/or prepared as a suitable area over which a performance Class 1 helicopter may accelerate and achieve a specific height.	AN14/II
Helicopter ground taxiway	A ground taxiway intended for the ground movement of wheeled undercarriage helicopters.	AN14/II
Helicopter Hoist Operation (HHO) crew member	A technical crew member who performs assigned duties relating to the operation of a hoist.	EU1
Helicopter stand	An aircraft stand which provides for parking a helicopter and where ground taxi operations are completed or where the helicopter touches down and lifts off for air taxi operations.	AN4, AN14/II

Helicopter taxi-route	A defined path established for the movement of helicopters from one part of a heliport to another. A taxi-route includes a helicopter air or ground taxiway which is centred on the taxi-route.	AN14/II
Helideck	A heliport located on a floating or fixed off-shore structure.	AN6/III,
Helideck	A heliport located on a fixed or floating offshore facility such as an exploration and/or production unit used for the exploitation of oil or gas.	AN14/II
Heliport	An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.	AN6/III, AN14/I, AN14/II, AN15
Heliport elevation	The elevation of the highest point of the FATO.	AN14/II
Heliport operating minima	The limits of usability of a heliport for: a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions; b) landing in 2D instrument approach operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions; and c) landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the type and/or category of the operation.	AN6/III
Heliport reference point (HRP).	The designated location of a heliport or a landing location.	AN4, AN14/II
Helicopter Emergency medical Service (HEMS) crew member	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.	EU1
HEMS flight	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.	EU1
HEMS operating base	An aerodrome at which the HEMS crew members and the HEMS helicopter may be on stand-by for HEMS operations.	EU1
HEMS operating site	A site selected by the commander during a HEMS flight for helicopter hoist operations, landing and take-off.	EU1
Henry (H).	The inductance of a closed circuit in which an electromotive force of 1 volt is produced when the electric current in the circuit varies uniformly at a rate of 1 ampere per second.	AN5
Hertz (Hz)	The frequency of a periodic phenomenon of which the period is 1 second.	AN5
Helicopter Hoist Operation (HHO) flight	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.	EU1

HHO offshore	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.	EU1
HHO passenger	A person who is to be transferred by means of a helicopter hoist.	EU1
HHO site	A specified area at which a helicopter performs a hoist transfer.	EU1
High-risk cargo or mail	Cargo or mail presented by an unknown entity or showing signs of tampering shall be considered high risk if, in addition, it meets one of the following criteria: a) specific intelligence indicates that the cargo or mail poses a threat to civil aviation; or b) the cargo or mail shows anomalies that give rise to suspicion; or c) the nature of the cargo or mail is such that baseline security measures alone are unlikely to detect prohibited items that could endanger the aircraft. Regardless of whether the cargo or mail comes from a known or unknown entity, a State's specific intelligence about a consignment may render it as high risk.	AN17
High-speed exit taxiway	See: Rapid exit taxiway.	
Holding bay	(Holding apron) A defined area where aircraft can be held, or bypassed, to facilitate efficient surface movement of aircraft.	AN14/I
Holding fix	A geographical location that serves as a reference for a holding procedure.	ATM
Holding procedure	A predetermined manoeuvre which keeps an aircraft within a specified airspace while awaiting further clearance.	AN4, ATM, OPS/I, OPS/II
Holdover Time (HOT)	The estimated time the anti-icing fluid (treatment) will prevent the formation of ice and frost and the accumulation of snow on the protected (treated) surfaces of an aeroplane.	AN14/I
Homing	The procedure of using the direction-finding equipment of one radio station with the emission of another radio station, where at least one of the stations is mobile, and whereby the mobile station proceeds continuously towards the other station.	AN10/II
Horizontal plane	The plane containing the longitudinal axis and perpendicular to the plane of symmetry of the aeroplane.	AN6/II
Hostile environment	a) an environment in which: 1). A safe forced landing cannot be accomplished because the surface and surrounding environment is inadequate; 2). The helicopter occupants cannot be adequately protected from the elements; 3). Search and rescue response/capability is not provided consistent with anticipated exposure; or 4). There is an unacceptable risk of endangering persons or property on the ground. b) In any case, the following areas shall be considered hostile: 1). For overwater operations, the open sea areas North of 45N and South of 45S designated by the authority of the State concerned; and 2). Those parts of a congested area without adequate safe forced landing areas.	EU1
Hostile environment	An environment in which: a) a safe forced landing cannot be accomplished because the surface and surrounding environment are inadequate; or	AN6/III

	b) the helicopter occupants cannot be adequately protected from the elements; or c) search and rescue response/capability is not provided consistent with anticipated exposure; or d) there is an unacceptable risk of endangering persons or property on the ground.	
Hot spot	A location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.	AN4, AN14/I
Human Factors Principles	Principles which apply to "aeronautical" design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance. *NOTE: For Security related word "aeronautical" is not included*	AN3, AN4, AN6/I, AN6/III, AN8, AN10/I, AN10/IV, AN11, AN14/I, AN15, AN17,, ATM
Human performance	Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations. *NOTE: For security related (AN17) an impact on safety, security and efficiency of aeronautical operations.*	AN1, AN5, AN6/I, AN6/III, AN8, AN10/I, AN10/II, AN11, AN14/I, AN16/I, AN17
Hypsometric tints	A succession of shades or colour gradations used to depict ranges of elevation.	AN4
ICAO meteorological information exchange model (IWXXM)	A data model for representing aeronautical meteorological information.	AN3
ICAO Public Key Directory (ICAO PKD)	The central database serving as the repository of Document Signer Certificates (CDS) (containing Document Signer Public Keys), CSCA Master List (MLCSCA), Country Signing CA Link Certificates (lCCSCA) and Certificate Revocation Lists issued by Participants, together with a system for their distribution worldwide, maintained by ICAO on behalf of Participants in order to facilitate the validation of data in eMRTDs.	AN9
Identification Beacon (IBN)	An aeronautical beacon emitting a coded signal by means of which a particular point of reference can be identified.	AN14/I
Idle thrust	The jet thrust obtained with the engine power control level set at the stop for the least thrust position at which it can be placed.	FAR1
IFR	The symbol used to designate the instrument flight rules.	AN11
IFR flight	A flight conducted in accordance with the instrument flight rules.	AN2, AN11, ATM
IMC	The symbol used to designate instrument meteorological conditions.	AN11
Immigration control	Measures adopted by States to control the entry into, transit through and departure from their territories of persons travelling by air.	AN9

Import duties and taxes	Customs duties and all other duties, taxes or charges, which are collected on or in connection with the importation of goods. Not included are any charges which are limited in amount to the approximate cost of services rendered or collected by the customs on behalf of another national authority.	AN9
Imposter	A person who impersonates the rightful holder of a genuine travel document.	AN9
Improperly documented person	A person who travels, or attempts to travel: a). with an expired travel document or an invalid visa; b). with a counterfeit, forged or altered travel document or visa; c). with someone else's travel document or visa; d). without a travel document; or e). without a visa, if required.	AN9
Inadmissible person	A person who is or will be refused admission to a State by its authorities.	AN9, 8973
INCERFA	The code word used to designate an uncertainty phase.	AN11
Incident	An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation. *NOTE: The types of incidents which are of interest for safety-related studies include the incidents listed in Annex 13, Attachment C.*	, AN13, AN19, ATM
Independent parallel approaches	Simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway centre lines are not prescribed.	AN14/I, ATM, OPS/I, OPS/II
Independent parallel departures	Simultaneous departures from parallel or near-parallel instrument runways.	AN14/I, ATM, OPS/I, OPS/II
Indicated airspeed	The speed of an aircraft as shown on its pitot static airspeed indicator calibrated to reflect standard atmosphere adiabatic compressible flow at sea level uncorrected for airspeed system errors.	
Industry codes of practice	Guidance material developed by an industry body, for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organisation's Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate. *NOTE: Some States accept and reference industry codes of practice in the development of regulations to meet the requirements of Annex 19, and make available, for the industry codes of practice, their sources and how they may be obtained.*	AN6/II, AN19
In-Flight Security Officer	A person who is employed and trained by the government of the State of the operator or by the government of the State of registration to be deployed on an aircraft with the purpose of protecting that aircraft and its occupants against unlawful acts of interference. This excludes persons employed to provide exclusive personal protection for one or more specific people travelling on the aircraft such as personal bodyguards.	AN17, 8973
In-Flight Shutdown (IFSD)	For ETOPS/EDTO only, when an engine ceases to function (when the airplane is airborne) and is shutdown, whether self induced, flight crew initiated or caused by an external influence. The GCAA considers IFSD for all causes: for example, flameout, internal failure, flight crew initiated shutdown, foreign object ingestion, icing, inability to obtain or control desired thrust or power, and cycling of the start control, however briefly, even if the engine operates normally for the remainder of the flight. This definition excludes the airborne cessation of the functioning of an engine when immediately followed by an	FAR1

	automatic engine relight and when an engine does not achieve desired thrust or power but is not shutdown.	
Initial approach segment	That segment of an instrument approach procedure between the initial approach fix and the intermediate fix or, where applicable, the final approach fix or point.	AN4, ATM, OPS/I, OPS/II
Instrument	A device using an internal mechanism to show visually or aurally the attitude, altitude, or operation of an aircraft or aircraft part. It includes electronic devices for automatically controlling an aircraft in flight.	FAR1
Instrument Approach Procedure (IAP)	A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows: *Non-precision approach (NPA) procedure*. An instrument approach procedure designed for 2D instrument approach operations Type A. *Note.— Non-precision approach procedures may be flown using a continuous descent final approach (CDFA) technique. CDFAs with advisory VNAV guidance calculated by on-board equipment are considered 3D instrument approach operations. CDFAs with manual calculation of the required rate of descent are considered 2D instrument approach operations. For more information on CDFAs, refer to PANS-OPS (Doc 8168) Volume I, Part II, Section 5.* *Approach procedure with vertical guidance (APV)*. A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A. *Precision approach (PA) procedure*. An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS Cat I) designed for 3D instrument approach operations Type A or B. *Note.— Refer to Annex 6 for instrument approach operation types.*	AN2, AN4, AN6/I, AN6/II, AN6/III, OPS/I, OPS/II
Instrument approach operations	An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations: a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance. *NOTE: Lateral and vertical navigation guidance refers to the guidance provided either by:* *a) a ground-based radio navigation aid; or* *b) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.*	AN2, AN6/I, AN6/II, AN6/III
Instrument flight procedure design service	A service established for the design, documentation, validation, maintenance and periodic review of instrument flight procedures necessary for the safety, regularity and efficiency of air navigation.	AN11
Instrument Flight Rules (IFR)	A set of rules governing the conduct of flight under instrument meteorological conditions.	
Instrument flight time **Applicable until 2**	Time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points.	AN1

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Instrument flight time **Applicable as of 3 November 2022**	Time during which a pilot is piloting an aircraft, or a remote pilot is piloting a remotely piloted aircraft, solely by reference to instruments and without external reference points.	AN1
Instrument ground time	Time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the Licensing Authority.	AN1
Instrument Meteorological Conditions (IMC)	Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions.	AN2, AN6/I, AN6/II, AN6/III, AN11, ATM
Instrument runway	Precision approach runway One of the following types of runways intended for the operation of aircraft using instrument approach procedures: a) Non-precision approach runway. An instrument runway served by visual aids and a non-visual aid providing at least directional guidance adequate for a straight-in approach. b) Precision approach runway, category I. An instrument runway served by ILS and/or MLS and visual aids intended for operations with a decision height not lower than 60 m (200 ft) and either a visibility not less than 800 m or a runway visual range not less than 550 m. c) Precision approach runway, category II. An instrument runway served by ILS and/or MLS and visual aids intended for operations with a decision height lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 350 m. d) Precision approach runway, category III. An instrument runway served by ILS and/or MLS to and along the surface of the runway and: 1). intended for operations with a decision height lower than 30 m (100 ft), or no decision height and a runway visual range not less than 200 m. 2). intended for operations with a decision height lower than 15 m (50 ft), or no decision height and a runway visual range less than 200 m but not less than 50 m. 3). intended for operations with no decision height and no runway visual range limitations. *NOTE 1: See Annex 10, Volume I, for related ILS and/or MLS specifications.* *NOTE 2: Visual aids need not necessarily be matched to the scale of non-visual aids provided. The criterion for the selection of visual aids is the conditions in which operations are intended to be conducted.*	AN14/I
Instrument time	Instrument flight time or instrument ground time.	AN1
Integrated Aeronautical Information Package	A package which consists of the following elements: - AIP, including amendment service; - Supplements to the AIP; - NOTAM and PIB; - AIC; and - checklists and lists of valid NOTAM.	
Integrated / consolidated cargo	A consignment of multiple packages which has been originated by more than one person, each of whom has made an agreement for carriage by air with another person other than a scheduled aircraft operator.	8973
Integrated survival suit	A survival suit which meets the combined requirements of the survival suit and life jacket.	AN6/III

Integrity (aeronautical data)	A degree of assurance that an aeronautical data and its value has not been lost or altered since the data origination or authorised amendment.	
Integrity classification (aeronautical data)	Classification based upon the potential risk resulting from the use of corrupted data. Aeronautical data is classified as: a) routine data: there is a very low probability when using corrupted routine data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; b) essential data: there is a low probability when using corrupted essential data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; and c) critical data: there is a high probability when using corrupted critical data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe.	AN4, AN11, AN14/I, AN15
Interactive API (iAPI) system	An electronic system that transmits, during check-in, API data elements collected by the aircraft operator to public authorities who, within existing business processing times for passenger check-in, return to the operator a response message for each passenger and/or crew member.	AN9
Interested party	Means any person, government authority/department, institution, organisation, aviation society, air operator, aircraft owner, property owner, ministry or any other body the GCAA finds appropriate to have their limited participation in the investigation or receive comments on the GCAA's draft reports.	
Interested party	Means any natural person, any legal person or any official body, whether having its own legal personality or not, that is in a position to participate in the improvement of civil aviation safety by having access to information on categories of interested parties.	
Interested party/person	Means: a) The debtor; b) Any person who, for the purpose of assuring performance of any of the obligations in favour of the creditor, gives or issues a suretyship or demand guarantee or a standby letter of credit or any other form of credit insurance; c) Any other person having rights in or over the object.	CTC
Interline baggage	The baggage of passengers subjected to transfer from the aircraft of one operator to the aircraft of another operator in the course of their journey.	8973
Intermediate approach segment	That segment of an instrument approach procedure between either the intermediate fix and the final approach fix or point, or between the end of a reversal, racetrack or dead reckoning track procedure and the final approach fix or point, as appropriate.	AN4, OPS/I, OPS/II, ATM
Intermediate holding position	A designated position intended for traffic control at which taxiing aircraft and vehicles shall stop and hold until further cleared to proceed, when so instructed by the aerodrome control tower.	AN14/I
International airport	Any airport designated by the Member State in whose territory it is situated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.	AN9, AN15, 8973
International airways volcano watch (IAVW)	International arrangements for monitoring and providing warnings to aircraft of volcanic ash in the atmosphere. *Note.— The IAVW is based on the cooperation of aviation and non-aviation operational units using information derived from observing sources and networks that are provided by States. The watch is coordinated by ICAO with the cooperation of other concerned international organizations.*	AN3

International Interest	Means an interest held by a creditor, constituted under Article 7 of "the Convention", in airframe, aircraft engine and helicopters and designated in "the Protocol": a) granted by the chargor under a security agreement; b) vested in a person who is the conditional seller under a title reservation agreement; or c) vested in a person who is the lessor under a leasing agreement. An interest falling within sub-paragraph (a) does not also fall within sub-paragraph (b) or (c).	CTC
International NOTAM Office (NOF)	An office designated by a State for the exchange of NOTAM internationally.	AN11, AN15
International operating agency	An agency of the kind contemplated in Article 77 of the Convention on International Civil Aviation.	AN7
International Registry priority search certificate	Means the priority search certificate issued by the International Registry in response to a priority search and in accordance with Section 7 of the Regulations and Procedures for International Registry.	CTC
International Registry	Means the International Registry of Mobile Assets established as the facility for effecting and searching registrations under "the Convention" and "the Protocol".	CTC
International telecommunication service	A telecommunication service between offices or stations of different States, or between mobile stations which are not in the same State, or are subject to different States.	AN10/II
Internet protocol	See: Internetworking protocol.	
Internetwork protocol	See: Internetworking protocol.	
Internetworking Protocol (IP)	Internetwork protocol; Internet protocol; IP A protocol that transfers data packets between intermediate systems and end systems interconnected by subnetworks and that is supported by the routing protocols and addressing plan.	
Interpilot air-to-air communication	Two-way communication on the designated air-to-air channel to enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.	AN10/II
Investigation	A process conducted for the purpose of accident prevention, performed in accordance with this Chapter and in conformity with Annex 13 to the Convention of Civil Aviation, which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and/or contributing factors and, when appropriate, the making of safety recommendations.	AN13
Investigation committee	A committee appointed by the Chairman of the General Civil Aviation Authority Board of Directors for the mandate of investigating fatal accidents.	
Investigation team	A team nominated by the Executive Director of AAIS, headed by the Investigator-In-Charge and encompassing AAIS investigator(s).	

Investigator	An AAIS qualified person nominated to be a member of the investigation team.	
Investigator-in-charge	An AAIS person charged, on the basis of his qualifications, with the responsibility for the organisation, conduct and control of an investigation. *Note.— Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body*	AN13 & CAR Part VI, Chapter 3
Isogonal	A line on a map or chart on which all points have the same magnetic variation for a specified epoch.	AN4
Isogriv	A line on a map or chart which joins points of equal angular difference between the North of the navigation grid and Magnetic North.	AN4
Isolated aerodrome	A destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type.	AN6/I, AN6/II
Joint Rescue Coordination Centre (JRCC)	A rescue coordination centre responsible for both aeronautical and maritime search and rescue operations.	AN12
Joule (j)	The work done when the point of application of a force of 1 newton is displaced a distance of 1 metre in the direction of the force.	AN5
Just Culture	A culture in which front line operators or others are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but where gross negligence, willful violations and destructive acts are not tolerated.	
Kelvin (K)	A unit of thermodynamic temperature which is the fraction 1/273.16 of the thermodynamic temperature of the triple point of water.	AN5
Kilogram (kg)	The unit of mass equal to the mass of the international prototype of the kilogram.	AN5
Knot (kt/kts)	The speed equal to 1 nautical mile per hour.	AN5
Known Consignor	A consignor who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow the carriage of cargo or mail on any aircraft.	AN17, 8973
Lading	The placing of cargo, mail, baggage or stores on board an aircraft to be carried on a flight.	AN9
Landing area	That part of a movement area intended for the landing or take-off of aircraft.	AN2, AN4, AN13, AN14/I, ATM
Landing Decision Point (LDP)	The point used in determining landing performance from which, a power-unit failure occurring at this point, the landing may be safely continued or balked landing initiated. *NOTE: LDP applies to performance Class 1 helicopters.*	AN6/III
Landing Direction Indicator (LDI)	A device to indicate visually the direction currently designated for landing and for take-off.	AN4, AN14/I
Landing Distance Available (LDA)	The length of runway which is declared available and suitable for the ground run of an aeroplane landing.	AN6/I, AN14/I
Landing Distance Available Helicopter (LDAH)	The length of the final approach and take-off area plus any additional area declared available and suitable for helicopters to complete the landing manoeuvre from a defined height.	AN6/III, AN14/II

Landing Distance Required Helicopter (LDRH)	The horizontal distance required to land and come to a full stop from a point 10.7 m (35 ft) above the landing surface.	AN6/III
Landing gear extended speed	The maximum speed at which an aircraft can be safely flown with the landing gear extended.	FAR1
Landing gear operating speed	The maximum speed at which the landing gear can be safely extended or retracted.	FAR1
Landing location	A marked or unmarked area that has the same physical characteristics as a visual heliport final approach and take-off area (FATO).	AN14/II
Landing surface	That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft landing in a particular direction.	AN6/I, AN8
Landplane	A fixed wing aircraft which is designed for taking off and landing on land and includes amphibians operated as landplanes.	EU1
Landside	That area of an airport and buildings to which both travelling passengers and the non-travelling public have unrestricted access.	8973
Large aeroplane	An aeroplane of a maximum certificated take-off mass of over 5700 kg.	AN6/I, AN6/II
Large aircraft	An aircraft, classified as an aeroplane with a take-off mass of more than 5700 kg (12,500 lbs.), or a multi-engine helicopter above 7000 lbs.	
Laser-beam Critical Flight Zone (LCFZ)	Airspace in the proximity of an aerodrome but beyond the LFFZ where the irradiance is restricted to a level unlikely to cause glare effects.	AN14/I
Laser-beam Free Flight Zone (LFFZ)	Airspace in the immediate proximity to the aerodrome where the irradiance is restricted to a level unlikely to cause any visual disruption.	AN14/I
Laser-beam Sensitive Flight Zone (LSFZ)	Airspace outside, and not necessarily contiguous with, the LFFZ and LCFZ where the irradiance is restricted to a level unlikely to cause flash-blindness or after-image effects.	AN14/I
Leasing agreement	An agreement by which one person (the lessor) grants a right to possession or control of an object (with or without an option to purchase) to another person (the lessee) in return for a rental or other payment.	CTC
Level (LVL)	A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.	AN2, AN3, AN4, AN11, ATM, OPS/I, OPS/II
Level Bust	Any deviation from the assigned level greater than the 200ft allowed for in the Subpart 4, paragraph as meeting the Mode C verification criteria.	CAR Part VIII, Subpart 4
Licensing Authority	The Authority designated by a Contracting State as responsible for the licensing of personnel. *NOTE: In the provisions of this Annex, the Licensing Authority is deemed to have been given the following responsibilities by the Contracting State:* *a) assessment of an applicant's qualifications to hold a license or rating;* *b) issue and endorsement of licenses and ratings;* *c) designation and authorisation of approved persons;* *d) approval of training courses;* *e) approval of the use of flight simulation training devices and authorisation for their use in gaining the experience or in demonstrating the skill required for the issue of a license or rating; and* *f) validation of licenses issued by other Contracting States.*	AN1

Lighter-than-air aircraft	Any aircraft supported chiefly by its buoyancy in the air.	AN7
Lighting system reliability	The probability that the complete installation operates within the specified tolerances and that the system is operationally usable.	AN14/I
Likely	In the context of the medical provisions in AN1 Ch6, likely means with a probability of occurring that is unacceptable to the Medical Assessor.	AN1
Limit loads	The maximum loads assumed to occur in the anticipated operating conditions.	AN8
Line Indoctrination	Experience acquired during flight time in service as a crew member performing the duties of his station under supervision or as an observer observing a qualified crew member perform those duties.	
Litre (L)	A unit of volume restricted to the measurement of liquids and gases which is equal to 1 cubic decimetre.	AN5
Local Competency Examiner	A person, meeting the requirements of this Part, authorised to conduct examinations for the renewal of Certificates of Competence, including re-issues following lapses of a validation of less than 12 months or suspensions from positions where the holder is currently competent.	
Load factor	The ratio of a specified load to the weight of the aircraft, the former being expressed in terms of aerodynamic forces, inertia forces, or ground reactions.	AN8
Lading	The placing of cargo, mail, baggage or stores on board an aircraft to be carried on a flight.	AN9
Local helicopter operation	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 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	EU1
Location indicator	A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the location of an aeronautical fixed station.	AN10/II, ATM
Logon address	A specified code used for data link logon to an ATS unit.	AN4, AN10/II, AN15
Long range operation	Any operation that involves a sector with a scheduled planned flight time greater than 7 hours	
Longitudinal axis of the aeroplane	A selected axis parallel to the direction of flight at a normal cruising speed, and passing through the centre of gravity of the aeroplane.	AN6/I, AN6/II
Low Visibility Procedures (LVP)	Procedures applied at an aerodrome for the purpose of ensuring safe operations during lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs.	EU1
Low Visibility Take-Off (LVTO)	A take-off with an RVR lower than 400 m but not less than 75 m.	EU1
Lower than Standard Category I (LTS CAT I) operation	A Category I instrument approach and landing operation using Category I DH, with an RVR lower than would normally be associated with the applicable DH but not lower than 400 m.	EU1
Lumen (lm)	The luminous flux emitted in a solid angle of 1 steradian by a point source having a uniform intensity of 1 candela.	AN5
Lux	The illuminance produced by a luminous flux of 1 lumen uniformly distributed over a surface of 1 square metre.	AN5

Mach number	The ratio of true airspeed to the speed of sound.	FAR1
Magnetic Variation (VAR)	The angular difference between True North and Magnetic North. Note.— The value given indicates whether the angular difference is East or West of True North.	AN4
Mail	Dispatches of correspondence and other items tendered by and intended for delivery to postal services in accordance with the rules of the Universal Postal Union (UPU).	AN9, 8973
Main rotor(s)	The rotor or rotors that supply the principal lift to a rotorcraft.	
Maintenance **Applicable until 4 November 2020**	The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.	AN1, AN6/I, AN6/II, AN6/III, AN8
Maintenance **Applicable as of 5 November 2020**	The performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair	AN6/I, AN6/II, AN6/III, AN8
Maintenance (CNS)	The operation, regular Maintenance, repair, modification and overhaul of facilities.	
Maintenance (MAINT)	Any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of preflight inspection.	
Maintenance organisation's exposition/ manual	Organisational document or documents that contain the material specifying the scope of work deemed to constitute approval and showing how the organisation intends to comply with the regulations. It contains the information specified by CAR 145.70 or CAR M 604 as applicable	
Maintenance organization's procedures manual **Applicable until 4 November 2020**	A document endorsed by the head of the maintenance organization which details the maintenance organization's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems.	AN6/I, AN6/III, AN8
Maintenance programme	A document approved by the Authority which establishes compliance with instructions issued by the Authority, the relevant CAR 21 organisation and any other approved instructions issued by the CAMO. It describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies.	AN6/I, NA6/II, AN6/III, CAR M
Maintenance records **Applicable as of 5 November 2020**	Records that set out the details of the maintenance carried out on an aircraft, engine, propeller or associated part.	AN8
Maintenance release	A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organisation's procedures manual or under an equivalent system.	AN6/I, AN6/II, AN6/III
Maintenance release **Applicable as of 5 November 2020**	A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements.	AN6/I, AN6/II, AN6/III, AN8
Making way	An aeroplane on the surface of the water is 'making way' when it is under way	

	and has a velocity relative to the water.	
Mandatory Broadcast Airspace	Airspace of defined lateral and vertical dimensions within which pilots must make broadcasts of position and intention, upon entry, joining the circuit, prior to entering a runway or at stated intervals, on a designated frequency. May be either a Mandatory Broadcast Area (MBA) or Mandatory Broadcast Zone (MBZ).	
Manoeuvring area	That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.	AN2, AN4, AN11, AN14/I, AN15, ATM
Maritime Rescue Coordination Center	A unit responsible for promoting efficient organisation of maritime SAR services and for coordinating the conduct of maritime SAR operations within a SRR.	
Marker	An object displayed above ground level in order to indicate an obstacle or delineate a boundary.	AN14/I
Marking	A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.	AN4, AN14/I
Master Minimum Equipment List (MMEL)	A list established for a particular aircraft type by the organisation responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures.	AN6/I, AN6/III
Material	Any aircraft component, part, wreckage piece, content, document, equipment or anything that the investigator thinks, on ground bases, that it might have a kind of involvement in the accident or incident, or might lead to an evidence to such involvement.	
Maximum diversion time	Maximum allowable range, expressed in time, from a point on a route to an en-route alternate aerodrome.	
Maximum mass	Maximum certificated take-off mass.	AN6/I, AN6/III, AN13
Maximum Operational Passenger Seating Configuration (MOPSC)	The maximum passenger seating capacity of an individual aircraft, excluding crew seats, established for operational purposes and specified in the operations manual. 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.	EU1
Maximum passenger seating capacity	The maximum certificated number of passengers for the aeroplane type design.	AN16/III
Maximum take-off mass	The highest of all take-off masses for the type design configuration.	AN16/III
May	The term ‘’may’’ is used in the GCAA regulation to give permission to do or not to do something	

Mean power (of a radio transmitter)	The average power supplied to the antenna transmission line by a transmitter during an interval of time sufficiently long compared with the lowest frequency encountered in the modulation taken under normal operating conditions. Note.— A time of 1/10 second during which the mean power is greatest will be selected normally.	AN10/I
Medical Assessment	The evidence issued by a Contracting State that the license holder meets specific requirements of medical fitness.	AN1
Medical assessor	A physician, appointed by the Licensing Authority, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance. *NOTE 1: Medical assessors evaluate medical reports submitted to the Licensing Authority by medical examiners.* *NOTE 2: Medical assessors are expected to maintain the currency of their professional knowledge.*	AN1
Medical examiner	A physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Licensing Authority to conduct medical examinations of fitness of applicants for licenses or ratings for which medical requirements are prescribed.	AN1
Medical passenger	A medical person carried in a helicopter during a HEMS flight, including but not limited to doctors, nurses and paramedics.	EU1
Message field	An assigned area of a message containing specified elements of data.	AN10/II
MET office	See: Meteorological office.	
Metadata	Data about data (ISO 19115*). Note.— Data that describes and documents data. Note.— A structured description of the content, quality, condition or other characteristics of data	AN4, AN15, Metadata
Meteorological authority	The authority providing or arranging for the provision of meteorological service for international air navigation on behalf of a Contracting State.	AN3
Meteorological bulletin	A text comprising meteorological information preceded by an appropriate heading	AN3
Meteorological information	Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.	AN3, AN6/II, ATM
Meteorological office (MET)	(Office) An office designated to provide meteorological service for international air navigation.	AN3, 11, ATM
Meteorological operational channel	A channel of the aeronautical fixed service (AFS), for the exchange of aeronautical meteorological information.	AN10/II
Meteorological operational telecommunication network	An integrated system of meteorological operational channels, as part of the aeronautical fixed service (AFS), for the exchange of aeronautical meteorological information between the aeronautical fixed stations within the network. Note.— "Integrated" is to be interpreted as a mode of operation necessary to ensure that the information can be transmitted and received by the stations within the network in accordance with pre-established schedules.	AN10/II
Meteorological Report (MR)	A statement of observed meteorological conditions related to a specified time and location.	AN3, ATM
Meteorological satellite	An artificial Earth satellite making meteorological observations and transmitting these observations to Earth.	AN3

Meteorological watch office (MWO)	An office designated to provide information concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations within its specified area of responsibility.	AN3
Metre	The distance travelled by light in a vacuum during 1/299 792 458 of a second.	AN5
Minimum Descent Altitude (MDA) or Minimum Descent Height (MDH)	Minimum descent altitude/height A specified altitude or height in a non-precision approach or circling approach below which descent must not be made without the required visual reference. *NOTE 1: Minimum descent altitude (MDA) is referenced to mean sea level and minimum descent height (MDH) is referenced to the aerodrome elevation or to the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. A minimum descent height for a circling approach is referenced to the aerodrome elevation.* *NOTE 2: The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach the required visual reference is the runway environment.* *NOTE 3: For convenience when both expressions are used they may be written in the form "minimum descent altitude/ height" and abbreviated "MDA/H".*	AN6/I, AN6/II, AN6/III, OPS/I, OPS/II
Minimum Descent Altitude/Height	See: Minimum Descent Altitude (MDA) or Minimum Descent Height (MDH).	
Minimum en route altitude	The altitude for an en-route segment that provides adequate reception of relevant navigation facilities and ATS communications, complies with the airspace structure and provides the required obstacle clearance.	AN4,AN15, ICAO PANS-OPS
Minimum Equipment List (MEL)	A list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type.	AN6/I, AN6/III
Minimum fuel	The term used to describe a situation in which, having committed to land at a specific aerodrome, an aircraft's fuel supply has reached a state where little or no delay can be accepted.	ATM
Minimum obstacle clearance altitude (MOCA).	The minimum altitude for a defined segment of flight that provides the required obstacle clearance.	AN4, AN15
Minimum Sector Altitude(MSA)	The lowest altitude which may be used which will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an area contained within a sector of a circle of 46 km (25 NM) radius centred on a radio aid to navigation.	AN3
Minimum Sector Altitude(MSA)	The lowest altitude which may be used which will provide a minimum clearance of 300m (1000ft) above all objects located in the area contained within a sector of a circle of 46 km (25NM) radius centered on a significant point, the aerodrome reference point (ARP), or the helicopter reference point (HRP).	AN4
Minor	A person who has not attained the age of majority as determined under the law applicable to the person.	AN9
Mishandled baggage	Baggage involuntarily, or inadvertently, separated from passengers or crew.	AN9, 8973
Missed approach point (MAPt).	That point in an instrument approach procedure at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.	AN4

Missed approach procedure	The procedure to be followed if the approach cannot be continued.	AN4, OPS/I, OPS/II, ATM
Mobile surface station	A station in the aeronautical telecommunication service, other than an aircraft station, intended to be used while in motion or during halts at unspecified points.	AN10/II
Mode (SSR)	The conventional identifier related to specific functions of the interrogation signals transmitted by an SSR interrogator. There are four modes specified in Annex 10: A, C, S and intermode.	ATM
Mode S subnetwork	A means of performing an interchange of digital data through the use of secondary surveillance radar (SSR) Mode S interrogators and transponders in accordance with defined protocols.	AN10/III
Modification	A change to the type design of an aircraft, engine or propeller Note.— A modification may also include the embodiment of the modification which is a maintenance task subject to a maintenance release. Further guidance on aircraft maintenance — modification and repair is contained in the Airworthiness Manual (Doc 9760).	AN6/I, AN6/II, AN6/III, AN8
Mole (Mol)	The amount of substance of a system which contains as many elementary entities as there are atoms in 0.012 kilogram of carbon-12. Note.— When the mole is used, the elementary entities must be specified and may be atoms, molecules, ions, electrons, other particles or specified groups of such particles.	AN5
Movement area	That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).	AN2, AN4, AN11, AN14/I, AN15, ATM
MR	See: Meteorological report.	
Named Party	Means the transacting user entity named in a registration, and a “named representative” means a person named in a registration and acting for others in an agency, trust or other representative capacity.	
Narcotics control	Measures to control the illicit movement of narcotics and psychotropic substances by air.	AN9
National accreditation body	A body authorized by a State which attests that a verification body is competent to provide specific verification services.	AN16/IV
National SAR Plan	A document that pertains to the SRRs, RCCs, and SAR-related functions for which one State is responsible and that describes how SAR services will be provided, organised and supported.	
Nautical mile (NM).	The length equal to 1 852 metres exactly.	AN5
Navigable Airspace	Airspace at or above the minimum flight altitudes prescribed by or under Civil Aviation Rules, including all legitimate low level operations but not including prohibited, restricted and danger areas.	
Navigation specification	A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications: *Required navigation performance (RNP) specification*. A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH. *Area navigation (RNAV) specification*. A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.	AN3,AN4, AN6/I, AN6/II, AN6/III AN10/I, AN11, AN15

	NOTE 1: The Performance-based Navigation (PBN) Manual (Doc 9613), Volume II, contains detailed guidance on navigation specifications. *NOTE 2: The term RNP, previously defined as "a statement of the navigation performance necessary for operation within a defined airspace", has been removed from this Annex as the concept of RNP has been overtaken by the concept of PBN. The term RNP in this Annex is now solely used in the context of navigation specifications that require performance monitoring and alerting, e.g. RNP 4 refers to the aircraft and operating requirements, including a 4 NM lateral performance with on-board performance monitoring and alerting that are detailed in Doc 9613.*	
Near-parallel runways	Non-intersecting runways whose extended centre lines have an angle of convergence/divergence of 15 degrees or less.	ATM,
Necessary precautions	Verifications carried out by adequately trained staff members of the aircraft operator or the company operating on behalf of the aircraft operator, at the point of embarkation, in order to ensure that every person holds a valid travel document and, where applicable, the visa or residence permit required to enter the State of transit and/or receiving State. These verifications are designed to ensure that irregularities (e.g. obvious document alteration) are detected.	AN9
Net gradient	The net gradient of climb throughout these requirements [Annex 6/I] is the expected gradient of climb diminished by the manoeuvre performance (i.e. That gradient of climb necessary to provide power to manoeuvre) and by the margin (i.e. That gradient of climb necessary to provide for those variations in performance which are not expected to be taken explicit account of operationally).	AN6/I
Network station	An aeronautical station forming part of a radiotelephony network.	AN10/II
New entrant	Any aeroplane operator that commences an aviation activity falling within the scope of this Volume on or after its entry into force and whose activity is not in whole or in part a continuation of an aviation activity previously performed by another aeroplane operator.	AN16/IV
Newton (N).	The force which when applied to a body having a mass of 1 kilogram gives it an acceleration of 1 metre per second squared.	AN5
Next data authority	The ground system so designated by the current data authority through which an onward transfer of communications and control can take place.	AN10/II, ATM
Next intended user	The entity that receives the aeronautical data or information from the aeronautical information service.	AN15
Night (NGT)	The hours 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 appropriate authority. *NOTE: Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.*	AN1, AN6/I, AN6/II, AN6/III
Night Duty (ATC)	A period of duty of not less than four hours between 2200 hours and 0700 hours.	
Night Vision Goggles (NVG)	A head-mounted, binocular, light intensification appliance that enhances the ability to maintain visual surface references at night.	EU1

Night Vision Imaging System (NVIS)	The integration of all elements required to successfully and safely use nvgs while operating a helicopter. The system includes as a minimum: nvgs, NVIS lighting, helicopter components, training and continuing airworthiness.	EU1
No risk of collision	The risk classification of an aircraft proximity in which no risk of collision has existed.	ATM
No Transgression Zone (NTZ)	In the context of independent parallel approaches, a corridor of airspace of defined dimensions located centrally between the two extended runway centre lines, where a penetration by an aircraft requires a controller intervention to manoeuvre any threatened aircraft on the adjacent approach.	ATM
Noise Emission Standards	Standards specified in Chapters 2, 3, 5 or 6 of Annex 16 to the Convention on International Civil Aviation entitled "Environmental Protection".	
Non-congested hostile environment	A hostile environment outside a congested area.	AN6/III
Non-duty period	A continuous and defined period of time, subsequent to and/or prior to duty periods, during which the air traffic controller is free of all duties.	AN11
Non-hostile environment	Means an environment in which: a) a safe forced landing can be accomplished because the surface and surrounding environment are adequate; b) the helicopter occupants can be protected from the elements; c) search and rescue response/capability is provided consistent with the anticipated exposure; and d) the assessed risk of endangering persons or property on the ground is acceptable. *NOTE: Those parts of a congested area satisfying the above requirements are considered non-hostile.*	AN6/III, EU1
Non-instrument runway	A runway intended for the operation of aircraft using visual approach procedures or an instrument approach procedure to a point beyond which the approach may continue in visual meteorological conditions.	AN14/I
Non-network communications	Radiotelephony communications conducted by a station of the aeronautical mobile service, other than those conducted as part of a radiotelephony network.	AN10/II
Non-Precision Approach (NPA) procedure	See: IAP (Instrument Approach Procedures).	ATM
Non-precision approach and landing operations	See: IAP (Instrument Approach Procedures).	
Non-precision approach runway	An instrument runway served by visual aids and a non-visual aid providing at least directional guidance adequate for a straight-in approach.	AN14/I
Non-volatile particulate matter (nvPM)	Emitted particles that exist at a gas turbine engine exhaust nozzle exit plane that do not volatilize when heated to a temperature of 350°C.	AN16/II
Normal Flight Zone, (NFZ)	Airspace not defined as LFFZ, LCFZ, or LSFZ, but which must be protected from laser radiation capable of causing biological damage to the eye.	AN14/I
Normal operating differential pressure	The pressure differential between the cabin pressure and the outside ambient pressure, including the tolerances of the normal pressure regulating system.	

Normal Operating Zone (NOZ)	Airspace of defined dimensions extending to either side of an ILS localizer course and/or MLS final approach track. Only the inner half of the normal operating zone is taken into account in independent parallel approaches.	ATM
NOTAM (Notice to airmen)	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.	AN10/II, AN11, AN15, ATM
Notice of Proposed Amendment	A notice of a proposed amendment to applicable regulations.	
Notice to airmen	See: NOTAM.	
Notifying State	The State that has submitted to ICAO the request for the registration of or change in the three-letter designator of an aeroplane operator over which it has jurisdiction.	AN16/IV
NVIS crew member	A technical crew member assigned to an NVIS flight.	EU1
NVIS flight	A flight under night visual meteorological conditions (VMC) with the flight crew using nvgs in a helicopter operating under an NVIS approval.	EU1
Observation (meteorological)	The evaluation of one or more meteorological elements.	AN3
Observer	A representative nominated by an involved government department/authority who is authorised by the GCAA to attend a GCAA's investigation as an observer.	
Obstacle (OBST)	All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that: a) are located on an area intended for the surface movement of aircraft or b) extend above a defined surface intended to protect aircraft in flight, or c) stand outside those defined surfaces and that have been assessed as being a hazard to air navigation.	AN4, AN11, AN14/I, AN14/II, AN11, AN15
Obstacle Clearance Altitude (OCA) or Obstacle Clearance Height (OCH)	The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria. *NOTE: Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approaches to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An obstacle clearance height for a circling approach is referenced to the aerodrome elevation.* *NOTE: For convenience when both expressions are used they may be written in the form "obstacle clearance altitude/ height" and abbreviated "OCA/H".*	AN4, AN6/I, AN6/II, AN6/III, ATM,
Obstacle Free Zone (OFZ)	The airspace above the inner approach surface, inner transitional surfaces, and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than a low-mass and frangibly mounted one required for air navigation purposes.	AN4, AN14/I,
Obstacle limitation surface	Surfaces defining the airspace around an aerodrome to be maintained free of obstacles so as to permit aeroplane operations at the aerodrome to be conducted safely and to prevent the aerodrome from becoming unusable by the growth of obstacles around the aerodrome.	

Obstacle/terrain data collection surface	A defined surface intended for the purpose of collecting obstacle/terrain data.	AN15
Occurrence	Any event which is or could be significant in the context of aviation safety and includes notably accident and serious incident.	
Off airport processing facility	A passenger or cargo transport link terminal at an urban population centre at which processing facilities are provided.	8973
Off duty period (ATC)	A period between operational, standby and or administration duty shifts of more than 24 hours.	
Offset frequency simplex	A variation of single channel simplex wherein telecommunication between two stations is effected by using in each direction frequencies that are intentionally slightly different but contained within a portion of the spectrum allotted for the operation.	AN10/V
Offshore operations	Operations which routinely have a substantial proportion of the flight conducted over sea areas to or from offshore locations. Such operations include, but are not limited to, support of offshore oil, gas and mineral exploitation and sea-pilot transfer.	EU1, AN6/III
Ohm	The electric resistance between two points of a conductor when a constant difference of potential of 1 volt, applied between these two points, produces in this conductor a current of 1 ampere, this conductor not being the source of any electromotive force.	AN5
On scene coordinator	A person designated to coordinate SAR operations within a specified area.	9731
Operate	Using or causing to use or authorising the use of an aircraft for the purpose of air navigation, including the piloting of aircraft with or without the right of legal control.	
Operating base	The location from which operational control is exercised. Note.— An operating base is normally the location where personnel involved in the operation of the aeroplane work and the records associated with the operation are located. An operating base has a degree of permanency beyond that of a regular point of call.	AN6/II
Operation	An activity or group of activities which are subject to the same or similar hazards and which require a set of equipment to be specified, or the achievement and maintenance of a set of pilot competencies, to eliminate or mitigate the risk of such hazards. Note.— Such activities could include, but would not be limited to, offshore operations, heli-hoist operations or emergency medical service.	AN6/III
Operation in performance class 1	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.	AN6/III, EU1
Operation in performance class 1 (helicopter)	Operations with performance such that, in the event of a critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, unless the failure occurs prior to reaching the take-off decision point (TDP) or after passing the landing decision point (LDP), in	AN6/III

	which cases the helicopter must be able to land within the rejected take-off or landing area.	
Operation in performance class 2	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.	EU1
Operation in performance class 2 (helicopter)	Operations with performance such that, in the event of critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, except when the failure occurs early during the take-off maneuver or late in the landing maneuver, in which cases a forced landing may be required.	AN6/III
Operation in performance class 3	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.	EU1
Operation in performance class 3 (helicopter)	Operations with performance such that, in the event of an engine failure at any time during the flight, a forced landing will be required.	AN6/III
Operational control	The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.	AN3, AN6/I, AN6/II, AN6/III, ATM
Operational control communications	Communications required for the exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of a flight. Note.— Such communications are normally required for the exchange of messages between aircraft and aircraft operating agencies.	AN10/II, AN10/V
Operational Duty (ATC)	The period during which an air traffic controller is actually exercising the privileges of the Air Traffic Controller License at an operational position.	
Operational flight plan	The operator's plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned.	AN3, AN6/I, AN6/II, AN6/III, ATM
Operational personnel	Personnel involved in aviation activities who are in a position to report safety information. *NOTE: Such personnel include, but are not limited to: flight crews; air traffic controllers; aeronautical station operators; maintenance technicians; personnel of aircraft design and manufacturing organisations; cabin crews; flight dispatchers, aerodrome personnel and ground handling personnel.*	AN19
Operational planning	The planning of flight operations by an operator.	AN3
Operations manual	A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.	AN6/I, AN6/II, AN6/III
Operations specifications	The authorisations, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual.	AN6/I, AN6/III
Operator (OPR)	Or aircraft operating agency/ AOC/ aircraft operator / Air operator: A person, organisation or enterprise engaged in or offering to engage in an aircraft operation. *Note.— In the context of remotely piloted aircraft, an aircraft operation includes the remotely piloted aircraft system.*	AN2, AN3, AN6/I, AN6/II, AN6/III, AN9, AN11, AN12, AN13,

		AN16/IV, AN18
Operators' documents	See: Aircraft operators' documents.	
Operator's maintenance control manual.	A document which describes the operator's procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator's aircraft on time and in a controlled and satisfactory manner.	AN6/I, AN6/III
Optimum conditions	The combinations of altitude and airspeed within the approved operating envelope defined in the aeroplane flight manual that provides the highest specific air range value at each reference aeroplane mass.	AN16/III
Organisation	A natural person, a legal person or part of a legal person. Such an organisation may be established at more than one location.	
Organization responsible for the type design	The organization that holds the type certificate, or equivalent document, for an aircraft, engine or propeller type, issued by a Contracting State.	AN8
Origination (aeronautical data or aeronautical information)	The creation of the value associated with new data or information or the modification of the value of existing data or information.	AN15
Originator (aeronautical data or aeronautical information)	An entity that is accountable for data or information origination and/or from which the AIS organization receives aeronautical data and aeronautical information.	AN15
Ornithopter	A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.	AN7
Orphan aircraft type	An aircraft which has its Type Certificate revoked by the State of Design, and no longer has a designated State of Design in accordance with Annex 8. These aircraft do not meet the Standards of Annex 8.	AN8
Orthometric Height (H)	Height of a point related to the geoid, generally presented as an MSL elevation.	AN4, AN14/I, AN15
Other Than Standard Category II (OTS CAT II) operation	A precision instrument approach and landing operation using ILS or MLS where some or all of the elements of the precision approach category 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.	EU1
Outer main gear wheel span (OMGWS)	The distance between the outside edges of the main gear wheels.	AN14/I
Overhauled Engine or Module	An engine or module which has been repaired or reconditioned to a standard which renders it eligible for the complete overhaul period agreed by the Authority for the particular type of engine.	
Overhauled Propeller	A propeller which has been repaired or re-conditioned to a standard which renders it eligible for the complete overhaul period agreed by the Authority for the particular type of propeller.	
Overpack	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.	AN18

	Note.— A unit load device is not included in this definition.	
Oxides of nitrogen	The sum of the amounts of the nitric oxide and nitrogen dioxide contained in a gas sample calculated as if the nitric oxide were in the form of nitrogen dioxide.	AN16/II
PA procedure	See: Precision Approach (PA) procedure.	
Package	The complete product of the packing operation consisting of the packaging and its contents prepared for transport.	AN18
Packaging	Receptacles and any other components or materials necessary for the receptacle to perform its containment function.	AN18
Pascal (Pa).	The pressure or stress of 1 newton per square metre.	AN5
Passenger aircraft	An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorised representative of an appropriate national authority or a person accompanying a consignment or other cargo.	AN18
Passenger amenities	Facilities provided for passengers which are not essential for passenger processing.	AN9
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 years and above but who are less than 12 years of age; and c) 'infant' means a person under the age of two years.	EU1
Passenger Data Single Window	A facility that allows parties involved in passenger transport by air to lodge standardized passenger information (i.e. API, iAPI and/or PNR) through a single data entry point to fulfil all regulatory requirements relating to the entry and/or exit of passengers that may be imposed by various agencies of the Contracting State. Note.— The Passenger Data Single Window facility to support API/iAPI transmissions does not necessarily need to be the same facility used to support PNR data exchange.	AN9
Pathway	A specific combination of feedstock and conversion process used for the production of aviation fuel.	AN16/IV
Pavement Classification Number (PCN)	A number expressing the bearing strength of a pavement for unrestricted operations.	AN14/I
Performance-based communication (PBC).	Communication based on performance specifications applied to the provision of air traffic services. Note.— An RCP specification includes communication performance requirements that are allocated to system components in terms of the communication to be provided and associated transaction time, continuity, availability, integrity, safety and functionality needed for the proposed operation in the context of a particular airspace concept.	AN6/I, AN6/II, AN6/III, AN11, AN15
Performance Based Navigation (PBN)	Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace. Note.— Performance requirements are expressed in navigation specification (RNAV specification, RNP specification) in terms of accuracy, integrity,	AN3, AN4, AN6/I, AN6/II, AN6/III, AN10/I,

	continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.	AN11, AN15
Performance-based surveillance (PBS).	Surveillance based on performance specifications applied to the provision of air traffic services. Note.— An RSP specification includes surveillance performance requirements that are allocated to system components in terms of the surveillance to be provided and associated data delivery time, continuity, availability, integrity, accuracy of the surveillance data, safety and functionality needed for the proposed operation in the context of a particular airspace concept.	AN6/I, AN6/II, AN6/III, AN11, AN15
Performance Class 1 helicopter	A helicopter with performance such that, in case of engine failure, it is able to land on the rejected take-off area or safely continue the flight to an appropriate landing area.	AN8
Performance Class 2 helicopter	A helicopter with performance such that, in case of engine failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after take-off or after a defined point before landing, in which cases a forced landing may be required.	AN8
Performance Class 3 helicopter	A helicopter with performance such that, in case of engine failure at any point in the flight profile, a forced landing must be performed.	AN8
Performance class A aeroplanes	Multi-engined aeroplanes powered by turbo-propeller engines with an MOPSC of more than nine or a maximum take-off mass exceeding 5 700 kg, and all multi-engined turbo-jet powered aeroplanes.	EU1
Performance class B aeroplanes	Aeroplanes powered by propeller engines with an MOPSC of nine or less and a maximum take-off mass of 5 700 kg or less.	EU1
Performance class C aeroplanes	Aeroplanes powered by reciprocating engines with an MOPSC of more than nine or a maximum take-off mass exceeding 5 700 kg.	EU1
Performance criteria	Simple, evaluative statements on the required outcome of the competency element and a description of the criteria used to judge whether the required level of performance has been achieved.	AN1, TRG
Performance model	An analytical tool or method validated from corrected flight test data that can be used to determine the SAR values for calculating the CO_2 emissions evaluation metric value at the reference conditions.	AN16/III
Period of duty (ATC)	The period between the actual commencement of and the actual end of a shift during which an air traffic controller whose license contains a rating valid at the unit exercises, or could be called upon to exercise, the privileges of the license at that unit, and includes prescribed breaks, time spent on other duties such as training, airfield inspections, meteorological observations, administrative tasks and any extension of duty.	
Permit System	A system consisting of cards or other documentation issued to individual persons employed at airports or who otherwise have a need for authorised access to an airport, airside or security restricted area. Its purpose is to identify the individuals and facilitate access. Vehicle permits are issued and used for similar purposes to allow vehicular access. Permits are sometimes referred to as airport identification cards or passes.	8973
Person with disabilities/ disabled person	Any person whose mobility is reduced due to a physical incapacity (sensory or locomotor), an intellectual deficiency, age, illness or any other cause of disability when using transport and whose situation needs special attention and	AN9, 8973

	the adaptation to the person's needs of the services made available to all passengers.	
Pilot (to)	To manipulate the flight controls of an aircraft during flight time.	AN1
Pilot Flying (PF)	The pilot, who for the time being, is in charge of the controls of an aircraft.	
Pilot Not Flying	The pilot who is assisting the Pilot Flying in accordance with the multi-crew co-operation concept when the required flight crew is more than one.	
Pilot-in-command under supervision	Co-pilot performing, under the supervision of the pilot in command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Licensing Authority.	AN1
Pilot-in-command; (PIC)	a) The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight. b) The pilot responsible for the operation and safety of the aircraft during flight time. (AN9)	AN1, AN2, AN3, AN6/I, AN6/II, AN6/III, AN11, AN9, AN18, ATM, 8973
Point-in-space approach (PinS)	The Point-in-space approach is based on GNSS and is an approach procedure designed for helicopter only. It is aligned with a reference point located to permit subsequent flight manoeuvring or approach and landing using visual manoeuvring in adequate visual conditions to see and avoid obstacles.	AN14/II
Point-in-space (PinS) visual segment	This is the segment of a helicopter PinS approach procedure from the MAPt to the landing location for a PinS "proceed visually" procedure. This visual segment connects the Point-in-space (PinS) to the landing location.	AN14/II
Point light	A luminous signal appearing without perceptible length.	AN4
Point of no return	The last possible geographic point at which an aeroplane can proceed to the destination aerodrome as well as to an available en route alternate aerodrome for a given flight.	AN6/I, AN6/II, AN6/III
Point-to-point	Pertaining or relating to the interconnection of two devices, particularly end-user instruments. A communication path of service intended to connect two discrete end-users; as distinguished from broadcast or multipoint service.	AN10/III
Portrayal	Presentation of information to humans (ISO 19117*). *ISO Standard 19117, Geographic information; Portrayal.	AN4, AN15
Position (geographical)	Set of coordinates (latitude and longitude) referenced to the mathematical reference ellipsoid which define the position of a point on the surface of the earth.	AN4, AN15
Post spacing	Angular or linear distance between two adjacent elevation points.	AN15
Powered sailplane	An aircraft, equipped with one or more engines having, with engine(s) inoperative, the characteristics of a sailplane.	
Powered-lift	A heavier-than-air aircraft capable of vertical take-off, vertical landing, and low speed flight that depends principally on engine-driven lift devices or engine thrust for the lift during these flight regimes and on non-rotating aerofoil(s) for lift during horizontal flight.	AN1, AN16/I
Powerplant	The system consisting of all the engines, drive system components (if applicable), and propellers (if installed), their accessories, ancillary parts, and fuel and oil systems installed on an aircraft but excluding the rotors for a helicopter.	AN8

Power-unit	A system of one or more engines and ancillary parts which are together necessary to provide thrust, independently of the continued operation of any other power-unit(s), but not including short period thrust-producing devices.	
Precision	The smallest difference that can be reliably distinguished by a measurement process. *Note.— In reference to geodetic surveys, precision is a degree of refinement in performance of an operation or a degree of perfection in the instruments and methods used when taking measurements.*	AN15
Precision approach (PA) procedure	An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS CAT I) designed for 3D instrument approach operations Type A or B.	AN6/I, AN6/II, AN6/III
Precision approach and landing operations	An instrument approach and landing using precision lateral and vertical guidance with minima as determined by the category of operation.	
Precision approach procedure	An instrument approach procedure utilizing azimuth and glide path information provided by ILS or PAR.	AN4
Precision Approach Radar (PAR)	Primary radar equipment used to determine the position of an aircraft during final approach, in terms of lateral and vertical deviations relative to a nominal approach path, and in range relative to touchdown.	AN10/I, ATM
Precision approach runway	See: Instrument runway.	AN14/I
Precision approach runway, category I	An instrument runway served by ILS and/or MLS and visual aids intended for operations with a decision height not lower than 60 m (200 ft) and either a visibility not less than 800 m or a runway visual range not less than 550 m.	AN14/I
Precision approach runway, category II	An instrument runway served by ILS and/or MLS and visual aids intended for operations with a decision height lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 350 m.	AN14/I
Precision approach runway, category III	An instrument runway served by ILS and/or MLS to and along the surface of the runway and: a) intended for operations with a decision height lower than 30 m (100 ft), or no decision height and runway visual range not less than 200 m. b) intended for operations with a decision height lower than 15 m (50 ft), or no decision height and runway visual range less than 200 m but not less than 50 m. c) intended for operations with no decisions height and no runway visual range limitations.	AN14/I
Pre-flight Information Bulletin (PIB)	A presentation of current NOTAM information of operational significance, prepared prior to flight.	AN15
Pre-flight inspection	The inspection carried out before flight to ensure that the aircraft is fit for the intended flight.	
Preliminary report	The communication used for the prompt dissemination of data obtained during the early stages of the investigation.	AN13
Pressure-altitude	An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.	AN3, AN6/I, AN8, AN10/I
Pressurized Aircraft	An aircraft the pressure in the cabin of which is controlled by mechanical means.	
Prevailing visibility.	The greatest visibility value, observed in accordance with the definition of "visibility", which is reached within at least half the horizon circle or within at least half of the surface of the aerodrome. These areas could comprise	AN3

	contiguous or non-contiguous sectors. Note.— This value may be assessed by human observation and/or instrumented systems. When instruments are installed, they are used to obtain the best estimate of the prevailing visibility.	
Primary frequency	The radiotelephony frequency assigned to an aircraft as a first choice for air-ground communication in a radiotelephony network.	AN10/II
Primary means of communication	The means of communication to be adopted normally by aircraft and ground stations as a first choice where alternative means of communication exist.	AN10/V
Primary radar	A radar system which uses reflected radio signals.	ATM
Primary runway(s)	Runway(s) used in preference to others whenever conditions permit.	AN14/I
Primary Surveillance Radar (PSR)	A surveillance radar system which uses reflected radio signals.	ATM
Principal place of business	The head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised.	
Printed communications	Communications which automatically provide a permanent printed record at each terminal of a circuit of all messages which pass over such circuit.	AN11
Private Operations	Carriage of persons or cargo not for hire or reward.	
Problematic substance use	See: Problematic use of substances	
Problematic use of substances	The use of one or more psychoactive substances by aviation personnel in a way that: a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or b) causes or worsens an occupational, social, mental or physical problem or disorder.	AN1, AN2
Procedural separation	The separation used when providing procedural control.	
Procedural control	The term used to indicate that information derived from an ATS surveillance system is not required for the provision of air traffic control service.	
Procedure altitude/height	A specified altitude/height flown operationally at or above the minimum altitude/height and established to accommodate a stabilized descent at a prescribed descent gradient/angle in the intermediate/final approach segment.	AN4, OPS/I, OPS/II
Procedure Turn (PTN)	A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track. Note 1.— Procedure turns are designated “left” or “right” according to the direction of the initial turn. Note 2.— Procedure turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.	AN4, ATM, OPS/I, OPS/II
Professional user entity	Means a firm or other grouping of persons (such as an internal legal department of a transacting user entity) providing professional services to transacting user entities in connection with the transmission, to the International Registry, of information relating to registrations, and a “professional user” means an	CTC

	individual employee, member or partner of a professional user entity.	
Profile	The orthogonal projection of a flight path or portion thereof on the vertical surface containing the nominal track.	ATM
Prognostic chart / forecast chart	A forecast of a specified meteorological element(s) for a specified time or period and a specified surface or portion of airspace, depicted graphically on a chart.	AN3
Prohibited area (P)	An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.	AN2, AN4, AN11, AN15
Propeller	A device for propelling an aircraft that has blades on an engine driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation. It includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of engines.	FAR1
Propulsion system	A system consisting of a power-unit and all other equipment utilized to provide those functions necessary to sustain, monitor and control the power/thrust output of any one power-unit following installation on the airframe.	
Prospective assignment	Means an assignment that is intended to be made in the future, upon the occurrence of a stated event, whether or not the occurrence of the event is certain.	CTC
Prospective international interest	Means an interest that is intended to be created or provided for in an object as an international interest in the future, upon the occurrence of a stated event (which may include the debtor's acquisition of an interest in the object), whether or not the occurrence of the event is certain.	CTC
Prospective sale	Means a sale which is intended to be made in the future, upon the occurrence of a stated event, whether or not the occurrence of the event is certain.	CTC
Protected flight zones	Airspace specifically designated to mitigate the hazardous effects of laser radiation.	AN14/I
Protected service volume	A part of the facility coverage where the facility provides a particular service in accordance with relevant SARPs and within which the facility is afforded frequency protection.	AN10/I
Protection area	An area within a taxi-route and around a helicopter stand which provides separation from objects, the FATO, other taxi-routes and helicopter stands, for safe manoeuvring of helicopters.	AN14/II
Protective Breathing Equipment	Equipment to cover the eyes, nose and mouth, or the nose and mouth if accessory equipment is provided to protect the eyes, that will protect the wearer from the effects of smoke, carbon dioxide or other harmful gases.	
Primary Surveillance Radar (PSR) blip	The visual indication, in non-symbolic form, on a radar display of the position of an aircraft obtained by primary radar.	ATM
Psychoactive substances	Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.	AN1, AN2, AN6/I, AN6/II, AN6/III
Public authorities	The agencies or officials of a Contracting State responsible for the application and enforcement of the particular laws and regulations of that State which relate to any aspect of these [ICAO's] Standards and Recommended Practices.	AN9
Public health emergency of international concern	An extraordinary event which is determined, as provided in the International Health Regulations (2005) of the World Health Organization: (i) to constitute a public health risk to other States through the	AN9

	international spread of disease and (ii) to potentially require a coordinated international response.	
Public health risk	A likelihood of an event that may affect adversely the health of human populations, with an emphasis on one which may spread internationally or may present a serious and direct danger.	AN9
Public interest site (PIS)	A site used exclusively for operations in the public interest.	EU1
Quality	Degree to which a set of inherent characteristics fulfils requirements (ISO 9000*). *ISO Standard 9000: Quality Management Systems; Fundamentals and Vocabulary.	AN15, *isostd 9000:2000
Quality Assurance (QA)	Part of quality management focused on providing confidence that quality requirements will be fulfilled (ISO 9000*). *ISO Standard 9000: Quality Management Systems; Fundamentals and Vocabulary.	AN3, AN15, *isostd 9000:2000
Quality control	Part of quality management focused on fulfilling quality requirements (ISO 9000*) *ISO Standard 9000: Quality Management Systems; Fundamentals and Vocabulary.	AN3, AN15, *isostd 9000:2000
Quality management	Coordinated activities to direct and control an organisation with regard to quality (ISO 9000*). *ISO Standard 9000: Quality Management Systems; Fundamentals and Vocabulary.	AN3, AN15, *isostd 9000:2000
Quality system	Documented organisational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.	AN1
Quick-Donning Mask	An oxygen mask that can be secured on the face of the wearer with one hand within 5 seconds and that provides an immediate supply of oxygen.	
Radar	A radio detection device which provides information on range, azimuth and/or elevation of objects.	ATM
Radar approach	An approach in which the final approach phase is executed under the direction of a radar controller.	ATM
Radar clutter	The visual indication on a radar display of unwanted signals.	ATM
Radar contact	The situation which exists when the radar position of a particular aircraft is seen and identified on a radar display.	ATM
Radar control	Term used to indicate that radar-derived information is employed directly in the provision of air traffic control service.	
Radar controller	A qualified air traffic controller holding a radar rating appropriate to the functions to which he is assigned.	
Radar display	An electronic display of radar-derived information depicting the position and movement of aircraft.	
Radar identification	The situation which exists when the radar position of a particular aircraft is seen on a radar display and positively identified by the air traffic controller.	
Radar map	Information superimposed on a radar display to provide ready indication of selected features.	

Radar monitoring	The use of radar for the purpose of providing aircraft with information and advice relative to significant deviations from nominal flight path, including deviations from the terms of their air traffic control clearances.	
Radar position indication (RPI)	The visual indication, in non-symbolic and/or symbolic form, on a radar display of the position of an aircraft obtained by primary and/or secondary surveillance radar.	
Radar position indicator	See: Radar position indication.	
Radar Position Symbol (RPS)	The visual indication, in symbolic form, on a radar display, of the position of an aircraft obtained after automatic processing of positional data derived from primary and/or secondary surveillance radar.	
Radar separation	The separation used when aircraft position information is derived from radar sources.	ATM
Radar service	Term used to indicate a service provided directly by means of radar.	
Radar track position	An extrapolation of aircraft position by the computer based upon radar information and used by the computer for tracking purposes.	
Radar unit	That element of an air traffic services unit which uses radar equipment to provide one or more services.	
Radar vectoring	Provision of navigational guidance to aircraft in the form of specific headings, based on the use of radar.	
Radian (rad)	The plane angle between two radii of a circle which cut off on circumference an arc equal in length to the radius.	AN5
Radio bearing	The angle between the apparent direction of a definite source of emission of electro-magnetic waves and a reference direction, as determined at a radio direction-finding station. A true radio bearing is one for which the reference direction is that of true North. A magnetic radio bearing is one for which the reference direction is that of magnetic North.	AN10/II
Radio direction finding (RR S1.12)	Radiodetermination using the reception of radio waves for the purpose of determining the direction of a station or object.	AN10/II
Radio direction-finding station (RR S1.91)	A radio determination station using radio direction finding. Note.— The aeronautical application of radio direction finding is in the aeronautical radio navigation service.	AN10/II, AN12
Radio navigation service	A service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids.	AN10/I, AN11, AN15
Radiotelephony	A form of radio communication primarily intended for the exchange of information in the form of speech.	AN2, AN11
Radiotelephony network	A group of radiotelephony aeronautical stations which operate on and guard frequencies from the same family and which support each other in a defined manner to ensure maximum dependability of air-ground communications and dissemination of air-ground traffic.	AN10/II
Ramp	See: Apron (APN).	
Ramp inspection	The inspection of aircraft, of flight and cabin crew qualifications and of flight documentation in order to verify the compliance with the applicable requirements.	EU1
Rapid exit taxiway	Also known as high-speed exit taxiway: A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimizing runway	AN2, AN4, ATM

	occupancy times.	
Rated air traffic controller	An air traffic controller holding a license and valid ratings appropriate to the privileges to be exercised.	AN1
Rated thrust	For engine emissions purposes, the maximum take-off thrust approved by the certificating authority for use under normal operating conditions at ISA sea level static conditions, and without the use of water injection. Thrust is expressed in kilonewtons.	AN16/II
Rating	An authorisation entered on or associated with a license and forming part thereof, stating special conditions, privileges or limitations pertaining to such license.	AN1
RCP Type	A label (e.g. RCP 240) that represents the values assigned to RCP parameters for communication transaction time, continuity, availability, and integrity.	
Readback	A procedure whereby the receiving station repeats a received message or an appropriate part thereof back to the transmitting station so as to obtain confirmation of correct reception.	AN10/II
Receiving unit/controller	Air traffic services unit/air traffic controller to which a message is sent.	ATM
Recertification	Certification of an aircraft with or without a revision to its certification noise levels, to a Standard different to that to which it was originally certificated.	AN16/I
Recommended Practice	Any specification for physical characteristics, configuration, materiel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interests of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.	AN11
Rectification interval	A limitation on the duration of operations with inoperative equipment.	EU1
Reference geometric factor	An adjustment factor based on a measurement of aeroplane fuselage size derived from a two-dimensional projection of the fuselage.	AN16/III
Reference humidity	The relationship between temperature and reference humidity is defined as follows - at temperatures at and below ISA, 80 per cent relative humidity, - at temperatures at and above ISA + 28°C, 34 per cent relative humidity, - at temperatures between ISA and ISA + 28°C, the relative humidity varies linearly between the humidity specified for those temperatures.	AN6/I
Reference landing speed	The speed of the airplane, in a specified landing configuration, at the point where it descends through the 50 foot height in the determination of the landing distance.	FAR1
Reference pressure ratio	The ratio of the mean total pressure at the last compressor discharge plane of the compressor to the mean total pressure at the compressor entry plane when the engine is developing take-off thrust rating in ISA sea level static conditions. *Note: Methods of measuring reference pressure ratio are given in Appendix 1 of Annex 16 Vol2.*	AN16/II
Regional air navigation agreement	Agreement approved by the Council of ICAO normally on the advice of a regional air navigation meeting.	AN3
Registered interest	Means an international interest, a registrable non-consensual right or interest or a national interest specified in a notice of a national interest registered pursuant Chapter V of "The Convention"	CTC

Registry user	Means a transacting user, a professional user or a direct entry point user.	CTC
Regular station	A station selected from those forming an en-route air-ground radiotelephony network to communicate with or to intercept communications from aircraft in normal conditions.	AN10/II
Regulated Agent	An agent, freight forwarder, or any other entity who conducts business with an operator and provides security controls that are accepted or required by the appropriate authority in respect of cargo or mail.	AN17, 8973
Rejected take-off area	A defined area on a heliport suitable for helicopters operating in performance class 1 to complete a rejected take-off.	AN14/II
Rejected Take-Off Distance Available Helicopter (RTODAH)	The length of the final approach and take-off area declared available and suitable for performance class 1 helicopters to complete a rejected take-off.	
Rejected Take-Off Distance Required (RTODR)	The horizontal distance required from the start of the take-off to the point where the helicopter comes to a full stop following a power-unit failure and rejection of the take-off at the take-off decision point.	AN6/III
Release of goods	The action by the customs authorities to permit goods undergoing clearance to be placed at the disposal of the persons concerned.	AN9
Relief	The inequalities in elevation of the surface of the Earth represented on aeronautical charts by contours, hypsometric tints, shading or spot elevations.	AN4, AN15
Relief flights	Flights operated for humanitarian purposes which carry relief personnel and relief supplies such as food, clothing, shelter, medical and other items during or after an emergency and/or disaster and/or are used to evacuate persons from a place where their life or health is threatened by such emergency and/or disaster to a safe haven in the same State or another State willing to receive such persons.	AN9
Remote co-pilot	A licensed remote pilot serving in any piloting capacity other than as remote pilot-in-command but excluding a remote pilot who is in the remote pilot station for the sole purpose of receiving flight instruction.	AN1
Remote flight crew member	A licensed flight crew member charged with duties essential to the operation of a remotely piloted aircraft system during a flight duty period.	AN1
Remotely piloted aircraft (RPA)	An unmanned aircraft which is piloted from a remote pilot station.	AN1, AN2, AN7
Remotely piloted aircraft observer	A trained and competent person designated by the operator who, by visual observation of the remotely piloted aircraft, assists the remote pilot in the safe conduct of the flight.	AN2
Remotely piloted aircraft system (RPAS)	A remotely piloted aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design.	AN1
Remote pilot	A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.	AN1, AN2
Remote pilot-in-command	The remote pilot designated by the operator as being in command and charged with the safe conduct of a flight.	AN1
Remote pilot station (RPS)	The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.	AN1,AN2

Removal of a person	Action by the public authorities of a State, in accordance with its laws, to direct a person to leave that State.	AN9
Removal order	A written order served by a State on the operator on whose flight an inadmissible person travelled into that State, directing the operator to remove that person from its territory.	AN9
Rendering (a Certificate of Airworthiness) valid	The action taken by a Contracting State, as an alternative to issuing its own Certificate of Airworthiness, in accepting a Certificate of Airworthiness issued by any other Contracting State as the equivalent of its own Certificate of Airworthiness.	AN8
Rendering (a license) valid	The action taken by a Contracting State, as an alternative to issuing its own license, in accepting a license issued by any other Contracting State as the equivalent of its own license.	AN1
Repair	The restoration of an aeronautical product to an airworthy condition as defined by the appropriate airworthiness requirements. Or The restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear. Until 4 November 2020 The restoration of an aircraft, engine, propeller or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements, after it has been damaged or subjected to wear. Applicable as of 5 November 2020	AN6/I, AN6/II, AN6/III, AN8
Repetitive flight plan (RPL)	A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.	AN2, ATM
Reporting	Submitting an occurrence report to the GCAA within specified time, if any, and by means established by the GCAA.	
Reporting office	See: Air traffic services reporting office.	
Reporting period	A period which commences on 1 January and finishes on 31 December in a given year for which an aeroplane operator or State reports required information. The flight departure time (UTC) determines which reporting period a flight belongs to.	AN16/IV
Reporting Point (REP)	A specified geographical location in relation to which the position of an aircraft can be reported. *Note.— There are three categories of reporting points: ground-based navigation aid, intersection and waypoint. In the context of this definition, intersection is a significant point expressed as radials, bearings and/or distances from ground-based navigation aids. A reporting point can be indicated as "on request" or as "compulsory".*	AN2, AN3, AN4, AN11, ATM
Required Communication Performance	A statement of the performance requirements for operational communication in support of specific ATM functions.	
Required Communication Performance type (RCP type)	A label (e.g. RCP 240) that represents the values assigned to RCP parameters for communication transaction time, continuity, availability and integrity.	

Required communication performance (RCP) specification	A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based communication.	AN6/I, AN6/II, AN6/III, AN11, AN15
Required Navigation Performance (RNP)	A statement of the navigation performance necessary for operation within a defined airspace. Navigation performance: includes the accuracy, integrity, continuity and availability.	
Required surveillance performance (RSP) specification	A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance.	AN6/I, AN6/II, AN6/III, AN11, AN15
Requirement	Need or expectation that is stated, generally implied or obligatory (ISO 9000*). *Note 1.— "Generally implied" means that it is custom or common practice for the organization, its customers and other interested parties, that the need or expectation under consideration is implied.* *Note 2.— A qualifier can be used to denote a specific type of requirement, e.g. product requirement, quality management requirement, customer requirement.* *Note 3.— A specified requirement is one which is stated, for example, in a document.* *Note 4.— Requirements can be generated by different interested parties.*	AN15
Rescue	An operation to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety.	AN12
Rescue Coordination Centre (RCC)	A unit responsible for promoting efficient organisation of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.	AN3, AN11, AN12, ATM
Rescue Sub Centre (RSC)	A unit subordinate to a rescue coordination centre, established to complement the latter according to particular provisions of the responsible authorities.	AN12
Rescue unit	A unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue.	AN12, ATM
Data Resolution	A number of units or digits to which a measured or calculated value is expressed and used.	AN4, AN15
Rest period	A continuous and defined period of time and subsequent to and/or prior to duty, during which flight or cabin Crew Members are free of all duties.	AN6/I, AN6/III
Restricted area	An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.	AN2, AN4, AN11, AN15
Restricted Articles	Articles which are, in the specific context of aviation security, defined as those articles, devices or substances which may be used to commit an act of unlawful interference against civil aviation or which may endanger the safety of the aircraft and its occupants, or installations, or the public.	8973
Reversal procedure	A procedure designed to enable aircraft to reverse direction during the initial approach segment of an instrument approach procedure. The sequence may include procedure turns or base turns.	AN4, OPS/II

Risk assessment – (Deportee)	An assessment by a deporting State of a deportee's suitability for escorted or unescorted removal via commercial air services. The assessment should take into account all pertinent factors, including medical, mental and physical fitness for carriage on a commercial flight, willingness or unwillingness to travel, behavioural patterns, any history of violence.	AN9
Risk management- (Immigration/Customs)	The systematic application of management procedures and practices which provide border inspection agencies with the necessary information to address movements or consignments which represent a risk.	AN9
Risk not determined	The risk classification of an aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.	ATM
Risk of collision	The risk classification of an aircraft proximity in which serious risk of collision has existed.	ATM
RNP type	A containment value expressed as a distance in nautical miles from the intended position within which flights would be for at least 95 per cent of the total flying time.	AN4, AN6/I, AN6/II, AN6/III, AN11, ATM
Road	An established surface route on the movement area meant for the exclusive use of vehicles.	AN14/I
Road-holding position	A designated position at which vehicles may be required to hold.	AN14/I
Rotorcraft	A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.	AN1, AN7
Route segment	A route or portion of route usually flown without an intermediate stop.	AN10/II
Route stage	A route or portion of a route flown without an intermediate landing.	AN15
Routing Directory	A list in a communication centre indicating for each addressee the outgoing circuit to be used.	AN10/II
Runway condition assessment matrix (RCAM) **Applicable 4 November 2021**	A matrix allowing the assessment of the runway condition code, using associated procedures, from a set of observed runway surface condition(s) and pilot report of braking action.	AN14/I
Runway condition code (RWYCC) **Applicable 4 November 2021**	A number describing the runway surface condition to be used in the runway condition report. Note.— The purpose of the runway condition code is to permit an operational aeroplane performance calculation by the flight crew. Procedures for the determination of the runway condition code are described in the PANS-Aerodromes (Doc 9981).	AN14/I
Runway condition report (RCR) **Applicable 4 November 2021**	A comprehensive standardized report relating to runway surface condition(s) and its effect on the aeroplane landing and take-off performance.	AN14/I
Runway End Safety Area (RESA)	An area symmetrical about the extended runway centre line and adjacent to the end of the strip primarily intended to reduce the risk of damage to an aeroplane undershooting or overrunning the runway.	AN14/I
Runway excursion	An event in which an aircraft veers off or overruns the runway surface during either take-off or landing	EAPPRU

Runway guard lights	A light system intended to caution pilots or vehicle drivers that they are about to enter an active runway.	AN14/I
Runway incursion	Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft.	ATM
Runway strip	A defined area including the runway and stopway, if provided, intended: a). to reduce the risk of damage to aircraft running off a runway; and b). to protect aircraft flying over it during take-off or landing operations.	AN4, AN14/I
Runway surface condition(s) **Applicable 4 November 2021**	**Runway Surface Condition(s).** A description of the condition(s) of the runway surface used in the runway condition report which establishes the basis for the determination of the runway condition code for aeroplane performance purposes; *Note 1: The runway surface conditions used in the runway condition report establish the performance requirements between the aerodrome operator, aeroplane manufacturer and aeroplane operator.* *Note 2: Procedures on determining runway surface conditions are available in the PANS-Aerodromes (Doc 9981).* a) ***Dry runway*****.** A runway is considered dry if its surface is free of visible moisture and not contaminated within the area intended to be used. b) ***Wet runway*****.** The runway surface is covered by any visible dampness or water up to and including 3 mm deep within the intended area of use. c) ***Slippery wet runway*****.** A wet runway where the surface friction characteristics of a significant portion of the runway have been determined to be degraded. d) ***Contaminated runway*****.** A runway is contaminated when a significant portion of the runway surface area (whether in isolated areas or not) within the length and width being used is covered in standing water as per runway surface condition descriptors. *Note: Procedures on determination of contaminant coverage on runway are available in the PANS-Aerodromes (Doc 9981).* e) ***Runway surface condition descriptor***. Standing water of depth greater than 3 mm on the surface of the runway. *Note 1: Running water of depth greater than 3 mm is reported as standing water by convention.* *Note 2: For reasons of simplicity and better comprehension in filing the SNOWTAM , winter condition descriptors are not listed under definitions as they are not applicable in the UAE, being a wet and dry only region.*	AN14/I
Runway turn pad	Turn-around area A defined area on a land aerodrome adjacent to a runway for the purpose of completing a 180-degree turn on a runway.	AN14/I
Runway-type FATO	A FATO having characteristics similar in shape to a runway.	AN14/II
Runway Visual Range (RVR)	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.	AN6/III, AN11, AN14/I
Runway visual range (RVR)	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.	AN3, AN4, AN6/I, AN6/II, AN6/III,

		AN10/I, AN11, AN14/I, ATM
Runway, RWY	A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.	AN2, AN3, AN4, AN11, AN14/I, ATM
Runway-holding position	A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorised by the aerodrome control tower. *Note.— In radiotelephony phraseologies, the expression "holding point" is used to designate the runway-holding position.*	AN2, AN4, AN14/I, ATM
Sabotage	An act or omission, intended to cause malicious or wanton destruction of property, endangering or resulting in unlawful interference with civil aviation and its facilities.	8973
Safe forced landing	Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.	AN6/I, AN6/III
Safety	The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.	AN19
Safety area	A defined area on a heliport surrounding the FATO which is free of obstacles, other than those required for air navigation purposes, and intended to reduce the risk of damage to helicopters accidentally diverging from the FATO.	AN14/II
Safety data	A defined set of facts or set of safety values collected from various aviation-related sources, which is used to maintain or improve safety. Note.— Such safety data is collected from proactive or reactive safety-related activities, including but not limited to: *a)* accident or incident investigations; *b)* safety reporting; *c)* continuing airworthiness reporting; *d)* operational performance monitoring; *e)* inspections, audits, surveys; or *f)* safety studies and reviews.	AN19
Safety information	Safety data processed, organized or analysed in a given context so as to make it useful for safety management purposes.	AN19
Safety Management system Post holder	The member of management who shall be the responsible individual and focal point for the development and maintenance of an effective safety management system.	
Safety Management System (SMS)	A systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures.	AN6/I, AN6/III, AN11, AN14/I, AN18, AN19
Safety not assured	The risk classification of an aircraft proximity in which the safety of the aircraft may have been compromised.	ATM
Safety oversight	A function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and	AN19

	regulations.	
Safety performance	A State or a service provider's safety achievement as defined by its safety performance targets and safety performance indicators.	AN19
Safety performance indicator	A data-based parameter used for monitoring and assessing safety performance.	AN19
Safety performance target	The planned or intended target for a safety performance indicator over a given period that aligns with the safety objectives	AN19
Safety recommendation	A proposal of an accident investigation authority based on information derived from an investigation, made with the intention of preventing accidents or incidents and which, in no case, has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.	AN13
Safety risk	The predicted probability and severity of the consequences or outcomes of a hazard.	AN19
Safety-sensitive personnel	Persons who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crew members, aircraft maintenance personnel and air traffic controllers.	AN2
Sailplane	See: Glider.	
Search And Rescue (SAR) Coordinator	A person within the SAR organisation with overall responsibility for establishing and providing SAR services and ensuring that planning for those services is properly coordinated.	9713
Satisfactory evidence	A set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement.	AN8
Screening	The application of technical or other means which are intended to identify and/or detect weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference. *NOTE: Certain dangerous articles or substances are classified as dangerous goods by Annex 18 and the associated Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) and must be transported in accordance with those instructions.*	AN17
Seaplane	A fixed wing aircraft which is designed for taking off and landing on water and includes amphibians operated as seaplanes.	EU1
Search	An operation normally coordinated by a rescue coordination centre or rescue sub centre using available personnel and facilities to locate persons in distress.	AN12
Search and rescue aircraft	An aircraft provided with specialized equipment suitable for the efficient conduct of search and rescue missions.	AN12
Search and rescue facility	Any mobile resource, including designated search and rescue units, used to conduct search and rescue operations.	AN12
Search and Rescue Region (SRR)	An area of defined dimensions, associated with a rescue coordination centre, within which search and rescue services are provided.	AN12
Search and rescue service	The performance of distress monitoring, communication, coordination and search and rescue functions, initial medical assistance or medical evacuation, through the use of public and private resources, including cooperating aircraft, vessels and other craft and installations.	AN12

Search and rescue services unit.	A generic term meaning, as the case may be, rescue coordination centre, rescue subcentre or alerting post.	AN3
Search and rescue unit	A mobile resource composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations.	AN12
Second	The duration of 9 192 631 770 periods of the radiation corresponding to the transition between the two hyperfine levels of the ground state of the caesium-133 atom.	AN5
Secondary frequency	The radiotelephony frequency assigned to an aircraft as a second choice for air-ground communication in a radiotelephony network.	AN10/II
Secondary radar	A radar system wherein a radio signal transmitted from the radar station initiates the transmission of a radio signal from another station.	ATM
Secondary Surveillance Radar (SSR)	A surveillance radar system which uses transmitters/receivers (interrogators) and transponders.	AN10/IV, ATM
Second-In-Command	A pilot who is designated by an operator as second-in-command of an aircraft during flight time.	
Security / aviation security	Safeguarding civil aviation against acts of unlawful interference. This objective is achieved by a combination of measures and human and material resources.	AN17, 8973
Security agreement	Means an agreement by which a chargor grants or agrees to grant to a charge an interest (including an ownership interest) in or over an object to secure the performance of any existing or future obligation of the charger or a third person.	CTC
Security audit	An in-depth compliance examination of all aspects of the implementation of the national civil aviation security programme.	AN17, 8973
Security checks for LAGS and STEBS	Visual checks or security controls, performed by security staff, for signs of interference, in particular tampering with seals, theft and the introduction of potentially dangerous devices, articles or substances. The checks should be made at the first point of entry on the airside and should be made on all supplies of LAGS and STEBS to establish that they have been protected, that there is no evidence or suspicion of tampering, and that the necessary documentation is in order.	8973
Security control	A means by which the introduction of weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference can be prevented.	AN17, 8973
Security equipment	Devices of a specialized nature for use, individually or as part of a system, in the prevention or detection of acts of unlawful interference with civil aviation and its facilities.	AN9, 8973
Security exercise	A full-scale security exercise is a simulated act of unlawful interference with the objective of ensuring the adequacy of a contingency plan to cope with different types of emergencies. A partial security exercise is a simulated act of unlawful interference with the objective of ensuring the adequacy of the response to individual participating agencies and components of the contingency plan, such as the communications system.	8973
Security inspection / airport security inspection	An examination of the implementation of relevant national civil aviation security programme requirements by an air operator, airport, or other entity involved in security.	AN17, 8973

Security Programme	Written measures adopted to safeguard international civil aviation against acts of unlawful interference.	8973
Security restricted area	Those areas of the airside of an airport which are identified as priority risk areas where in addition to access control, other security controls are applied. Such areas will normally include, inter alia, all commercial aviation passenger departure areas between the screening checkpoint and the aircraft, the ramp, baggage make-up areas, including those where aircraft are being brought into service and screened baggage and cargo are present, cargo sheds, mail centres, airside catering and aircraft cleaning premises.	AN17, 8973
Security survey	An evaluation of security needs including the identification of vulnerabilities which could be exploited to carry out an act of unlawful interference, and the recommendation of corrective actions.	AN17, 8973
Security Tamper-Evident Bags (STEBS)	Specially designed bags that should only be used for the sale of LAGS by airport outlets or on board an aircraft.	8973
Security test	A covert or overt trial of an aviation security measure which simulates an attempt to commit an unlawful act.	AN17, 8973
Segregated parallel operations	Simultaneous operations on parallel or near-parallel instrument runways in which one runway is used exclusively for approaches and the other runway is used exclusively for departures.	AN14/I, ATM, OPS/I, OPS/II
Self-sustaining powered sailplane	A powered aeroplane with available engine power which allows it to maintain level flight but not to take off under its own power.	AN16/I
Semi-automatic relay installation	A teletypewriter installation where interpretation of the relaying responsibility in respect of an incoming message and the resultant setting-up of the connections required to effect the appropriate retransmissions require the intervention of an operator but where all other normal operations of relay are carried out automatically.	AN10/II
Sending unit/controller	Air traffic services unit/air traffic controller transmitting a message.	ATM
Separate runways	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.	EU1
Series of flights	Series of flights are consecutive flights that: a) begin and end within a period of 24 hours; and b) are all conducted by the same pilot-in-command.	AN6/III
Serious incident, INCID	An Incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in case of manned aircraft, takes place between the time any person board the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes a place between the time the aircraft is ready to move with the purpose of flight until the such time as it comes to rest at the end of the flight and the primary propulsion system is shutdown. *NOTE: Examples of serious incidents can be found in Appendix A to this CAR Part VI, Chapter 3.*	AN13, CAR Part VI, Chapter 3

Serious injury	An injury which is sustained by a person in an accident and which: a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or f) involves verified exposure to infectious substances or injurious radiation.	AN13, AN 18, AN19
Service Providers	Any organisation providing aviation products and/or services and encompasses notably aircraft operators, approved maintenance organisations, organisations responsible for type design and/or manufacture of aircraft, air navigation service providers and certified aerodromes.	
Shall	The term ''shall'' is used in the GCAA regulation to impose an obligation or a requirement or a prohibition	
Shipboard heliport	A heliport located on a ship that may be purpose or non-purpose-built. A purpose-built shipboard heliport is one designed specifically for helicopter operations. A non-purpose-built shipboard heliport is one that utilizes an area of the ship that is capable of supporting a helicopter but not designed specifically for that task.	AN14/II
Shoreline	A line following the general contour of the shore, except that in cases of inlets or bays less than 30 nautical miles in width, the line shall pass directly across the inlet or bay to intersect the general contour on the opposite side.	ATM
Should	a) Should in an AMC: the term ''should'' is used to indicate any specification which is recognized as necessary in the interest of safety unless an alternative is accepted by the GCAA. b) Should in a publication other than an AMC (GM, safety alert, etc): the term ''should'' is used to indicate any specification which is recognized as desirable in the interest of safety.	
Shoulder	An area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface.	AN4, AN14/I
Siemens (S).	The electric conductance of a conductor in which a current of 1 ampere is produced by an electric potential difference of 1 volt.	AN5
Sievert (Sv)	The unit of radiation dose equivalent corresponding to 1 joule per kilogram.	AN5
SIGMET information	Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations.	AN3, AN11, ATM
Sign	a) Fixed message sign: A sign presenting only one message. b) Variable message sign: A sign capable of presenting several pre-determined messages or no message, as applicable.	AN14/I
Sign a maintenance release [to] **Applicable until 4 November 2020.**	To certify that maintenance work has been completed satisfactorily in accordance with the applicable Standards of airworthiness, by issuing the maintenance release.	AN1
Sign a maintenance release [to] **Applicable as of 5**	To certify that maintenance work has been completed satisfactorily in accordance with appropriate airworthiness requirements, by issuing the maintenance release referred to in Annex 6 (in the case of a release not	AN1

November 2020.	issued by an approved maintenance organization) or Annex 8 (in the case of a release issued by an approved maintenance organization).	
Signal area	An area on an aerodrome used for the display of ground signals.	AN2, AN14/I, ATM
Significant	In the context of the medical provisions in Chapter 6 [Annex 1], significant means to a degree or of a nature that is likely to jeopardize flight safety.	AN1
Significant obstacle	Any natural terrain feature or man-made fixed object, permanent or temporary, which has vertical significance in relation to adjacent and surrounding features and which is considered a potential hazard to the safe passage of aircraft in the type of operation for which the individual chart series is designed.	
Significant point	A specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes. *Note.— There are three categories of significant points: ground-based navigation aid, intersection and waypoint. In the context of this definition, intersection is a significant point expressed as radials, bearings and/or distances from ground-based navigation aids.*	AN4, AN11, ATM
Simplex	A method in which telecommunication between two stations takes place in one direction at a time. *Note.— In application to the aeronautical mobile service this method may be subdivided as follows:* a) *single channel simplex;* b) *double channel simplex;* c) *offset frequency simplex.*	AN10/II, AN10/V
Single Window	A facility that allows parties involved in trade and transport to lodge standardized information and documents with a single entry point to fulfil all import, export, and transit-related regulatory requirements. If information is electronic then individual data elements should only be submitted once.	AN9
Slotted aloha	A random access strategy whereby multiple users access the same communications channel independently, but each communication must be confined to a fixed time slot. The same timing slot structure is known to all users, but there is no other coordination between the users.	AN10/III
Slush	Water-saturated snow which with a heel-and-toe slap-down motion against the ground will be displaced with a splatter; specific gravity: 0.5 up to 0.8.	AN14/I, ATM
Small aeroplane	An aeroplane of a maximum certificated take-off mass of 5 700 kg or less.	AN6/I
Small Arms	A general description applied to all hand held firearms.	8973
Smoke	The carbonaceous materials in exhaust emissions which obscure the transmission of light.	AN16/II
Smoke Number	The dimensionless term quantifying smoke emissions (*see* 3 of Appendix 2 of Annex 16 Vol. 2).	AN16/II
SNOWTAM applicable until 4 November 2020	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format.	AN10/II, AN15

SNOWTAM applicable as of 4 November 2021	A special series NOTAM given in a standard format, which provides a surface condition report notifying the presence or cessation of hazardous conditions due to standing water on the movement area	AN10/II, AN15
Solo flight time	Flight time during which a student pilot is the sole occupant of an aircraft.	AN1
Solo flight time — remotely piloted aircraft systems	Flight time during which a student remote pilot is controlling theremotely piloted aircraft system, acting solo.	AN1
Space weather centre (SWXC).	A centre designated to monitor and provide advisory information on space weather phenomena expected to affect high-frequency radio communications, communications via satellite, GNSS-based navigation and surveillance systems and/or pose a radiation risk to aircraft occupants. Note.— A space weather centre is designated as global and/or regional.	AN3
Spare parts	Articles, including engines and propellers, of a repair or replacement nature for incorporation in an aircraft.	AN9
Special Use Airspace (SUA)	A collective expression for Danger, Restricted or Prohibited Areas, MBA, Low Flying Zones.	
Special VFR flight	A VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.	AN2, AN11, ATM
Specific air range	The distance an aeroplane travels in the cruise flight phase per unit of fuel consumed.	AN16/III
SSR response	The visual indication, in non-symbolic form, on a radar display, of a response from an SSR transponder in reply to an interrogation.	ATM
Stabilised approach (sap)	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.	EU1
Standard	Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.	AN 11
Standard atmosphere	See: Atmosphere, International Standard. An atmosphere defined as follows a). the air is a perfect dry gas; b). the physical constants are: - Sea level mean molar mass: M0 = 28.964420 x 10-3 kg mol-1 - Sea level atmospheric pressure: P0 = 1013.250 hpa - Sea level temperature: t0 = 15°C or T0 = 288.15 K - Sea level atmospheric density: ρ0 = 1.2250 kg m-3 - Temperature of the ice point: Ti = 273.15 K - Universal gas constant: R* = 8.31432 JK-1mol-1 c). the temperature gradients are:	AN8

	<table><tr><td colspan="2">Geopotential altitude (km)</td><td rowspan="2">Temperature gradient (Kelvin per standard geopotential kilometer)</td></tr><tr><td>From</td><td>To</td></tr><tr><td>-5.0</td><td>11.0</td><td>-6.5</td></tr><tr><td>11.0</td><td>20.0</td><td>0.0</td></tr><tr><td>20.0</td><td>32.0</td><td>+1.0</td></tr><tr><td>32.0</td><td>47.0</td><td>+2.8</td></tr><tr><td>47.0</td><td>51.0</td><td>0.0</td></tr><tr><td>51.0</td><td>71.0</td><td>-2.8</td></tr><tr><td>71.0</td><td>80.0</td><td>-2.0</td></tr></table> *NOTE 1: The standard geopotential metre has the value 9.80665 m2 s-2.* *NOTE 2:See Doc 7488 for the relationship between the variables and for tables giving the corresponding values of temperature, pressure, density and geopotential.* *NOTE 3: Doc 7488 also gives the specific weight, dynamic viscosity, kinematic viscosity and speed of sound at various altitudes.*	
Standard instrument arrival (STAR)	A designated instrument flight rule (IFR) arrival route linking a significant point, normally on an ATS route, with a point from which a published instrument approach procedure can be commenced.	ATM
Standard instrument departure (SID)	A designated instrument flight rule (IFR) departure route linking the aerodrome or a specified runway of the aerodrome with a specified significant point, normally on a designated ATS route, at which the en-route phase of a flight commences.	ATM
Standard isobaric surface	An isobaric surface used on a worldwide basis for representing and analysing the conditions in the atmosphere.	AN3
Standard message element	Part of a message defined in the PANS-ATM (Doc 4444) in terms of display format, intended use and attributes.	AN10/II
Standby Duty (Flt Ops)	A period during which an Operator places restraints on a crew member who would otherwise be off duty. However, it shall not include any time during which an Operator requires a crew member to be contactable for the purpose of giving notification of a duty, which is due to start 10 hours or more ahead.	
Standby Duty (ATC)	A period during which, by prior arrangement, a controller is required to be available to report at his place of work with the intention of providing an Air Traffic Control Service.	
State	A contracting State of the International Civil Aviation Organisation.	
State Safety programme	An integrated set of regulations and activities aimed at improving safety.	AN1, AN6/I, AN6/III, AN11, AN14/I
Statement	The whole or any part of an oral, written or recorded statement relating to an accident or incident given, by the author of the statement, to the investigation team; a transcription or substantial summary of a such as statement.	
State of Design	The State having jurisdiction over the organisation responsible for the type design.	AN8, AN13, AN16/I, AN16/III, AN19
State of Destination	The State in the territory of which the consignment is finally to be unloaded from an aircraft.	AN18

State of Manufacture	The State having jurisdiction over the organisation responsible for the final assembly of the aircraft, engine or propeller.	AN8, AN13, AN19
State of Occurrence	The State in the territory of which an accident or incident occurs.	AN13
State of Origin	The State in the territory of which the cargo was first loaded on an aircraft.	AN18
State of Registry	The State on whose register the aircraft is entered. Note.— In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).	AN6/I, AN6/II, AN6/III, AN7, AN8, AN9, AN12, AN13,AN16/I, 8973, 9587
State of the Aerodrome	The State in whose territory the aerodrome is located *Note.— State of the Aerodrome includes heliports and landing locations.*	AN6/I, AN6/II, AN6/III
State of the Operator	The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.	AN6/I, AN6/III, AN13, AN18, AN19, 8973
State pair	A group of two States composed of a departing State or its territories and an arrival State or its territories.	AN16/IV
State Safety Programme (SSP)	An integrated set of regulations and activities aimed at improving safety.	AN13, AN19
State territory	The land areas and territorial waters adjacent thereto and the airspace above such areas or waters.	
State volcano observatory.	A volcano observatory, designated by regional air navigation agreement, to monitor active or potentially active volcanoes within a State and to provide information on volcanic activity to its associated area control centre/flight information centre, meteorological watch office and volcanic ash advisory centre.	AN3
Static load-bearing surface	A surface capable of supporting the mass of a helicopter situated upon it.	AN14/II
Station declination	An alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station is calibrated.	AN11, 14/I, AN15
Steradian	The solid angle which, having its vertex in the centre of a sphere, cuts off an area of the surface of the sphere equal to that of a square with sides of length equal to the radius of the sphere.	AN5
Sterile Area	See: Security restricted area. The area between any passenger inspection or screening checkpoint and aircraft, into which access is strictly controlled.	8973
Stopway (SWY)	A defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off.	AN4, AN14/I, ATM
Stores	a) Stores (supplies) for consumption; and b) Stores (supplies) to be taken away.	AN9, 8973

Stores for consumption	Supplies for consumption Goods, whether or not sold, intended for consumption by the passengers and the crew on board aircraft, and goods necessary for the operation and maintenance of aircraft, including fuel and lubricants.	AN9, 8973
Stores to be taken away	Supplies to be taken away. Goods for sale to the passengers and the crew of aircraft with a view to being landed.	AN9, 8973
Strayed aircraft	An aircraft which has deviated significantly from its intended track or which reports that it is lost.	ATM
Subsonic aeroplane	An aeroplane incapable of sustaining level flight at speeds exceeding flight Mach number of 1.	AN16/I, AN16/III
Suitable alternate aerodrome	A suitable alternate aerodrome is 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.	
Supplemental oxygen	The additional oxygen required to protect each occupant against the adverse effects of excessive cabin altitude and to maintain acceptable physiological conditions.	
Supplies	See: Stores.	
Supplies for consumption	See: Stores for consumption.	
Supplies to be taken away	See: Stores to be taken away.	
Surface level heliport	A heliport located on the ground or on the water.	AN14/II
Surveillance	The State activities through which the State proactively verifies through inspections and audits that aviation licence, certificate, authorization or approval holders continue to meet the established requirements and function at the level of competency and safety required by the State.	AN19
Surveillance radar	Radar equipment used to determine the position of an aircraft in range and azimuth.	AN10/IV, ATM
Survey	See: Security survey.	
Switch-over time (light)	The time required for the actual intensity of a light measured in a given direction to fall from 50 per cent and recover to 50 per cent during a power supply changeover, when the light is being operated at intensities of 25 per cent or above.	AN14/I
Synthetic flight trainer	See: Flight simulation training device. Any one of the following three types of apparatus in which flight conditions are simulated on the ground: a) A Flight Simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. Aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated. b) A Flight Procedures Trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. Aircraft systems, and	

	performance and flight characteristics of aircraft of a particular class. c) A Basic Instrument Flight Trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft flight in instrument flight conditions.	
Synthetic vision system (SVS)	A system to display data-derived synthetic images of the external scene from the perspective of the flight deck	AN6/I, AN6/II, AN6/III
System accuracy	See: Accuracy.	
Take-off alternate	An alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.	AN2, AN3, AN6/I, AN6/II, AN11, ATM
Take-off and initial climb phase	That part of the flight from the start of take-off to 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or to the end of the climb in the other cases.	AN6/III
Take-off Decision Point (TDP)	The point used in determining take-off performance from which, an engine failure occurring at this point, either a rejected take-off may be made or a take-off safely continued. *Note.— TDP applies only to helicopters operating in performance Class 1.*	AN6/III
Take-Off Distance Available (TODA)	The length of the take-off run available plus the length of the clearway, if provided.	AN6/I, AN14/I
Take-Off Distance Available; Helicopter (TODAH)	The length of the final approach and take-off area plus the length of helicopter clearway (if provided) declared available and suitable for helicopters to complete the take-off.	AN6/III, AN14/II
Take-Off Distance Required; Helicopter (TODRH)	The horizontal distance required from the start of the take-off to the point at which Vtoss, a height of 10.7 m (35 ft) above the take-off surface, and a positive climb gradient are achieved, following failure of the critical power-unit at TDP, the remaining power-units operating within approved operating limits.	AN6/III
Take-off flight path	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.	EU1
Take-off mass	The mass including everything and everyone carried at the commencement of the take-off for helicopters and take-off run for aeroplanes.	EU1
Take-off phase	The operating phase defined by the time during which the engine is operated at the rated thrust.	AN16/II
Take-Off Run Available (TORA)	The length of runway declared available and suitable for the ground run of an aeroplane taking off.	AN6/I, AN14/I
Take-off runway	A runway intended for take-off only.	AN14/I
Take-off safety speed	A referenced airspeed obtained after lift-off at which the required one-engine-inoperative climb performance can be achieved.	
Take-off surface	That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft taking off in a particular direction.	AN8
Target Level of Safety (TLS)	A generic term representing the level of risk which is considered acceptable in particular circumstances.	AN6/I, AN6/II
Tarmac	See: Apron (APN).	
Taxi/ground idle	The operating phases involving taxi and idle between the initial starting of the	AN16/II

	propulsion engine(s) and the initiation of the take-off roll and between the time of runway turn-off and final shutdown of all propulsion engine(s).	
Taxiing (TAX)	Movement of an aircraft on the surface of an aerodrome under its own power, excluding take-off and landing.	AN2, AN4, AN11, ATM
Taxiway (TWY)	A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including: a) Aircraft stand taxilane. A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only. b) Apron taxiway. A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron. c) Rapid exit taxiway. A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimizing runway occupancy times.	AN2, AN4, AN14/I, ATM
Taxiway intersection	A junction of two or more taxiways.	AN14/I
Taxiway strip	An area including a taxiway intended to protect an aircraft operating on the taxiway and to reduce the risk of damage to an aircraft accidentally running off the taxiway.	AN14/I
Taxi-route.	A defined path established for the movement of helicopters from one part of a heliport to another. A taxi-route includes a helicopter air or ground taxiway which is centred on the taxi-route.	AN4
Technical crew member	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 specialised on-board equipment.	EU1
Technical Instructions	The Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284), approved and issued periodically in accordance with the procedure established by the ICAO Council.	AN18
Telecommunication (RR S1.3)	Any transmission, emission, or reception of signs, signals, writing, images and sounds or intelligence of any nature by wire, radio, optical or other electromagnetic systems.	AN10/II
Teletypewriter tape	A tape on which signals are recorded in the 5-unit Start-Stop code by completely severed perforations (Chad Type) or by partially severed perforations (Chadless Type) for transmission over teletypewriter circuits.	AN10/II
Temporary admission	The customs procedure under which certain goods can be brought into a customs territory conditionally relieved totally or partially from payment of import duties and taxes; such goods must be imported for a specific purpose and must be intended for re-exportation within a specified period and without having undergone any change except normal depreciation due to the use made of them.	AN9
Temporary Segregated Area (TSA)	A defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily segregated, by common agreement, for the exclusive use by another aviation authority and through which other traffic will not be allowed to transit.	(Source Eurocontrol)
Temporary Reserved Area (TRA)	A defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which other traffic may be allowed to transit, under ATC clearance.	(Source Eurocontrol)

Terminal	The main building or group of buildings where the processing of commercial passengers and cargo, and the boarding of aircraft occurs.	8973
Terminal Arrival Altitude (TAA)	The lowest altitude that will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an arc of a circle defined by a 46 km (25 NM) radius centred on the initial approach fix (IAF), or where there is no IAF on the intermediate fix (IF), delimited by straight lines joining the extremity of the arc to the IF. The combined TAAs associated with an approach procedure shall account for an area of 360 degrees around the IF.	AN4
Terminal Control Area (TMA)	A control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.	AN2, AN11, ATM
Terms associated with probabilities (for engines)	*NOTE: Because an Effect can only be assessed in relation to a complete aircraft and as, for airworthiness purposes, each category of Effect is related to a particular frequency of occurrence, the definitions and associated numerical values are given in aircraft terms (hours in flight).* Frequency of occurrences: a) 'Reasonably Probable' means unlikely to occur often during the operation of each aircraft of the type but which may occur several times during the total operational life of each aircraft of the types in which the engine may be installed. *NOTE: Where numerical values are used this may normally be interpreted as a probability in the range 10-3 to 10-5 per hour of flight.* b) 'Remote' means unlikely to occur to each aircraft during its total operational life but may occur several times when considering the total operational life of a number of aircraft of the type in which the engine is installed. *NOTE: Where numerical values are used this may normally be interpreted as a probability in the range 10-5 to 10-7 per hour of flight.* c) 'Extremely Remote' means unlikely to occur when considering the total operational life of a number of aircraft of the type in which the engine is installed, but nevertheless, has to be regarded a being possible. *NOTE: Where numerical values are used this may normally be interpreted as a probability in the range 10-7 to 10-9 per hour of flight.*	
Terrain	The surface of the Earth containing naturally occurring features such as mountains, hills, ridges, valleys, bodies of water, permanent ice and snow, excluding obstacles. Note.— In practical terms, depending on the method of data collection, terrain represents the continuous surface that exists at the bare Earth, the top of the canopy or something in-between, also known as "first reflective surface".	AN4, AN15
Tesla (T)	The magnetic flux density given by a magnetic flux of 1 weber per square metre.	AN5
Threat	Events or errors that occur beyond the influence of an operational person, increase operational complexity and must be managed to maintain the margin of safety. *NOTE: See Attachment E of Annex 13 - Aircraft Accident and Incident Investigation for a description of operational personnel.*	AN1
Threat Image Projection (TIP)	A software programme approved by the appropriate authority that can be installed on certain X-ray equipment, which projects virtual images of threat articles such as guns, knives, and improvised explosive devices within the X-ray image of a real bag under examination or complete virtual images of bags containing threat articles, and provides immediate feedback to the X-ray equipment operators of their ability to detect such images.	8973

Threat management	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 states. *NOTE: See Attachment C to Chapter 3 of the Procedures for Air Navigation Services - Training (PANS-TRG, Doc 9868) and Circular 314 - Threat and Error Management (TEM) in Air Traffic Control for a description of undesired states.*	AN1
Threshold (THR)	The beginning of that portion of the runway usable for landing.	AN3, AN4, AN14/I, ATM, OPS/I, OPS/II
Threshold time	The range, expressed in time, established by the State of the Operator to an en-route alternate aerodrome, whereby any time beyond requires an EDTO approval from the State of the Operator.	AN6/I
Through-flight/ direct flight	A particular operation of aircraft, identified by the operator by the use throughout of the same symbol, from point of origin via any intermediate points to point of destination.	AN9
Tilt-rotor	A powered-lift capable of vertical take-off, vertical landing, and sustained low-speed flight, which depends principally on engine-driven rotors mounted on tiltable nacelles for the lift during these flight regimes and on nonrotating aerofoil(s) for lift during high-speed flight.	AN16/I
Time division multiple access (TDMA)	A multiple access scheme based on time-shared use of an RF channel employing: (1) discrete contiguous time slots as the fundamental shared resource; and (2) a set of operating protocols that allows users to interact with a master control station to mediate access to the channel.	AN10/III
Time division multiplex (TDM)	A channel sharing strategy in which packets of information from the same source but with different destinations are sequenced in time on the same channel.	AN10/III
Time-in-position **Applicable 5 November 2020**	The period of time when an air traffic controller is exercising the privileges of the air traffic controller's licence at an operational position.	AN11
Tonne (t)	The mass equal to 1 000 kilograms.	AN5
"Torn-tape" relay installation	A teletypewriter installation where messages are received and relayed in teletypewriter tape form and where all operations of relay are performed as the result of operator intervention.	AN10/II
Total estimated elapsed time	For IFR flights, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from take-off to arrive over the destination aerodrome.	AN2, ATM
Total Vertical Error (TVE)	The vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude (flight level).	AN6/I, AN6/II
Touchdown	The point where the nominal glide path intercepts the runway. Note.— "Touchdown" as defined above is only a datum and is not necessarily the actual point at which the aircraft will touch the runway.	AN10/I, ATM
Touchdown and Lift-Off area (TLOF)	A load bearing area on which a helicopter may touch down or lift off.	AN4, AN6/III, AN14/II
Touchdown Zone (TDZ)	The portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.	AN3, AN4, AN14/I

Trace detection equipment	A technology system or combination of different technologies which has the ability to detect very small amounts of explosive materials, and so to indicate, by means of an alarm, any such materials contained in baggage or other articles subjected for analysis.	8973
Traceability	Ability to trace the history, application or location of an object (ISO 9000*). ISO Standard 9000:2015; Quality Management Systems; Fundamentals and Vocabulary. *Note. — When considering product or a service, traceability can relate to:* - *the origin of materials and parts;* - *the processing history; and* - *the distribution and location of the product or service after delivery.*	AN15, Iso std 9000:2015
Track (TR) / flight track/ ground track	The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).	AN2, AN4, AN11, ATM, OPS/I, OPS/II
Traffic avoidance advice	Advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision.	AN2, AN11, ATM
Traffic information	Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.	AN2, AN11, ATM
Traffic information service – broadcast (TIS-B) IN	A surveillance function that receives and processes surveillance data from TIS-B OUT data sources.	AN10/IV
Traffic information service – broadcast (TIS-B) OUT	A function on the ground that periodically broadcasts the surveillance information made available by ground sensors in a format suitable for TIS-B IN capable receivers.	AN10/IV
Traffic load	The total mass of passengers, baggage, cargo and carry-on specialist equipment, including any ballast.	EU1
Transacting user entity	Means a legal entity, natural person or more than one of the foregoing acting jointly intending to be a named party in one or more registrations, and a "transacting user" means an individual employee, member or partner of a transacting user entity or an affiliate of that entity.	
Transfer cargo and mail	Cargo and mail departing on an aircraft other than that on which it arrived.	AN17
Transfer of control point	A defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next.	AN11, ATM
Transfer passengers/ baggage	Passengers/baggage making direct connections between two different flights.	8973
Transferring unit/ controller	Air traffic control unit/air traffic controller in the process of transferring the responsibility for providing air traffic control service to an aircraft to the next air traffic control unit/air traffic controller along the route of flight.	AN11, ATM
Transit delay	In packet data systems, the elapsed time between a request to transmit an assembled data packet and an indication at the receiving end that the corresponding packet has been received and is ready to be used or forwarded.	AN10/III
Transit Passenger	A passenger departing the airport on the same flight on which he arrived.	8973

Transition Altitude (TA)	The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.	AN2, AN4, ATM
Transition layer	The airspace between the transition altitude and the transition level.	ATM
Transition Level (TRL)	The lowest flight level available for use above the transition altitude.	ATM
Transponder occupancy	A state of unavailability of the transponder from the time it detects an incoming signal that appears to cause some action or from the time of a self-initiated transmission, to the time that it is capable of replying to another interrogation.	AN10/IV
Travel document (TD)	A passport or other official document of identity issued by a State or organisation, which may be used by the rightful holder for international travel.	AN9, 8973
Tributary station	An aeronautical fixed station that may receive or transmit messages and/or digital data but which does not relay except for the purpose of serving similar stations connected through it to a communication centre.	AN10/II
Tropical cyclone	Generic term for a non-frontal synoptic-scale cyclone originating over tropical or sub-tropical waters with organized convection and definite cyclonic surface wind circulation.	AN3
Tropical cyclone advisory centre (TCAC)	A meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, world area forecast centres and international OPMET databanks regarding the position, forecast direction and speed of movement, central pressure and maximum surface wind of tropical cyclones.	AN3
True Airspeed (TAS)	The airspeed of an aircraft relative to undisturbed air. True airspeed is equal to equivalent airspeed multiplied by square root of (r0/r).	FAR1
Turn-around area	See: Runway turn pad.	
Turnaround time	The time spent on the ground during a flight duty period between two flight sectors.	
Type Certificate (TC)	A document issued by a Contracting State to define the design of an aircraft type and to certify that this design meets the appropriate airworthiness requirements of that State. *Note.— In some Contracting States a document equivalent to a type certificate may be issued for an engine or propeller type.*	AN8, AN16/I, AN16/II, AN16/III
Type design	The set of data and information necessary to define an aircraft, engine or propeller type for the purpose of airworthiness determination. *Note.— In some Contracting States a document equivalent to a Type Certificate may be issued for an engine or propeller type.*	AN8
Ultimate load	The limit load multiplied by the appropriate factor of safety.	AN8
UN number	The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances.	AN18
Unaccompanied baggage	Baggage that is transported as cargo and may or may not be carried on the same aircraft with the person to whom it belongs.	AN9, 8973
Unaccompanied minor	A minor travelling alone or travelling only in the company of another minor. Note.— It is to be noted that this definition might need to be applied in light of any obligation resulting from the application of national regulations on border checks.	AN9

Unaided NVIS flight	In the case of NVIS operations, that portion of a VFR flight performed at night when a crew member is not using NVG.	EU1
Unburned hydrocarbons	The total of hydrocarbon compounds of all classes and molecular weights contained in a gas sample, calculated as if they were in the form of methane.	AN16/II
Uncertainty Phase (INCERFA)	A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.	AN11, AN12, ATM
Unclaimed baggage	Baggage that arrives at an airport and is not picked up or claimed by a passenger.	AN9, 8973
Under command	An aeroplane on the surface of the water is 'under command' when it is able to execute manoeuvres as required by the International Regulations for Preventing Collisions at Sea for the purpose of avoiding other vessels.	AN6/II
Under way	An aeroplane on the surface of the water is 'under way' when it is not aground or moored to the ground or to any fixed object on the land or in the water.	AN6/I, AN6/II
Unidentified baggage	Baggage at an airport, with or without a baggage tag, which is not picked up by or identified with a passenger.	AN9, AN17, 8973
Unit Load Device (ULD)	Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo. *Note.— An overpack is not included in this definition.*	AN18
Unloading	The removal of cargo, mail, baggage or stores from an aircraft after a landing.	AN9
Unmanned free balloon	A non-power-driven, unmanned, lighter-than-air aircraft in free flight.	AN2, ATM
Unpredictability	The implementation of security measures in order to increase their deterrent effect and their efficiency, by applying them at irregular frequencies, different locations and/or with varying means, in accordance with a defined framework.	AN17
Unruly passengers	Persons who commit, on board a civil aircraft, from the moment when the aircraft door is closed prior to take-off to the moment when it is reopened after landing, an act of: a) assault, intimidation, menace or wilful recklessness which endangers good order or the safety of property or persons; b) assault, intimidation, menace or interference with a crew member in the performance of duties or which lessens the ability to perform duties; c) wilful recklessness or damage to an aircraft, its equipment, or attendant structures and equipment such as to endanger good order and the safety of the aircraft or its occupants; d) communication of information which is known to be false, thereby endangering the safety of an aircraft in flight; and e) disobedience of lawful commands or instructions for safe, orderly or efficient operations.	8973
Unpredictability	The implementation of security measures in order to increase their deterrent effect and their efficiency, by applying them at irregular frequencies, different locations and/or with varying means, in accordance with a defined framework.	AN17
Upper-air chart	A meteorological chart relating to a specified upper-air surface or layer of the atmosphere.	AN3
Usability factor	The percentage of time during which the use of a runway or system of runways is not restricted because of the cross-wind component. Note.— Crosswind component means the surface wind component at right angles to the runway centre line.	AN14/I

V1	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. V1 also means the minimum speed in the take-off, following a failure of the critical engine at VEF, at which the pilot can continue the take-off and achieve the required height above the take-off surface within the take-off distance.	EU1
Validation	Confirmation, through the provision of objective evidence, that the requirements for a specific intended use or application have been fulfilled (ISO 9000*). ISO Standard 9000:2000; Quality Management Systems; Fundamentals and Vocabulary.	AN15, Isostd9000:2000
Variable message sign	A sign capable of presenting several pre-determined messages or no message, as applicable.	AN14/I
Variable Pitch Propellers	A propeller, the pitch setting of which changes or can be changed, when the propeller is rotating or stationary. This includes: a) A propeller, the pitch setting of which is directly under the control of the flight crew (controllable pitch propeller). b) A propeller, the pitch setting of which is controlled by a governor or other automatic means which may be either integral with the propeller or a separately mounted equipment and which may or may not be controlled by the flight crew (constant speed propeller). c) A propeller, the pitch setting of which may be controlled by a combination of the methods of a) and b).	
Vectoring	Provision of navigational guidance to aircraft in the form of specific headings, based on the use of an ATS surveillance system.	AN4
V_{EF}	The speed at which the critical engine is assumed to fail during take-off.	EU1
Verification	Confirmation, through the provision of objective evidence, that specified requirements have been fulfilled (ISO 9000*). ISO Standard 9000:2000; Quality Management Systems; Fundamentals and Vocabulary.	AN15, Isostd9000:2000
Verification body	A legal entity that performs the verification of an Emissions Report and, when required, an Emissions Unit Cancellation Report, as an accredited independent third party.	AN16/IV
Verification of report	An independent, systematic and sufficiently documented evaluation process of an emissions report and, when required, a cancellation of eligible emissions units report.	AN16/IV
Verification report	A document, drafted by the verification body, containing the verification statement and required supporting information.	AN16/IV
Verification team	A group of verifiers, or a single verifier that also qualifies as a team leader, belonging to a verification body conducting the verification of an Emissions Report and, when required, an Emissions Unit Cancellation Report. The team can be supported by technical experts.	AN16/IV
Vertical planes	Planes perpendicular to the horizontal plane.	AN6/II
VFR	The symbol used to designate the visual flight rules.	AN11
VFR flight	A flight conducted in accordance with the visual flight rules.	AN2, AN11, ATM
VHF digital link (VDL)	A constituent mobile subnetwork of the aeronautical telecommunication network (ATN), operating in the aeronautical mobile VHF frequency band. In addition, the VDL may provide non-ATN functions such as, for instance, digitized	AN10/III, AN10/V

	voice.	
Victim	An occupant of the aircraft, or any person outside the aircraft, who is unintentionally directly involved in the aircraft accident. Victims may include the crew, revenue passengers, non-revenue passengers and third parties. A survivor is a victim who is not fatally injured as a result of the accident.	
Visibility (V/ VIS)	Visibility for aeronautical purposes is the greater of: a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background; b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background. *NOTE 1: The two distances have different values in air of a given extinction coefficient and the latter b) varies with the background illumination. The former a) is represented by the meteorological optical range (MOR).* *NOTE 2: The definition applies to the observations of visibility in local routine and special reports, to the observations of prevailing and minimum visibility reported in METAR and SPECI and to the observations of ground visibility*	AN2, AN3, ATM
Visible	Visible on a dark night with a clear atmosphere.	AN6/I, AN6/II
Visitor	Any person who disembarks and enters the territory of a Contracting State other than that in which that person normally resides; remains there lawfully as prescribed by that Contracting State for legitimate non-immigrant purposes, such as touring, recreation, sports, health, family reasons, religious pilgrimages, or business; and does not take up any gainful occupation during his stay in the territory visited.	AN9
Visual approach	An approach by an IFR flight when either part or all of an instrument approach procedure is not completed and the approach is executed in visual reference to terrain.	ATM
Visual approach procedure	A series of predetermined manoeuvres by visual reference, from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, a go-around procedure can be carried-out.	AN4
Visual line-of-sight (VLOS) operation	An operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the remotely piloted aircraft.	AN2
Visual Meteorological Conditions (VMC)	Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.	AN2, AN6/I, AN6/II, AN6/III, AN11, ATM
Visual Reference	In respect of an aircraft on an approach to a runway, means that section of the approach area of the runway or those visual aids that, when viewed by the pilot of the aircraft, enables the pilot to make an assessment of the aircraft position and the rate of change of position, relative to the nominal fight path.	
VMC	The symbol used to designate visual meteorological conditions.	AN11
Voice-Automatic Terminal Information Service (Voice-ATIS)	The provision of ATIS by means of continuous and repetitive voice broadcasts.	AN10/III, AN11, AN15, ATM

Volcanic ash advisory centre (VAAC)	A meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, area control centres, flight information centres, world area forecast centres and international OPMET databanks regarding the lateral and vertical extent and forecast movement of volcanic ash in the atmosphere following volcanic eruptions.	AN3
VOLMET	Meteorological information for aircraft in flight. Data link-VOLMET (D-VOLMET). Provision of current aerodrome routine meteorological reports (METAR) and aerodrome special meteorological reports (SPECI), aerodrome forecasts (TAF), SIGMET, special air-reports not covered by a SIGMET and, where available, AIRMET via data link. VOLMET broadcast. Provision, as appropriate, of current METAR, SPECI, TAF and SIGMET by means of continuous and repetitive voice broadcasts.	AN3, AN15
Volt (V)	The unit of electric potential difference and electromotive force which is the difference of electric potential between two points of a conductor carrying a constant current of 1 ampere, when the power dissipated between these points is equal to 1 watt.	AN5
Vs1	A stalling speed or minimum steady flight speed.	AN6/I
Vso	A stalling speed or minimum steady flight speed in the landing configuration.	AN6/I
Vtoss	The minimum speed at which climb shall be achieved with the critical engine inoperative, the remaining engines operating within approved operating limits. *NOTE: The speed referred to above may be measured by instrument indications or achieved by a procedure specified in the flight manual.*	AN6/III
Vulnerable Point	Any facility on or connected with an airport, which, if damaged or destroyed, would seriously impair the functioning of the airport.	8973
Vy	Best rate of climb speed.	AN6/III
Watt (w)	The power which gives rise to the production of energy at the rate of 1 joule per second.	AN5
Way-point	See: Waypoint.	
Waypoint (WPT)	A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation. Waypoints are identified as either: Fly-by waypoint. A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure, or Flyover waypoint. A waypoint at which a turn is initiated in order to join the next segment of a route or procedure.	AN4, AN11, ATM, OPS/I, OPS/II
Weber (Wb)	The magnetic flux which, linking a circuit of one turn, produces in it an electromotive force of 1 volt as it is reduced to zero at a uniform rate in 1 second.	AN5
Wet lease agreement	An agreement between undertakings pursuant to which the aircraft is operated under the AOC of the lessor.	EU1
Wet runway	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.	EU1

Wet runway **As of 4 November 2021**	The runway surface is covered by any visible dampness or water up to and including 3 mm deep within the intended area of use	AN6/I
Winching area	An area provided for the transfer by helicopter of personnel or stores to or from a ship.	AN14/II
World area forecast centre (WAFC)	A meteorological centre designated to prepare and issue significant weather forecasts and upper-air forecasts in digital form on a global basis direct to States using the aeronautical fixed service Internet based services.	AN3
World area forecast system (WAFS)	A worldwide system by which world area forecast centres provide aeronautical meteorological en-route forecasts in uniform standardized formats.	AN3
Z marker beacon	A type of radio beacon, the emissions of which radiate in a vertical cone-shaped pattern.	AN10/I