CIVIL AVIATION DEPARTMENT
Republic of Maldives

MALDIVIAN CIVIL AVIATION REGULATIONS

MCAR-1
Definitions and Abbreviations

Amendment 1 27 November 2008

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MCAR-1 contains definitions of terms used in other Maldivian Civil Aviation Regulations (MCARs). All definitions are taken from ICAO Annexes unless stated otherwise.

MCAR 1.1 General Definitions

Accepted/Acceptable. Not objected to by CAD as suitable for the purpose intended.
(Source: Annex III to regulation (EC) No 1899/2006 of the European parliament and of the council of 12 December 2006)

Accredited medical conclusion. The conclusion reached by one or more medical experts acceptable CAD for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.

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 of flight.

Aerial work. 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.

Aerodrome. 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.

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;

(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.

Airborne. Entirely supported by aerodynamic forces.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

Aircraft. 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.

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.

Aircraft — category. Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.

Aircraft certificated for single-pilot operation. A type of aircraft which CAD has determined, during the certification process, can be operated safely with a minimum crew of one pilot.

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.

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.

Aircraft operations manual. A manual, 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.

Airframe. The fuselage, booms, nacelles, cowlings, fairings, aerofoil surfaces (including rotors but excluding propellers and rotating aerofoils of engines), and landing gear of an aircraft and their accessories and controls.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

Air operator certificate (AOC). A certificate authorizing an operator to carry out specified commercial air transport operations.

Airmanship. The consistent use of good judgment and well developed knowledge, skills and attitudes to accomplish flight objectives.

Airship. A power-driven lighter-than-air aircraft**.**

Alternate aerodrome. 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. Alternate aerodromes include the following:

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.

En-route alternate. An aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route.

ETOPS en-route alternate. A suitable and appropriate alternate aerodrome at which an aeroplane would be able to land after experiencing an engine shutdown or other abnormal or emergency condition while en route in an ETOPS operation.

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.

Note — The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.

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.

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.

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.

Note.— Lateral and vertical guidance refers to the guidance provided either by:

(a) a ground-based navigation aid; or

(b) computer generated navigation data. Categories of precision approach and landing operations:

Category I (CAT I) operation. A precision instrument approach and landing with a decision height not lower than 60 m (200 ft) and 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 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.

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 200 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 200 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).

Approved (by CAD). Documented (by CAD) as suitable for the purpose intended.
(Source: Annex III to regulation (EC) No 1899/2006 of the European parliament and of the council of 12 December 2006)

Approved training. Training conducted under special curricula and supervision approved by CAD.

Approved training organization. An organization approved by CAD to conduct approved training.

Atmosphere, International Standard. The atmosphere defined in ICAO Document 7488/2.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

ATS surveillance service. A term used to indicate a service provided directly by means of an ATS surveillance system.

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 monopoles SSR.

Auxiliary Power Unit (APU). Any gas turbine-powered unit delivering rotating shaft power, compressor air, or both which is not intended for direct propulsion of an aircraft.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

Balloon. A non-power-driven lighter-than-air aircraft.

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.

Certificate. Any approval, licence or other document issued as the result of certification.
(Source: Regulation (EC) No 216/2008 of the European parliament and of the council of 20 February 2008)

Certification. Any form of recognition that a product, part or appliance, organisation or person complies with the applicable requirements, as well as the issuance of the relevant certificate attesting such compliance.
(Source: Regulation (EC) No 216/2008 of the European parliament and of the council of 20 February 2008)

Certifying Staff. Personnel responsible for the release of an aircraft or a component after maintenance.
(Source: Commission regulation (EC) No 2042/2003of 20 November 2003)

Chicago Convention. The Convention on International Civil Aviation and its Annexes, signed in Chicago on 7 December 1944.
(Source: (EC) No 216/2008 of the European parliament and of the council of 20 February 2008)

Civil Aircraft. Any aircraft on the civil register of a State, other than those which that State treats as being in the service of the State, either permanently or temporarily.

Configuration deviation list (CDL). A list established by the organization 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.

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 affect the aerodynamic characteristics of the aeroplane.

Commander. As used with respect to aircraft operations, is defined in MCAR-OPS 1.
(Source: JAR-1)

Commercial air transport. Any aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire
(Source: Commission regulation (EC) No 2096/2005 of 20 December 2005)

Commercial operation. Any operation of an aircraft, in return for remuneration or other valuable consideration, which is available to the public or, when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator.
(Source: (EC) No 216/2008 of the European parliament and of the council of 20 February 2008)

Competency. A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.

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.

Competency unit. A discrete function consisting of a number of competency elements.

Complex motor-powered aircraft.

(a) 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

(b) 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

(c) a tilt rotor aircraft

(Source: (EC) No 216/2008 of the European parliament and of the council of 20 February 2008)

Component. Any engine, propeller, part or appliance.
(Source: Commission regulation (EC) No 2042/2003of 20 November 2003)

Continuing airworthiness. All 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.
(Source: Commission regulation (EC) No 2042/2003of 20 November 2003)

Continuing oversight. The tasks to be conducted to verify that the conditions under which a certificate has been granted continue to be fulfilled at any time during its period of validity, as well as the taking of any safeguard measure.
(Source: Regulation (EC) No 216/2008 of the European parliament and of the council of 20 February 2008)

Co-pilot. A pilot serving in any piloting capacity other than as pilot-in-command or commander, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating.
(Source: JAR-1)

Credit. Recognition of alternative means or prior qualifications.

Crew member. A person assigned by an operator to duty on an aircraft during a flight duty period.

Critical Engine. The engine whose failure would most adversely affect the performance or handling qualities of an aircraft.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

Cross-country. A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.

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.

Cruising level. A level maintained during a significant portion of a flight.

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.

Note — Dangerous goods are classified in ICAO Annex 18, Chapter 3.

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 III 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".

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.

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.

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.

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.

Dual instruction time. Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft.

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. 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 by hydrostatic 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.

Engine. A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller (if applicable).

Error. An action or inaction by an operational person that leads to deviations from organizational or the operational person's intentions or expectations.

Note — See Attachment E of ICAO Annex 13 — Aircraft Accident and Incident Investigation for a description of operational personnel.

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 ICAO 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.

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.

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.

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.

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.

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.
(Source: JAR-1)

Flammable. With respect to a fluid or gas, means susceptible to igniting readily or exploding.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

Flight crew member. A pilot, flight engineer, or flight navigator assigned to duty in an aircraft during flight time.
(Source: JAR-1)

Flight data analysis. A process of analysing recorded flight data in order to improve the safety of flight operations.

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.

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 the applicable requirements, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.

Flight plan. Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Flight procedures trainer. See flight simulation training device.

Flight recorder. Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

Flight safety documents system. A set of interrelated documentation established by the operator, compiling and organizing information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operator's continuing airworthiness management exposition.

Flight simulation training device. Any type of device in which flight conditions are simulated on the ground; they include flight simulators, flight training devices, flight and navigation procedures trainers and basic instrument training devices.
(Source: Regulation (EC) No 216/2008 of the European parliament and of the council of 20 February 2008)

Flight simulator. See flight simulation training device.

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.

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.

General aviation operation. An aircraft operation other than a commercial air transport operation or an aerial work operation.

Glider. 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.

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.

Ground handling. Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.

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.

Harness. The equipment, consisting of two shoulder straps and a lap belt, which is provided to restrain a member of the flight crew against inertia loads occurring in emergency conditions.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

Helicopter. 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.

Heavier-than-air aircraft. Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

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.

Human performance. Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

IFR conditions. Weather conditions below the minimum for flight under visual flight rules.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

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.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

Instrument flight time. Time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points.

Instrument ground time. Time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by CAD.

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.

Note — The specified minima for visual meteorological conditions are contained in Chapter 4 of ICAO Annex 2.

Instrument time. Instrument flight time or instrument ground time.

International operating agency. An agency of the kind contemplated in Article 77 of the Chicago Convention.

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.

Large Aircraft. An aircraft, classified as an aeroplane with a maximum take-off mass of more than 5700 kg, or a multi-engined helicopter.
(Source: Commission regulation (EC) No 2042/2003of 20 November 2003)

Limit loads. The maximum loads assumed to occur in the anticipated operating conditions.

Lighter-than-air aircraft. Any aircraft supported chiefly by its buoyancy in the air.

Likely. In the context of the medical provisions, **likely** means with a probability of occurring that is unacceptable to the medical assessor.

Load factor. The ratio of a specified load to the total weight of the aircraft. The specified load is expressed in terms of any of the following: aerodynamic forces, inertia forces, or ground or water reactions.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

Maintenance. The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection.
(Source: Commission regulation (EC) No 2042/2003of 20 November 2003)

Maintenance programme. A document which 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.

Master Minimum Equipment List (MMEL). A master list (including a preamble) appropriate to an aircraft type which determines those instruments, items of equipment or functions that, while maintaining the level of safety intended in the applicable airworthiness certification specifications, may temporarily be inoperative either due to the inherent redundancy of the design, and/or due to specified operational and maintenance procedures, conditions and limitations, and in accordance with the applicable procedures for continued airworthiness.
(Source: Annex III to regulation (EC) No 1899/2006 of the European parliament and of the council of 12 December 2006)

Maximum mass. Maximum certificated take-off mass.

Medical Assessment. The evidence issued by a Contracting State that the licence holder meets specific requirements of medical fitness.

Medical assessor. A physician qualified and experienced in the practice of aviation medicine who evaluates medical reports submitted to CAD by medical examiners.

Medical examiner. A physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by CAD to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed.

Microlight. An aeroplane having no more than two seats, V_{so} not exceeding 35 knots (65 KM/h) CAS, and a maximum take-off mass of no more than:-

— 300 kg for a landplane, single seater; or
— 450 kg for a landplane, two-seater; or
— 330 kg for an amphibian or floatplane, single seater; or
— 495 kg for an amphibian or floatplane, two-seater, provided that a microlight capable of operating as both a floatplane and a landplane falls below both MTOM limits, as appropriate.

Note: Foot-launched aircraft are excluded from this definition.
(Source: JAR-1)

Minimum descent altitude (MDA) or **minimum descent height (MDH).** 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".

Minimum Equipment List (MEL). A list (including a preamble) which provides for the operation of aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of flight. This list is prepared by the operator for his own particular aircraft taking account of their aircraft definition and the relevant operational and maintenance conditions in accordance with a procedure approved by CAD.
(Source: Annex III to regulation (EC) No 1899/2006 of the European parliament and of the council of 12 December 2006)

Night. 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.

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 1 — 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 2 — For convenience when both expressions are used they may be written in the form "obstacle clearance altitude/ height" and abbreviated "OCA/H".

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.

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.

Operations manual. A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

Operator. A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

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.

Parts and Appliances. Any instrument, equipment, mechanism, part, apparatus, appurtenance or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight and is installed in or attached to the aircraft. It includes parts of an airframe, engine or propeller.
(Source: Regulation (EC) No 216/2008 of the European parliament and of the council of 20 February 2008)

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.

Pilot (to). To manipulate the flight controls of an aircraft during flight time.

Pilot-in-command. The pilot [who is] responsible for the operation and safety of an aircraft during flight time.
(Source: JAR-1)

Pilot flying (PF). The pilot, who for the time being, is in charge of the controls of an aircraft.
(Source: JAR-1)

Pilot not flying (PNF). 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.
(Source: JAR-1)

Powered-lift. A heavier-than-air aircraft capable of vertical take-off, vertical landing, and low-speed flight, which 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.

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 powerunit(s), but not including short period thrust-producing devices.

Pre-flight Inspection. The inspection carried out before flight to ensure that the aircraft is fit for the intended flight.
(Source: Commission regulation (EC) No 2042/2003of 20 November 2003)

Pressure-altitude. An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.

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.

Product. An aircraft, engine or propeller.
(Source: Regulation (EC) No 216/2008 of the European parliament and of the council of 20 February 2008)

Propeller. A complete propeller including all parts attached to and rotating with the hub and blades, and all equipment required for the control and operation of the propeller.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

Protective breathing equipment. Breathing equipment for protection against smoke, fumes and other harmful gases.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

Pressure-altitude. An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.

Psychoactive substances. Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

Quality system. Documented organizational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.

Rated air traffic controller. An air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.

Rating. An authorization entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence.

Rendering (a licence) valid. The action taken by CAD, as an alternative to issuing its own licence, in accepting a licence issued by an ICAO Contracting State as the equivalent of its own licence.

Required communication performance (RCP). 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 navigation performance (RNP). A statement of the navigation performance necessary for operation within a defined airspace.

Note — Navigation performance and requirements are defined for a particular RNP type and/or application.

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.

Example — RNP 4 represents a navigation accuracy of plus or minus 7.4 km (4 NM) on a 95 per cent containment basis.

Rotorcraft. A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

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.

Safe forced landing. Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.

Safety management system. A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

Safety programme. An integrated set of regulations and activities aimed at improving safety.

Satisfactory evidence. A set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement.

Significant. In the context of the medical provisions, **significant** means to a degree or of a nature that is likely to jeopardize flight safety.

Small aircraft. An aircraft of a maximum certificated take-off mass of 5 700 kg or less.

Solo flight time. Flight time during which a student pilot is the sole occupant of an aircraft.

Standard atmosphere. See 'Atmosphere, International Standard'.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

State of Design. The State having jurisdiction over the organization responsible for the type design.

State of Manufacture. The State having jurisdiction over the organization responsible for the final assembly of the aircraft.

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.

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).

Supplemental oxygen. The additional oxygen required to protect each occupant against the adverse effects of excessive cabin altitude and to maintain acceptable physiological conditions.
(Source: EASA Executive Director (ED) Decision 2003/11/RM dated 05/11/2003-CS definitions)

Target level of safety (TLS). A generic term representing the level of risk which is considered acceptable in particular circumstances.

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 ICAO Annex 13 — Aircraft Accident and Incident Investigation for a description of operational personnel.

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 ICAO 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.

Total vertical error (TVE). The vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude (flight level).

Ultimate load. The limit load multiplied by the appropriate factor of safety.

Visual meteorological conditions (VMC). Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling**, equal to or better than specified minima.

MCAR 1.2 Abbreviations and Symbols

CAD. Civil Aviation Department of Ministry of Tourism and Civil Aviation.

CAS. Calibrated airspeed.

ICAO. International Civil Aviation Organisation

IFR. Instrument Flight Rules.

ILS. Instrument Landing System.

PF. Pilot Flying.

PNF. Pilot Not Flying.

TSO. Technical Standard Order.

VFR. Visual Flight Rules.

VHF. Very High Frequency.

V_{SO}. The stall speed or the minimum steady flight speed in the landing configuration.

For the Civil Aviation Department
Aminath Solih
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