GUERNSEY AVIATION REQUIREMENTS (GARs)

PART 1 DEFINITIONS, ABBREVIATIONS AND UNITS OF MEASUREMENTS

First Issue	December 2013
Second issue	August 2014
Third issue	August 2017

ICAO compliance

This third issue incorporates ICAO definitions from:

- Annex 1 at amendment 172;
- Annex 6, Part I at amendment 42, excluding amendments 40-B and 40-C;
- Annex 6, Part II at amendment 35, excluding amendments 34-B and 34-C;
- Annex 6, Part III at amendment 21, excluding amendment 20-B;
- Annex 7 at amendment 6.
- Annex 8 at amendment 103;
- Annex 13 at amendment 15;
- Annex 16, Volume 1 at amendment 11-B;
- Annex 16, Volume II at amendment 8.
- Annex 19 at first edition.

The definitive version of GARs is on the States of Guernsey website www.cidca.aero which should be viewed to establish the latest issue of each Part.

Processing of applications will be done by the Guernsey Aircraft Registry. For further information consult http://www.2-reg.com/ or send a message to info@2-reg.com.

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Revisions

GAR Issue	Subject
Issue 1	First Issue
Issue 2	Additional definitions added as per marginal line
Issue 3	• Review against current issue of ICAO Annex 1, 6, 7, 8, 13, 16, 19 ▪ Definitions added as per marginal line ▪ Definitions substantially changed for: ▪ Aerodrome operating minima; ▪ Director; ▪ Principal Place of Business; ▪ Mandatory (or reportable) occurrence; ▪ State of operator; • Definitions removed for • Atmospheric conditions; • ETOPS (replaced by EDTO); • Government aerodrome.

Contents

Subpart A – General

1.1 Purpose

(a) This Subpart specifies the definitions applicable to and within the GARs and Guernsey Aviation Circulars.

(b) Unless the context otherwise requires or the term is defined otherwise in relation to a particular Part of these GARs, the definitions in 1.3 are applicable. In some cases the commonly-used abbreviation or acronym is also given after the term defined for ease of reference.

(c) For definitions originating from Annexes 1, 6, 7, 8, 13, 16 and 19 to the Chicago Convention this is so indicated in 1.3 in parentheses at the end of an entry.

1.3 Definitions

ACAS II means an airborne collision avoidance system which utilises interrogations of, and replies from, airborne radar beacon transponders. The system alerts pilots to close proximity traffic and suggests avoidance strategies TAs and RAs in the vertical plane.

Accelerate-stop distance available (ASDA) see **Declared distances**.

Accepting unit means the air traffic control unit next to take control of an aircraft.

Accident means an occurrence that is associated with the operation of an aircraft and takes place between the time any person boards the aircraft with the intention of flight and such time as all such persons have disembarked and the engine or any propellers or rotors come to rest, being an occurrence in which:

(a) a person is fatally or seriously injured as a result of:

(1) being in the aircraft; or

(2) direct contact with any part of the aircraft, including any part that has become detached from the aircraft; or

(3) 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 passengers and crew; or

(b) the aircraft sustains damage or structural failure which:

(1) adversely affects the structural strength, performance, or flight characteristics of the aircraft; and

(2) would normally require major repair or replacement of the affected component

except engine failure or damage that is limited to the engine, its cowlings, or accessories, or damage limited to propellers, wing tips, rotors, antennae, tyres, brakes, fairings, small dents, or puncture holes in the aircraft skin; or

(c) the aircraft is missing or is completely inaccessible. (Annex 13, 19)

Accountable manager means the manager within an approved organisation who has corporate authority for ensuring that the activities conducted under the approval are performed to the standard required.

Accredited medical conclusion means the conclusion reached, regarding the medical fitness of an applicant for a medical certificate, by one or more medical experts acceptable to the NAA for the purposes of the case concerned. (Annex 1)

Acts of unlawful interference means acts or attempted act such as to jeopardize the safety of civil aviation and air transport, i.e.:

(a) unlawful seizure of aircraft in flight;
(b) unlawful seizure of aircraft on ground;
(c) hostage taking on board an aircraft or on aer0dromes;
(d) forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility;
(e) introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes;
(f) communication of false information as to jeopardise the safety of an aircraft in flight or on ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of an aeronautical facility (Annex 6, Part II).

Adequate aerodrome means an aerodrome which the operator considers to be satisfactory, taking account of the applicable performance requirements and runway characteristics; at the expected time of use, the aerodrome will be available and equipped with necessary ancillary services such as ATS, sufficient lighting, communications, weather reporting, navigation aids and emergency services.

Adequate alternate aerodrome means an aerodrome at which the landing performance requirements can be met and which is expected to be available, if required, and which has the necessary facilities and services, such as air traffic control, lighting, communications, meteorological services, navigation aids, rescue and firefighting services and at least one suitable instrument approach procedure.

Advisory airspace means an airspace of defined dimensions, or designated route(s), within which air traffic advisory service is available.

Advisory area means a designated area within a flight information region where air traffic advisory service is available.

Advisory route is a designated route along which air traffic advisory service is available.

Aerial work means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc. (Annex 6)

Aerobatic flight means:

(a) an intentional manoeuvre in which the aircraft is in sustained inverted flight or is rolled from upright to inverted or from inverted to upright position; or

(b) manoeuvres such as rolls, loops, spins, upward vertical flight culminating in a stall turn, hammerhead or whip stall, or a combination of such manoeuvres.

Aerodrome means a defined area of land or water (including any buildings, installation and equipment) intended to be used either wholly or in part for the arrival, departure, and surface movement of aircraft. (Annex 6)

*Note: The term '**Aerodrome**' also includes **Heliports** and **Helidecks**.*

Aerodrome certificate is a certificate issued by the appropriate authority under applicable regulations for the operation of an aerodrome.

Aerodrome climatological summary is a concise summary of specified meteorological elements at an aerodrome, based on statistical data.

Aerodrome control radio station means a station providing radio communication between an aerodrome control tower and aircraft or mobile aeronautical stations

Aerodrome control service means an air traffic control service for aerodrome traffic.

Aerodrome control tower means a unit established to provide ATC service to aerodrome traffic.

Aerodrome elevation means the elevation of the highest point of the landing area.

Aerodrome meteorological office means an office, located at an aerodrome, designated to provide meteorological service for international air navigation.

Aerodrome operating minima means 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 necessary, cloud conditions;

(c) landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range minimum descent altitude/height (MDA/H) as appropriate to the type and/or category of the operation (Annex 6);

Aerodrome reference point means the designated geographical location of an aerodrome.

Aerodrome traffic means all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome.

Aerodrome traffic circuit means the specified path to be flown by aircraft operating in the vicinity of an aerodrome.

Aerodrome traffic zone means an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

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.

Aeronautical fixed station. A station in the aeronautical fixed service.

Aeronautical information circular means 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.

Aeronautical information publication (AIP) means a publication issued by, or with the authority of, a State and containing aeronautical information of a lasting character essential to air navigation.

Aeronautical information service means a service established within the defined area of coverage responsible for the provision of aeronautical information and data necessary for the safety, regularity and efficiency of air navigation; also means personnel and facilities employed to provide information pertaining to the availability of air navigation services and their associated procedures for the safety, regularity and efficiency of air navigation.

Aeronautical mobile service means 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 service on designated distress and emergency frequencies.

Aeronautical product means anything that comprises or is intended to comprise any part of an aircraft or engine, or that is or is intended to be installed in or fitted or supplied to an aircraft; and includes fuel and other similar consumable items necessary for the operation of the aircraft.

Aeronautical station means a land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or a platform at sea.

Aeronautical telecommunication equipment means any equipment used to support an aeronautical telecommunication service.

Aeronautical telecommunication log means a record of the activities of an aeronautical telecommunication station.

Aeronautical telecommunication service means a telecommunication service provided for any aeronautical purpose.

Aeronautical telecommunication station. A station in the aeronautical telecommunication service.

Aeroplane means 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. (Annex 1, 6, 7, 8, 16, 19)

Afterburning means a mode of engine operation wherein a combustion system fed (in whole or part) by vitiated air is used (Annex 16 Volume 2)

AIP amendment means permanent changes to the information contained in an aeronautical information publication.

AIP Supplement means temporary changes to the information contained in the AIP which are published by means of special pages.

AIRAC Aeronautical Information Regulation and Control is an acronym meaning aeronautical information regulation and control, signifying a system aimed at advance notification based on common effective dates, of circumstances that require significant changes in operating practices.

Airborne collision avoidance system (ACAS) means an aircraft system, based on 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.

Airborne image recorder (AIR) means one of the four crash protected flight recorder systems. Three classes are included:

Class A AIR captures Class A AIR captures general cockpit area in order to provide data supplemental to conventional flight recorders.

Note 1: To respect crew privacy, the cockpit area view may be designed as far as practical to exclude the head and shoulders of crew members whilst seated in their normal operating position.

Class B AIR captures data link message displays.

Class C AIR captures instruments and control panels.

Note 2: A Class C AIR may be considered as a means for recording flight data where it is not practical or is prohibitively expensive to record on an FDR, or where an FDR is not required.

Aircraft means any machine that can derive support in the atmosphere form the reactions of the air other than the reactions of the air against the earth's surface. (Annex 1, 6, 7, 8, 13, 16, 19).

Aircraft avionics is 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 means a classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon. (Annex 1)

Aircraft certificated for single-pilot operations means 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. (Annex 1)

Aircraft classification number means a number expressing the relative effect of an aircraft on a pavement for a specified standard subgrade category.

Aircraft equipment means articles, other than stores and spare parts of a removable nature, for use on board an aircraft during flight, including first aid and survival equipment.

Aircraft operating agency means the person, organization or enterprise engaged in, or offering to engage in, an aircraft operation.

Aircraft operating manual means a manual, acceptable to the State of 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. (Annex 6, Part I)

Aircraft required to be operated with a co-pilot means a type of aircraft to be operated with a co-pilot, as specified in the flight manual or by the air operator certificate. (Annex 1)

Aircraft tracking is a process, established by the operator, that maintains and updates, at standardise intervals, a ground-based record of the four dimensional positions of individual aircraft in flight (Annex 6, Part I).

Aircraft (type of) means all aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics. (Annex 1)

Aircraft station (RR SI.83) means a mobile station in the aeronautical mobile service, other than a survival craft station, located on board an aircraft

Air-ground communication means two way communication between aircraft and stations or locations on the surface of the earth.

Air-ground control radio station means an aeronautical telecommunication station having primary responsibility for handling communications pertaining to the operation and control of aircraft in a given area.

Air cargo (without mail) means any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage.

Air defence identification zone (ADIZ) means 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.

Airline or air carrier means, as provided in Article 96 of the Convention on International Civil Aviation, any air transport enterprise offering or operating a scheduled air service.

Airmanship means the consistent use of good judgment and well-developed knowledge, skills and attitude to accomplish flight objectives. (Annex 1)

AIRMET information means 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 included in the forecast issued for low level flights in the flight information region concerned or sub area thereof.

Air operator certificate means a certificate authorising an operator to carry out specified commercial air transport operations. (Annex 6)

Air operator security programme means a programme to safeguard an air operator's passengers, crew, ground personnel, aircraft, and facilities from acts of unlawful interference.

Air-report means a report from an aircraft in flight prepared in conformity with requirements for position, and operational and/ or meteorological reporting.

Air taxiing means 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/hr (20kts).

Air traffic means all aircraft in flight or operating on the manoeuvring area of an aerodrome.

Air traffic advisory service means a service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans.

Air traffic control clearance means authorisation for an aircraft to proceed under conditions specified by an air traffic control unit.

Air traffic control (ATC) service means a service provided for the purpose of:

(a) preventing collisions between aircraft in the air;

(b) assisting in preventing collisions between aircraft moving on the apron and the manoeuvring area;

(c) assisting in preventing collisions between aircraft and obstructions on the manoeuvring area;

(d) expediting and maintaining an orderly flow of air traffic.

Air traffic control unit means variously, area control centre, approach control unit or aerodrome control tower.

Air traffic flow management (ATFM) means 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.

Air traffic service is 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).

Air traffic service unit means a person appointed by the Director or by any other person maintaining an aerodrome providing air traffic control service, flight information service and air-ground communication.

Air transport undertaking means an undertaking whose business includes the undertaking of flights for the commercial air transport of passengers or cargo.

Airway means a control area, or portion thereof, established in the form of a corridor.

Airworthiness directive means a mandatory airworthiness requirement that specifies modifications, inspections, conditions or limitations to be applied to an aircraft or aeronautical product to ensure continued safe operating conditions.

Airworthy means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation. (Annex 6, 8)

ALERFA is the code word used to designate an alert phase.

Alert phase means a situation wherein apprehension exists as to the safety of an aircraft and its occupants.

Alerting service means a service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and to assist such organisations as required.

Alternate aerodrome means 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 time of use. 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;

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

*Note 2: See also **Adequate alternate aerodrome** and **Suitable alternate aerodrome**. (Annex 6)*

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. (Annex 6)

Altitude means the vertical distance of a level, a point, or an object considered as a point, measured from mean sea level.

Annex means Annex to the Convention on International Civil Aviation.

Annual inspection means a group of inspection tasks specified by the aircraft manufacturer and/or regulatory authority that shall be accomplished at a maintenance check scheduled every twelve months.

Appeal against any decision of a recipient body of the Director's designated authority with regard to licensing or certification means a request for a Review in accordance with Section 11 of The Aviation (Amendment) (Bailiwick of Guernsey) Law, 2012, as amended.

Appliance means any instrument, mechanism, equipment, part, apparatus, appurtenance or accessory, including communications equipment, that is used, or is intended to be used, in operating or controlling an aircraft in flight, or is installed in or attached to the aircraft, that is not part of the airframe, engine or propeller.

Approach and landing phase (Helicopters) means that part of the helicopter flight from 1,000 ft (300 m) 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.

Approach phase means the operating phase defined by the time during which the engine is operated in the approach operating mode (Annex 16 Volume II).

Approach control service means an air traffic control service provided by an ATC unit for arriving, departing and overflying aircraft.

Appropriate, in respect of a licence or rating, means applicable to the same category of aircraft.

Appropriate ATS Authority means the relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.

Approved means accepted by a Contracting State as suitable for a particular purpose. (Annex 8)

Approved maintenance organization means an organization approved by an ICAO 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. (Annex 1)

Approved training means **t**raining conducted under special curricula and supervision approved by a Contracting State. (Annex 1)

Approved training organisation means an organization approved by and operating under supervision approved by that State in accordance with the requirements of Annex I to perform approved training, (Annex 1)

Apron means a defined area on a land aerodrome intended to accommodate aircraft for the purpose of loading or unloading passengers, mail or cargo, fuelling, parking, or maintenance.

Apron management service means a service provided to regulate the activities and the movement of aircraft and vehicles on an apron.

Area control centre means a unit established to provide ATC service to controlled flights in control areas under its jurisdiction.

Area control service means an air traffic control service provided for controlled flights in control areas.

Area navigation (RNAV) means 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. (Annex 6)

Area navigation (RNAV) specification: see **Navigation specification**.

ASHTAM means 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.

Associated aircraft systems means those aircraft systems drawing electrical/pneumatic power from an auxiliary power unit during ground operations (ICAO Annex 16 Volume 1)

ATS messages means emergency messages, movement and control messages and flight information messages as described in Document 4444.

ATS route means a specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services.

Automatic dependent surveillance (ADS) means a surveillance technique in which aircraft automatically provide, via a data link, data derived from on-board navigation and position-fixing systems, including aircraft identification, four- dimensional position and additional data as appropriate.

Automatic dependent surveillance – broadcast (ADS-B) means 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.

Automatic dependent surveillance – contract (ADS-C) means 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.

Automatic telecommunication log means a record of the activities of an aeronautical telecommunication station recorded by electrical or mechanical means.

Automatic terminal information service (ATIS) means the automatic provision of current, routine information to arriving and departing aircraft throughout 24 hours or a specified portion thereof. This may be:

Data link-automatic terminal information service (D-ATIS) which means. the provision of ATIS via data link; or

Voice-automatic terminal information service (Voice-ATIS). Which means the provision of ATIS by means of continuous and repetitive voice broadcasts.

Auxiliary power unit (APU) means a self-contained power-unit on an aircraft providing electrical/pneumatic power to aircraft systems during ground operations (Annex 16 Volume 1)

Baggage means personal property of passengers or crew carried on an aircraft by agreement with the operator.

Balloon means a non-power-driven lighter-than-air aircraft.

Barrette means 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.

Base turn means 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.

Blind transmission means 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.

Broadcast means a transmission intended to be received by all stations.

Bypass ratio means 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 (ICAO Annex 16 Volume 1)

Cabin crew means a crew member who performs, in the interests 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. (Annex 6)

Category I operation means a precision instrument approach and landing with:

(1) a decision height not lower than 60 m (200 ft), and

(2) either a visibility not less than 800 m or a runway visual range not less than 550 m.

Category II operation means a precision instrument approach and landing with:

(3) decision height below 60 m (200 ft), but not lower than 30 m (100 ft), and

(4) a runway visual range not less than 300 m; and:

Category III operation means one of the following precision instrument approaches and landings:

(a) Category IIIA operation: A precision instrument approach and landing with:

(1) a decision height lower than 30 m (100 ft) or no decision height; and

(2) a runway visual range not less than 175 m.

(b) Category IIIB operation: A precision instrument approach and landing with:

(1) a decision height lower than 15 m (50 ft) or no decision height; and

(2) a runway visual range less than 175 m but not less than 50 m.

Ceiling means the height above the ground or water of the base of the lowest layer of cloud below 20,000 feet covering more than half the sky.

Certify as airworthy (to) means to certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof. (Annex 1)

Certifying staff means personnel who are authorised by the approved maintenance organisation in accordance with procedures acceptable to the Director to certify aircraft or aircraft components for release to service.

Change-over point means 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.

Charterer by demise means a person who is qualified and may be accepted by the Registrar for the purpose of registration whilst not necessarily being the legal owner or having beneficial interest in the aircraft.

Circling means the visual phase of an instrument approach to bring an aircraft into position for landing on a runway which is not suitably located for a straight- in approach.

Note 1: There are significant differences in obstacle clearance criteria between approaches designed in accordance with TERPS (United States Standard for Terminal Instrument Procedures) as opposed to ICAO PANS-OPS.

Note 2: Operators should review their circling approach documentation to determine which are not in compliance with PANS-OPS, and should add an appropriate increment to the circling approach minima for any that are PANS-OPS compliant.

Class A airspace means airspace that has been notified as such. Classes B – G are similarly notified.

Classification of aircraft: see schedule 1 of the Law.

Clearance limit means the point to which an aircraft is granted an air traffic control clearance.

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

Climb phase means the operating phase defined by the time during which the engine is operated in the climb operating mode (Annex 16 Volume II).

Coastal transit operations means the conduct of helicopter operations over water, beyond a point from which the helicopter can make an autorotative descent to land suitable for an emergency landing, in conditions where there is reasonable expectation that: the flight can be conducted safely in the conditions prevailing; and, following an engine failure, a safe forced landing and successful evacuation can be achieved; and survival of the crew and passengers can be assured until rescue is effected.

Combined vision system (CVS) means a system to display images from an combination of enhanced visin system (EVS) and a synthetic vision system (SVS). (Annex 6).

Component means an assembly of parts that has a part number allocated by the product manufacturer and that shall be supported by an authorised release document to enable its fitment to a type certified product.

Commercial air transport operation means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire. (Annex 1, 6)

Communication centre means an aeronautical fixed station which relays or retransmits telecommunication traffic from (or to) a number of other aeronautical fixed stations directly connected to it.

Configuration in relation to an aircraft, means a particular combination of the positions of the movable elements, such as wing flaps or landing gear, which affect the aerodynamic characteristics of the aeroplane. (Annex 8)

Configuration deviation list (CDL) means 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 associated operating limitations and performance correction. (Annex 6-I)

Congested area in relation to a city, town, or settlement means any area which is substantially used for residential, industrial, commercial, or recreational purposes.

Congested hostile environment means a hostile environment within a congested area.

Contaminated runway. A runway is considered to be contaminated when more than 25% of the runway surface area (whether isolated or not) within the required length and width being used is covered by the following:

(a) Surface water more than 3 mm (0.125”) deep, or by slush, or loose snow, equivalent to more than 3 mm (0.125”) of water; or

(b) Snow which has been compressed into a solid weight which resists further compression and will hold together or break with lumps if picked up; or

(c) Ice, including wet ice.

Continuing airworthiness means the set of processes by which all aircraft comply with the applicable airworthiness requirements and remain in a condition for safe operation throughout their operating life. (Annex 6, 8)

Continuous descent final approach (CDFA) means a technique consistent with stabilized approach procedures, for flying the final approach segment of a non-precision approach 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 should begin for the type of aeroplane flown. (Annex 6)

Control area means a controlled airspace extending upwards from a specified limit above the earth.

Control system means a system by which the flight path, attitude, or propulsive force of an aircraft is changed, including the flight, engine and propeller controls, the related system controls and the associated operating mechanisms.

Control zone means a controlled airspace extending upwards from the surface of the earth to a specified upper limit.

Controlled airspace means an airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

Controlled flight means any flight which is subject to an air traffic control clearance.

Controller-pilot data link communications (CPDLC) means a means of communication between controller and pilot, using data link for ATC communications.

Controlling RVR means the reported values of one or more RVR reporting locations (touchdown, mid-point and stop-end) used to determine whether operating minima are or are not met. Where RVR is used, the controlling RVR is the touchdown RVR, unless otherwise specified.

Converted meteorological visibility (CMV) means a value (equivalent to an RVR) which is derived from the reported meteorological visibility.

Convicted of an offence means, in addition to its ordinary meaning, that the person in question:

(1) has been found guilty of the offence but discharged without a conviction being recorded; or

(2) has, with that person's consent, had the offence taken into account in sentencing him or her for another offence.

Co-pilot means 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 (Annex 1).

Corporate aviation means 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. (Annex 6 Volume II)

Credit means recognition of alternative means or prior qualifications. (Annex 1)

Crew means a member of the flight crew, a person carried on the flight deck who is appointed by the operator of the aircraft to give or to supervise the training experience, practice and periodical

tests required in respect of the flight crew under Chapter III of the Law, or a member of the cabin crew or a task specialist.

Crew member means a person assigned by an operator to duty n an aircraft during a flight duty period (Annex 6-I)

Critical engine(s) means any engine whose failure gives the most adverse effect on the aircraft characteristics relative to the case under consideration (Annex 8).

Critical part means an aircraft part for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section of a manufacturer's Maintenance Manual, Flight Manual, Type Certificate Data Sheet or Instructions for Continued Airworthiness.

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

Cruise climb means an aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases.

Cruise relief pilot means 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. (Annex 6 Part I)

Cruising level means a level maintained during a significant portion of a flight. (Annex 6)

Current flight plan means the flight plan including changes, if any, brought about by subsequent clearances.

D, means, in relation to a helicopter, helipad or heliport, the helicopter greatest overall dimension.

Damp runway A runway is considered damp when the surface is not dry, but when the moisture on it does not give a shiny appearance.

Danger area means airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

Dangerous goods means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions. (Annex 6)

Dangerous goods incident means an incident associated with and related to the carriage of dangerous goods by air after acceptance by the operator, that:

(a) 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; or

(b) involves dangerous goods incorrectly declared, packaged, labelled, marked, or documented.

Data product means data set or data set series that conforms to a data product specification.

Data product specification means a 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.

Data quality means a degree or level of confidence that the data provided meets the requirements of the data user in terms of accuracy, resolution and integrity.

Data set means an identifiable collection of data.

Data set series means a collection of data sets sharing the same product specification.

Database Field Loadable Data (DFLD) means data that is field-loadable into target hardware databases.

Date of manufacture. Means the date of issue of the document attesting that the individual aircraft or engine as appropriate first conforms to the requirements of the type or the date of an analogous document. (Annex 16 Volume II)

Datum means any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities.

Day means the time from 30 minutes before sunrise until 30 minutes after sunset (both times exclusive), sunset and sunrise being determined at surface level.

Decision altitude (DA) or decision height (DH) means a specified altitude or height in the 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. (Annex 6)

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".

Declared capacity means 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.

Declared distances means, variously:

Accelerate stop distance available (ASDA): the length of the TORA plus the length of the stopway, if provided and if capable of bearing the weight of the aeroplane under the prevailing operating conditions.
Landing distance available (LDA): the length of the runway which is declared available and suitable for the ground run of an aeroplane landing.

Take-off distance available (TODA): the length of the TORA plus the length of the clearway, if provided.

Take-off run available (TORA): the length of runway declared available and suitable for the ground run of an aeroplane taking off.

Declared distances – heliports means, variously:

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.

Rejected take-off distance available (RTODAH): the length of the final approach and take-off area declared available and suitable for helicopters operating in Performance Class 1 to complete a rejected take-off.

Take off distance available (TODAH): the length of the final approach and take off area plus the length of the helicopter clearway (if provided) declared available and suitable for helicopters to complete the take off.

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

Defined point before landing (DPBL) means the point, within the approach and landing phase, after which a 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 operated in Performance Class 2 only.

Derivative version in the context of noise certification, means an aircraft gas turbine engine of the same generic family as an originally type – certified 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.

Derived version of an aeroplane. **in the context of noise certification m**eans 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.

Derived version of a helicopter. **in the context of noise certification** means 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.

Designate(d) shall have the meaning attributed to it by Section 136 of the Law unless the context otherwise requires.

Design change means, in relation to an aircraft, a change to an approved product, component, data or appliance.

Design landing mass means the maximum mass of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land (Annex 8).

Design take-off mass means the maximum mass at which the aircraft for structural design purposes is assume d that it will be at the start of the take-off run (Annex 8) **.**

Design taxiing mass means 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 (Annex 8).

Distance DR. DR means the horizontal distance that the helicopter has travelled from the end of the take-off distance available.

DETRESFA is the code word used to designate a distress phase.

Digital Elevation Model (DEM) means the representation of terrain surface by continuous elevation values at all intersections of a defined grid, referenced to common datum.

Displaced threshold means a threshold not located at the extremity of the runway.

Distress phase means a situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

Direct transit arrangements means 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.

Director means the Director of Civil Aviation of the Bailiwick of Guernsey as defined in Section 1 of The Aviation (Amendment) (Bailiwick of Guernsey) Law, 2012.

Dry in relation to a runway, means a runway that is neither wet nor contaminated, and includes a paved runway that has been specially prepared with grooves or a porous pavement to retain effectively dry braking action even when moisture is present.

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

Duplex. A method in which telecommunication between two stations can take place in both directions simultaneously.

Duty means 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. (Annex 6-I)

Duty period means a period which starts when flight 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. (Anenx 6-I)

EDTO critical fuel means 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, (Annex 6-I)

EFTO significant system means an aeroplane system whose failure or degradation could adversely affect the safety partuclar to an EDTO flight, or whose continued functioning is specifically important to the safe flight and landing of an aeroplane during an EDTO diversion (Annex 6-I)

Electronic Flight Bag means 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. (Annex 6)

Elevated heliport means a heliport located on a raised structure on land.

Ellipsoid height (Geodetic height) means the height related to the reference ellipsoid, measured along the ellipsoidal outer normal through the point in question.

Emergency locator transmitter is a generic term describing equipment which broadcasts 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:

(a) **Automatic fixed ELT** is an automatically activated ELT which is permanently attached to an aircraft; or

(b) **Automatic portable ELT** is an automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft; or

(c) **Automatically deployable** is an ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact. Manual deployment is also provided; or

(d) **Survival ELT** is an ELT which is removable from an aircraft, stowed so as to facilitate its ready use in emergency and activated manually by survivors. (Annex 6)

Emergency phase is a generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.

Empty weight means the weight of the airframe, engines, propellers, rotors, and fixed equipment. Empty weight excludes the weight of the crew and payload but includes the weight of all fixed ballast, unusable fuel supply, undrainable oil, total quantity of engine coolant and total quantity of hydraulic fluid.

Engine means 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/rotors (if applicable). (Annex 6, 8)

Enhanced vision system (EVS) means a system to display electronic real-time images of the external scene achieved through the use of image sensors (Annex 6 Volume II)

En-route phase means 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.

Entry point (fix) means the first airways/advisory area reporting point over which a flight passes on entering an FIR.

Estimated time of arrival means:

(a) 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;

(b) for VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome.

Exhaust nozzle means in the exhaust emissions sampling of gas turbine engines where 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. (Annex 16 Volume II)

Exit point (fix) means the last airways/advisory area reporting point over which a flight passes before leaving an FIR.

Expected approach time means 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.

Exposition means a document which identifies key accountable personnel; sets out the management structure and responsibilities within and the processes of an organisation to demonstrate how the organisation will achieve compliance with the terms of an approval.

Extended diversion time operations (EDTO) means any operation with two or more turbine engines where the diversion time to an en-route alternate is greater than the threshold time established by the State of the Operator. (Annex 6-I)

External equipment (helicopter) means any instrument, mechanism, part, apparatus, appurtenance, or accessory that is attached to or extends from the helicopter exterior but is not nor is intended to be used for operating or controlling a helicopter in flight and is not part of an airframe or engine (Annex 16 Volume 1)

Extended flight over water means a flight operate dover water at a distance of more than 93 km (50NM), or 30 minutes at normal cruising speed, whichever is the lesser, away from land suitable for making an emergency landing (Annex 6 Volume II).

Fatal injury means any injury that results in death within 30 days of the accident.

Fatigue means 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 perform safety related duties. (Annex 6 Part I)

Fatigue risk management system (FRMS) means a data-driven means of continuously monitoring an 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 (Annex 6 Part I)

Ferry flight means a non-revenue flight flown for positioning or other purpose (such as to enable the aircraft to undergo maintenance).

Field Loadable Software (FLS) means software (executable code) that can be loaded without removing the system or equipment from the aircraft. FLS can be loaded on to an aircraft system by a maintenance mechanic/technician in accordance with defined maintenance manual procedures. FLS can be configured as a component of target hardware and thus affect the part number of the target hardware.

Filed flight plan means the flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes.

Final approach and take off area (FATO) means 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 helicopters operating in Performance Class 1 the defined area includes the rejected take-off area available. (Annex 8)

Final approach point (fix) means that fix or point of an instrument approach procedure where the final approach segment commences.

Final approach – instrument means 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 has:

(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.

Final approach segment (FAS) means that segment of an instrument approach procedure in which alignment and descent for landing are accomplished (Annex 6 Volume II).

Firearm means any gun, rifle or pistol which fires a projectile.

Fireproof means the capability to withstand the application of heat by flame for a period of 15 minutes (Annex 8).

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. (Annex 7)

Fire resistant means the capability to withstand the application of heat by a flame for a period of 5 minutes. (Annex 8).

Flight means the period:

(a) in the case of a **piloted flying machine**, from the moment when, after the embarkation of its crew for the purpose of taking off, it first moves under its own power until the moment when it next comes to rest after landing;

(b) in the case of a **pilotless flying machine**, or a **glider**, from the moment when it first moves for the purpose of taking off until the moment when it next comes to rest after landing;

(c) in the case of an **airship**, from the moment when it first becomes detached from the surface until the moment when it next becomes attached thereto or comes to rest thereon;

(d) in the case of a **free balloon**, from the moment when the balloon, including the canopy and basket, becomes separated from the surface until the moment it next comes to rest thereon; and

(e) in the case of a **captive balloon**, from the moment when the balloon, including the canopy and basket, becomes separated from the surface, apart from a restraining device attaching it to the surface, until the moment when it next comes to rest thereon.

Flight control system means a system which includes an automatic landing system and/or a hybrid landing system; and:

Fail-Passive flight control system. A flight control system is fail-passive if, in the event of a failure, no significant out-of-trim condition or deviation of flight path or attitude but the landing is not completed automatically. For a fail-passive automatic flight control system the pilot assumes control of the aeroplane after a failure.

Fail-Operational flight control system. A flight control system is fail- operational if, in the event of a failure below alert height, the approach, flare and landing, can be completed automatically. In the event of a failure, the automatic landing system will operate as a fail-passive system.

Fail-operational hybrid landing system. A system which consists of a primary fail-passive automatic landing system and a secondary independent guidance system enabling the pilot to complete a landing manually after failure of the primary system.

Flight crew means, in relation to an aircraft, those members of the crew of the aircraft who respectively undertake to act as pilot, flight navigator, flight engineer and flight radiotelephony operator of the aircraft.

Flight crew member means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period (Annex 1, 6)

Flight data analysis means a process of analysing recorded flight data in order to improve the safety of flight operations (Annex 6-I)

Flight dispatcher see **Flight operations officer**.

Flight duty period means 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 aeroplane 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. (Annex 6 Part I)

Flight information service unit means a person appointed by the Director or by any other person maintaining an aerodrome or area control centre:

(a) in the case of such a unit appointed in respect of an aerodrome to:

(1) give information by means of radio signals to aircraft flying in or intending to fly within the aerodrome traffic zone of that aerodrome; and

(2) grant or refuse permission, pursuant to the rules governing the access or movement of aircraft, persons or vehicles on aerodromes;

(b) in the case of such a unit appointed in respect of an area control centre, to give information by means of radio signals to aircraft and the terms Flight information service, Aerodrome flight information service and Aerodrome flight information service unit shall be construed accordingly.

Flight information region (FIR) means airspace of defined dimensions within which flight information service and alerting service are provided.

Flight level means a surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 hPa (1013.2 mb), and is separated from other such surfaces by specific pressure intervals.

Flight manual means 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 for the safe operation of the aircraft. (Annex 6)

Flight operations officer/flight dispatcher means 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 ICAO Annex 1, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight. (Annex 6 Part I)

Flight plan means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft. (Annex 1, 6)

Flight recorder means any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation. (Annex 6, 13)

Note: Automatic deployable flight recorder (ADFR) menas a combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft (Annex 6)

Flight safety documents system means a set of inter-related 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 maintenance control manual. (Annex 6-I)

Flight simulation training device means any one of the following three types of apparatus in which flight conditions are simulate don 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 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. (Annex 1, 6)

Flight time – aeroplanes means the total time from the moment an aircraft first moves for the purpose of taking off until the moment it comes to rest at the end of the flight. (Annex 1, 6)

Flight time – helicopters means the total time from the moment a helicopter's rotor blades start turning until the moment the helicopter comes to rest at the end of the flight, and the rotor blades are stopped. (Annex 1)

Flight visibility means the visibility forward from the cockpit of an aircraft in flight.

Flight display director means the person acting as the organizer of a flying display.

Flotation equipment means any device capable of supporting a person individually on water; and includes a lifejacket.

Forecast (meteorological) means a statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.

Foreign aircraft means any aircraft other than an aircraft registered in Guernsey.

Frangible (object) means an object of low mass designed to break, yield or distort on impact so as to present the minimum hazard to aircraft.

GAMET area forecast means 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.

General aviation operation means an aircraft operation other than a commercial air transport operation or aerial work operation. (Annex 6)

Geodesic distance means the shortest distance between any two points on a mathematically defined ellipsoidal surface.

Geodetic datum means a minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.

Geodetic height see **Ellipsoid height**.

Geoid means the equipotential surface in the gravity field of the Earth which coincides with the undisturbed mean sea level (MSL) extended continuously through the continents.

Geoid undulation means the distance of the geoid above (positive) or below (negative) the mathematical reference ellipsoid.

Glider means a non-power-driven heavier-than-air aircraft which derives its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Glider total flight time means 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.

GNSS landing system (GLS) means an approach operation using augmented GNSS 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.)

Grid point in digital form means 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.

Ground handling means services necessary for an aircraft's arrival at or departure from an aerodrome other than air traffic services. (Annex 6)

Ground visibility means the visibility at an aerodrome, as reported by an accredited observer or by automatic systems.

Heading means the direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic or compass).

Head-up display (HUD) means a display system which presents flight information into the pilot's forward external field of view (Annex 6).

Head-up guidance landing system (HUDLS) means the total airborne system which provides head-up guidance to the pilot during the approach and landing and/or go-around. It includes all sensors, computers, power supplies, indications and controls. A HUDLS is typically used for primary approach guidance to decision heights of 50 ft.

Hybrid head-up display landing system (hybrid HUDLS) means a system which consists of a primary fail-passive automatic landing system and a secondary independent HUD/HUDLS enabling the pilot to complete a landing manually after failure of the primary system.

Note: Typically, the secondary independent HUD/HUDLS provides guidance which normally takes the form of command information, but it may alternatively be situation (or deviation) information.

Heavier-than-air aircraft means any aircraft deriving its lift chiefly from aerodynamic forces. (Annex 7)

Height means the vertical distance of a level, a point, or an object considered as a point, measured from a specified datum.

Helicopter means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes. (Annex 1, 7, 8, 16, 19)

Helicopter air taxiway means a defined path on the surface established for the air taxiing of helicopters

Helicopter clearway means 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 helicopter operating in Performance Class 1 may accelerate and achieve a specific height.

Helicopter ground taxiway a ground taxiway intended for the ground movement of wheeled undercarriage helicopters.

Helideck means a heliport located on an offshore structure such as an exploration or production platform used for the exploitation of oil and gas.

Heliport means 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.

Holding point means:

(a) a specified location, identified by visual or other means, in the vicinity of which the position of an aircraft in flight is maintained in accordance with air traffic control clearances; or

(b) a speech abbreviation used in radiotelephony phraseology having the same meaning as Taxiway Holding Position.

Holding procedure means a predetermined manoeuvre which keeps an aircraft within a specified airspace while awaiting further clearance.

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.

Hostile environment means an environment in which:

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

(b) the aircraft 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.

Human factors principles are principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by giving proper consideration to human performance. (Annex 6-I, 8)

Human performance means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations. (Annex 1, 6, 8, 16)

INCERFA is the code word used to designate an uncertainty phase.

Incident means an occurrence, other than an accident, associated with the operation of an aircraft which affects, or could affect, the safety of operation. (Annex 13, 19)

Initial approach – instrument means that segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or, where applicable, the final approach fix or point.

Initial approach – non-instrument means that portion of the flight of an aircraft immediately prior to arrival over the aerodrome of destination or over the reporting point from which the final approach to the aerodrome is commenced.

Instrument approach operations means 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. (Annex 6)

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 from ground-based, space-based , self-contained navigation aids or a combination of these.

Instrument approach procedure means 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 cannot be completed, to a position at which holding or en route obstacle clearance criteria apply (Annex 6).

Instrument flight rules (IFR) means the Instrument Flight Rules specified in the Rules of the Air.

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

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

Instrument meteorological conditions (IMC) means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions. (Annex 6)

Instrument time means instrument flight time or instrument ground time.

Integrity (aeronautical data) means a degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment.

Intermediate approach segment means that segment of an instrument approach procedure between either the intermediate approach 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.

Intermediate holding position means 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.

International airport means any airport designated by the Contracting 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.

International air service or international flight means an air service or flight which passes through the airspace over the territory of more than one State or territory.

International NOTAM office (NOF) means an office designated by a State for the exchange of NOTAM internationally

International telecommunication service means 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.

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.

Investigation. A process conducted for the purpose of accident prevention 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.

Isolated aerodrome means a destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type (Annex 6)

Joint rescue coordination centre (JRCC) means a rescue coordination centre responsible for both aeronautical and maritime search and rescue operations

Known traffic means traffic, the current flight details and intentions of which are known to the air traffic or flight information service concerned through direct communication or co-ordination.

Landing area means that part of a movement area intended for the landing or take-off of aircraft.

Landing decision point (LDP) means the point used in determining helicopter landing performance from which, an engine failure occurring at this point, the landing may be safely continued or a balked landing initiated.

Landing direction indicator means a device to indicate visually the direction currently designated for landing and take-off.

Landing distance available (LDA): see Declared distances.

Landing distance required (LDRH) means in relation to helicopters operating in Performance Class 1 the horizontal distance required to land and come to a full stop from a point 50 ft (15 m) above the landing surface.

Large aeroplane means an aeroplane of a maximum certificate take-off mass of over 5 700 kg (Annex 6)

Lateral separation means separation between aircraft expressed in terms of distance or angular displacement between tracks.

Law means the Air Navigation (Bailiwick of Guernsey) Law, 2012, as amended.

Level is a generic term relating to the vertical position of an aircraft in flight and meaning variously height, altitude, or flight level.

Line oriented flight training means aircrew training which involves a full mission simulation of situations which are representative of line operations, with special emphasis on situations which involve communications, management and leadership.

Lifejacket means a sleeveless jacket or waistcoat, incorporating inflatable buoyancy chambers, which is designed to support a survivor floating in the water and to prevent him from drowning.

Load sheet means a document which allows the pilot in command to determine that the load and its distribution are such that the mass and balance limits of the aircraft are not exceeded.

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.

Log book in the case of an aircraft log book, engine log book or variable pitch propeller log book, or personal flying log book, includes a record kept either in a book, or by any other means approved by the Director in the particular case.

Low visibility procedures (LVP) means 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.

Low visibility take-off (LVTO) means a take-off where the runway visual range (RVR) is less than 400 m.

Lower than Standard Category I operation means a Category I operation using Category I DH, with an RVR lower than would normally be associated with the applicable DH.

Maintenance means any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or aircraft component, with the exception of pre-flight inspection. (Annex 1,6 is slightly different)

Maintenance means the performance of tasks required to ensure the continuing airworthiness of an aircraft including one or a combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair (Annex 6, 8)

Maintenance data means any information necessary to ensure that the aircraft or aircraft component can be maintained in a condition such that airworthiness of the aircraft, or serviceability of operational and emergency equipment as appropriate, is assured.

Maintenance organisation's procedures manual means a document endorsed by the head of the maintenance organisation which details the maintenance organisation's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems. (Annex 6-I)

Maintenance programme means 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. (Annex 6e)

Maintenance release means 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 (Annex 6)

Major modification means a design change to a product that is not defined as a Minor modification.

Mandatory (or Reportable) Occurrence is an occurrence reportable under the provisions of GAR 13.

Manoeuvring area means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

Master minimum equipment list (MMEL) means a list established for a particular aircraft type by the organisation responsible for the type design with the approval of the State of Type Certification containing items, one or more of which is permitted to be unserviceable at the commencement of the flight. The MMEL may be associated with special operating conditions, limitations or procedures. (Annex 6, Part I)

Maximum approved passenger seating configuration means the maximum passenger seating capacity of an individual aircraft, excluding pilot seats or flight deck seats and cabin crew seats, as applicable, used by the operator, approved by the appropriate authority, and specified in the operations manual.

Maximum certificated take-off mass (MCTOM) or **Maximum take-off mass (MTOM)** in relation to an aircraft means the maximum total mass of the aircraft and its contents at which the aircraft may take off anywhere in the world, in the most favourable circumstances in accordance with the certificate of airworthiness in force in respect of the aircraft.

Maximum diversion time means maximum allowable range, expressed in time, from a point on a route to an en-route alternate aerodrome. (Annex 6-I)

Maintenance control manual or equivalent document, means a document established in respect of an aircraft describing how the operator of that aircraft or approved organisation will comply with the provisions of the approved maintenance programme and ensure the continuing airworthiness of that aircraft. It shall be subject to approval by the Director and shall be in the English language.

Medical assessment means the evidence issued by a contracting state that the licence holder meets specific requirements of medical fitness.

Medical deficiency means a specific inability to meet the medical standards associated with the aircraft maintenance engineer's licence or validation.

Medical practitioner means a person registered or licensed as a medical practitioner under a law of a Contracting State, or a law in force in a State or Territory, that provides for the registration or licensing of medical practitioners.

Medically significant condition includes:

(1) any of the following (no matter how minor):

(i) any illness or injury;

(ii) any bodily infirmity, defect or incapacity;

(iii) any mental infirmity, defect or incapacity;

(iv) any sequela of an illness, injury, infirmity, defect or incapacity mentioned in paragraph (i), (ii) or (iii); and

(2) any abnormal psychological state; and

(3) drug addiction and drug dependence; and

(4) pregnancy; and

(5) the consequences of pregnancy, or of termination of pregnancy;

and includes, except in the case of (4) and (5), both such a condition that is congenital and one that is the result of injury or illness.

Message field. An assigned area of a message containing specified elements of data.

Metadata means data about data.

Meteorological air-report means a report from an aircraft in flight prepared in conformity with requirements for position, and operational and/or meteorological reporting.

Meteorological authority means the authority providing, or arranging for the provision of, meteorological service for international air navigation on behalf of a State or Territory.

Meteorological flight documentation means written or printed documents, including charts or forms, containing meteorological information for a flight.

Meteorological information means meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions (Annex 6).

Meteorological office means an office designated to provide meteorological service for international air navigation.

Meteorological satellite means an artificial Earth satellite making meteorological observations and transmitting these observations to earth.

Microlight aeroplane means an aeroplane having a maximum total weight authorised not exceeding 390 kg, a wing loading at the maximum total weight authorised not exceeding 25 kg per square metre, a maximum fuel capacity not exceeding 50 litres and which has been designed to carry not more than two persons.

Minimum descent altitude (MDA) or minimum descent height (MDH) means a specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent must not be made without the required visual reference. (Annex 6)

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 the 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 en-route altitude (MEA) means 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.

Minimum equipment list (MEL) means a list which provides for the operation of aircraft, subject to specific conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the Master Minimum Equipment List established for the aircraft type. (Annex 6-I)

Minimum obstacle clearance altitude (MOCA) means the minimum altitude for a defined segment of flight that provides the required obstacle clearance.

Minimum sector altitude means 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.

Minor modification means a design change that has no appreciable effect on weight, balance, structural strength, reliability or operational characteristics of the product.

Missed approach point means that point in an instrument approach procedure at or before which the prescribed missed approach procedure shall be initiated in order to ensure that the minimum obstacle clearance is not infringed.

Missed approach procedure means the procedure to be followed if the approach cannot be continued.

Mode S means a transponder system that establishes selective and addressed interrogations with aircraft within its coverage for identification and altitude reporting.

Mobile surface station means a station in the aeronautical telecommunications service, other than an aircraft station, intended to be used while in motion or during halts at unspecified points

Mode S Squitter means an unsolicited transmission periodically emitted from a mode S aircraft transponder which can be used to support the passive acquisition of a Mode S target by either ground or airborne users.

Movement area means 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).

Multi-pilot aircraft means an aircraft other than a single-pilot aircraft.

Navigation specification means 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.

Note 1: ICAO Doc 9613 'Performance-based Navigation (PBN) Manual' Volume II, contains detailed guidance on navigation specifications.

Note 2: The term RNP as previously defined as "a statement of the navigation performance, necessary for operation within a defined airspace", has been removed from ICAO Annex 6 as the concept of RNP has been overtaken by the concept of PBN. The term RNP in Annex 6 is now solely used in context of navigation specifications that require performance monitoring and alerting. For example 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 ICAO Doc 9613. (Annex 6)

Network station means an aeronautical station forming part of a radiotelephony network

Night means the hours between the end of 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. (Annex 1, 6)

Noise evaluation measure means the noise evaluation measure shall be the effective perceived noise level in EPNdB as described in Annex 16 Volume 1 Appendix 1 and Appendix 2.

Non-network communications. Radiotelephony communications conducted by a station of the aeronautical mobile service, other than those conducted as part of a radiotelephony network.

Non-precision approach means an instrument approach using non-visual aids for guidance in azimuth or elevation but which is not a precision approach.

NOTAM (notice to airmen) means 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.

Objective evidence [Safety oversight] means information, which can be proved to be true, based on facts obtained through independent observation, measurement, test or other means.

Obstacle means all fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extend above a defined surface intended to protect aircraft in flight; or stand outside those defined surfaces and that have been assessed as being a hazard to air navigation.

Obstacle assessment surface means a defined surface intended for the purpose of determining those obstacles to be considered in the calculation of obstacle clearance altitude/height for a specific ILS facility and procedure.

Obstacle clearance altitude(OCA) or obstacle clearance height (OCH) means 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 (Annex 6).

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 2m (7ft) 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'(Anenx 6-I).

Obstacle/terrain data collection surface means a defined surface intended for the purpose of collection obstacle/terrain data.

Obstacle free zone means 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.

Offset frequency simplex means 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.

Operating base means the location from which operational control is exercised (Annex 6).

Note: An operating base is normally the location where personnel involved in the operation of the aircraft 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.

Operational control means 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. (Annex 6)

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

Operational flight plan means the operator's plan for the safe conduct of the flight based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes/heliports concerned (Annex 6).

Operational personnel means personnel involved in aviation activities who are in a position to report safety information (Annex 19)

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, apron personnel and ground handling personnel.

Operations manual means a manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties. (Annex 6)

Operations planning means the planning of flight operations by an operator.

Operations specifications means the authorisations, conditions and limitations associated with the Air Operator Certificate or Private Operator Certificate and subject to the conditions in the operations manual. (Annex 6, Part I, POC reference added)

Operator means the person, organisation or enterprise engaged in or offering to engage in an aircraft operation (Annex 6).

Operator means:

(a) the person who at the particular time has management of an aircraft, and

(b) when the aircraft is chartered, hired, leased or loaned, responsibility for airworthiness and equipment passes immediately to the lessee; except

(c) when a person other than an air transport undertaking or an aerial work undertaking has chartered, hired, leased or borrowed the aircraft for a period not exceeding 14 days he shall not be considered to be the operator for the purpose of airworthiness and equipment. ((the Law, section 152(3))

Operator's maintenance control manual means 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. (Annex 6-I)

Organisation responsible for the type design means the organisation that holds the type certificate, or equivalent document, for an aircraft, engine or propeller type, issued by a Contracting State (Annex 8)

Orthometric height means height of a point related to the geoid, generally presented as an MSL elevation.

Other than Standard Category II operation means a Category II operation to a runway where some or all of the elements of the ICAO Annex 14 precision approach Category II lighting system are not available.

Overhaul means the restoration of an aircraft/aircraft component by inspection and replacement in conformity with an approved standard to extend the operational life.

Overtaking aircraft means an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights.

Oxides of nitrogen means 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 (Annex 16 Volume II)

Passenger means a person other than a member of the crew.

Performance-based communication (PBC) means communication based on performance specifications applied for the provision of air traffic services (Annex 6).

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. (Annex 6 Part I)

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

Note: Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept. (Annex 6)

Performance-based surveillance (PBS) means surveillance based on based on performance specifications applied for the provision of air traffic services (Annex 6).

Note: An RSP specification includes surveillance performance requirements that are allocated to system components in terms of the surveillance communication 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. (Annex 6 Part I)

Performance Class 1 operations means flight where, in the event of the failure of an engine, the helicopter will be able to safely continue the flight and land at an appropriate landing area unless the engine failure recognition occurs during take-off at or prior to reaching the take-off decision point in which case the helicopter will be able to safely land back within the area from which it has taken off.

Performance Class 2 operations means flights where, in the event of the failure of an engine, the helicopter will be able to safely continue the flight to an appropriate landing area or, where the failure occurs at a point during the take- off manoeuvre or the landing manoeuvre when it cannot do so, the helicopter will be able to carry out a forced landing.

Performance Class 3 operations means flights where, in the event of the failure of an engine at any time during the flight, the helicopter will be required to carry out a forced landing.

Permit to fly certificate means a certificate issued by the Director to permit an aircraft to fly, that does not have a valid certificate of airworthiness or is not constructed to international recognised design standards, to conditions specified on the certificate.

Pilot-in-command in relation to an aircraft means the pilot designated by the operator as being in command and charged with the safe conduct of a flight, or, if no such designation has been made, the person who for the time being is in charge of piloting the aircraft without being under the direction of any other pilot in the aircraft. (Annex 1)

Pilot-in-command means the pilot designated by the operator or the owner as being in command and charged with the safe conduct of a flight (Annex 6)

Point of no return means the last possible geographic point at which an aircraft can proceed ro the destination aerodrome as well as to an available n-route alternate aerodrome for a given flight. (Annex 6)

Position (geographical) means a 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.

Powerplant means 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 (Annex 8)

Pre-flight information bulletin means a presentation of current NOTAM information of operational significance, prepared prior to flight.

Pre-flight inspection means an inspection carried out before flight in accordance with the aircraft flight or operations manual, or as specified in the approved maintenance programme.

Precision approach means an instrument approach using Instrument Landing System, Microwave Landing System or Precision Approach Radar for guidance in both azimuth and elevation.

Precision approach procedure means an instrument approach procedure utilising azimuth and glide path information provided by ILS or PAR.

Prescribed means prescribed by regulations made by the Director under The Aviation (Amendment) (Bailiwick of Guernsey) Law, 2012, The Air Navigation (Bailiwick of Guernsey) Law, 2012 or the Aviation Registry (Guernsey) Law, 2013, and the expression “prescribe” shall be construed accordingly.

Pressure altitude means an atmospheric pressure, expressed in terms of altitude, which corresponds to that pressure in the Standard Atmosphere. (Annex 6, 8)

Prevailing visibility means the visibility value, observed in accordance with the definition of “visibility”, which is reached or exceeded within at least half the horizon circle or within at least half of the surface of the aerodrome. These areas could comprise contiguous or non-contiguous sectors.

Primary frequency. The radiotelephony frequency assigned to an aircraft as a first choice for air-ground communication in a radiotelephony network.

Principal place of business for the purpose of air operator certification has the meaning as defined in The Air Navigation (Bailiwick of Guernsey) (Air Operators' Certificates) Regulations, 2016, section 2.

Private flight means a flight, which is neither for the purpose of aerial work nor commercial air transport.

Prohibited area means an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

Prognostic chart means 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.

Prohibited area means an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

Psychoactive substances means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded. (Annex 1, 6)

Quality means the totality of characteristics of an entity that bear on its ability to satisfy stated and implied needs.

Quality assurance means all those planned and systematic actions necessary to provide adequate confidence that a system, component, or facility will perform satisfactorily in service.

Quality control means the operational techniques and activities that are used to fulfil requirements for quality.

Quality management means all activities of the overall management function that determine the quality policy, objectives and responsibilities, and implementing them by means such as quality planning, quality control, quality assurance and quality improvement within the quality system.

Quality system means the organizational structure, procedures, processes and resources needed to implement quality management.

Racetrack procedure means a procedure designed to enable the aircraft to reduce altitude during the initial approach segment and/or establish the aircraft inbound when the entry into a reversal procedure is not practical.

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.

Radio direction finding (RR SI.12) Means radio determination using the reception of radio waves for the purpose of determining the direction of a station or object

Radio direction-finding station (RR S1.91). A radiodetermination station using radio direction finding

Radio navigation service means a service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids.

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.

Rated thrust means 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. (Annex 16 Volume II)

Rating means an authorisation entered on, or associated with, a licence and forming part thereof, stating special conditions, privileges, or limitations pertaining to such licence. (Annex 1)

Readback is 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.

Recertification in the context of noise certification, means certification of an aircraft with or without a revision to its certification noise levels, to a Standard different to that which it was originally certificated (Annex 16 Volume 1)

Record includes, in addition to a record in writing:

(1) any disc, tape, sound-track or other device in which sounds or signals are embodied so as to be capable (with or without the aid of some other instrument) of being reproduced therefrom; or

(2) any film, tape or other device in which visual images are embodied so as to be capable (as aforesaid) of being reproduced therefrom; and

(3) any photograph;

and any reference to a copy of a record includes, in the case of a record falling within paragraph (a) only of this definition, a transcript of the sounds or signals embodied therein, in the case of a record falling within paragraph (b) only of this definition, a still reproduction of the images embodied therein, and in the case of a record falling within both those paragraphs, such a transcript together with such still reproduction. (the Law, section 152)

Reduced vertical separation minimum airspace means any airspace between flight level 290 and flight level 410 inclusive designated by the relevant competent authority as being airspace within which a vertical separation minimum of 1,000 ft or 300 metres shall be applied.

Reference pressure ratio means the ratio of the mean total pressure at the last compressor discharge plane of the compressor to the mean total pressure st the compressor entry plane when the engine is developing take-off thrust rating in ISA sea level static conditions (Annex 16 Volume II)

Regional air navigation agreement means agreement approved by the Council of ICAO normally on the advice of a regional air navigation meeting.

Register of aircraft means an official State register listing all civil aircraft.

Regular station means 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

Rejected take-off distance available, helicopter (RTODAH) see **Declared distances – heliports.**

Rejected take-off distance required (RTODRH) means in relation to helicopters operating in Performance Class 1 the horizontal distance required from the start of the take-off to the point where the helicopter comes to a full stop following an engine failure and rejection of the take off at the take-off decision point.

Rendering (a Certificate of Airworthiness) valid means 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. (Annex 8)

Rendering (a licence) valid means the action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence. (Annex 1)

Repair means 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. (Annex 6)

Repetitive flight plan (RPL) means 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.

Replacement in relation to any part of an aircraft or its equipment includes the removal and replacement of that part whether or not by the same part, and whether or not any work is done on it; but does not include the removal and replacement of a part which is designated to be removable solely for the purpose of enabling another part to be inspected, repaired, removed or replaced or cargo to be loaded.

Reporting point means a specified geographical location in relation to which the position of an aircraft can be reported.

Required communication performance (RCP) means a statement of the performance requirements for operational communication in support of specific ATM functions.

Required communication performance (RCP) specification. A set of requirements for air traffics service provisions and associated ground equipment, aircraft capability, and operations needed to support performance-based communication. (Annex 6)

Required communication performance type (RCP type) means 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) specification: see **Navigation specification**.

Required surveillance performance (RSP) specification. A set of requirements for air traffics service provisions and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance (Annex 6)

Requirements for quality means the expression of the needs or their translation into a set of quantitatively or qualitatively stated requirements for the characteristics of an entity to enable its realization and examination.

Rescue means an operation to retrieve persons in distress, provide for their initial medical or other needs and deliver them to a place of safety.

Rescue coordination centre means a unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

Rescue subcentre (RSC) means a unit subordinate to a rescue coordination centre, established to complement the latter according to particular provisions of the responsible authorities.

Rest period means a continuous and defined period of time, subsequent to and/or prior to duty, during which flight or cabin crew members are free of all duties. (Annex 6, Part I)

Restricted area means 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.

Reversal procedure means 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.

Rotorcraft means a power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors. (Annex 7)

Route stage means a route or portion of a route flown without an intermediate landing.

Routing Directory. A list in a communication centre indicating for each addressee the outgoing circuit to be used.

Rules of the air means the rules set out in Schedule 4 to the Law and any supplementary rules made by the Director under Article 135 of the Law.

Runway means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

Runway end safety area (RESA) means 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.

Runway-holding position means 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 authorized by the aerodrome control tower.

Runway strip means 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.

Runway visual range (RVR) means the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line. (Annex 6)

Safe forced landing means an unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface. (Annex 6 Part I)

Safety means the state In which risk associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level (Annex 19)

Safety management system means a systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures. (Annex 6, 19)

Safety oversight means a function by means of which States ensure effective implementation of the safety-related Standards and Recommended Practices and associated procedures contained in the ICAO Annexes to the Convention on International Civil Aviation and related ICAO documents.

Safety-relevant in relation to a medically significant condition means a condition that reduces, or is likely to reduce, the ability of someone who has it to exercise the privileges conferred or perform a duty imposed by a licence that he or she holds or has applied for.

Safety Performance means a State or a service providers' safety achievement as defined by its safety performance targets and safety performance indicators. (Annex 19).

Safety risk means the predicted probability and severity of the consequences or outcomes of a hazard (Annex 19)

Satisfactory evidence means a set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement. (Annex 8)

Scheduled journey means one of a series of journeys, which are undertaken between the same two places and which together amount to a systematic service.

Screen height means the height of an imaginary screen placed at the end of the take-off distance required and at the beginning of the landing distance required.

Seaplane includes a flying boat and any other aircraft designed to manoeuvre on water.

Search means an operation, normally coordinated by a rescue coordination centre or rescue sub-centre using available personnel and facilities to locate persons in distress.

Search and rescue aircraft means an aircraft provided with specialised equipment suitable for the efficient conduct of search and rescue missions.

Search and rescue facility means any mobile resource, including designated search and rescue units, used to conduct search and rescue operations.

Search and rescue region (SRR) means an area of defined dimensions, associated with a rescue coordination centre, within which search and rescue services are provided.

Search and rescue service means 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.

Secondary frequency. The radiotelephony frequency assigned to an aircraft as a second choice for air-ground communication in a radiotelephony network

Self-sustaining powered sailplane means a powered aeroplane with available engine power which allows it to maintain level flight but not to take off under its own power. (Annex 16 Volume 1)

Sensitive pressure altimeter means the sensitive altimeter is the cockpit instrument that indicates the aircraft's altitude. The instrument is a refined aneroid barometer indicating height above a pre-set level rather than atmospheric pressure.

Series of flights means consecutive flights that:

(a) begin and end within a period of 24 hours; and

(b) are all conducted with the same pilot-in-command.

Serious incident means an incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked**.** (Annex 13)

Serious injury means any injury that is sustained by a person in an accident and that:

(a) requires hospitalisation 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 an internal organ; or

(e) involves second or third degree burns, or any burns affecting more than 5% of the body surface; or

(f) involves verified exposure to infectious substances or injurious radiation. (Annex 13, 19)

Shipboard heliport means 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 purpose-built shipboard heliport is one that utilises an area of the ship that is capable of supporting a helicopter, but which is not designed specifically for that task.

SIGMET information means 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.

Significant point means a specified geographical location used in defining an ATS route or the flight path of an aircraft and for the other navigation and ATS purposes.

Simplex. A method in which telecommunication between two stations takes place in one direction at a time.

Single-pilot aircraft means an aircraft that is authorized by its aircraft flight manual to be operated with a minimum crew of one pilot for that flight.

Slush means 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.

Note: Combinations of ice, snow and/or standing water may, especially when rain, rain and snow, or snow is falling, produce substances with specific gravities in excess of 0.8. These substances, due to their high water/ice content, will have a transparent rather than a cloudy appearance and, at the higher specific gravities, will be readily distinguishable from slush.

Small aeroplane means an aeroplane of a maximum certificated take off mass of 5 7 00 kg or less. (Annex 6)

Smoke means the carbonaceous materials in exhaust emissions which obscure the transmission of light (Annex 16 Volume II)

Smoke Number means the dimensionless term quantifying smoke emissions. (Annex 16 Volume II)

SNOWTAM means 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.

Special VFR flight means a flight made at any time in a control zone which is Class A airspace, or in any other control zone in IMC or at night, in respect of which the appropriate air traffic control unit has given permission for the flight to be made in accordance with special instructions given by that unit instead of in accordance with the Instrument Flight Rules and in the course of which flight the aircraft complies with any instructions given by that unit and remains clear of cloud and with the surface in sight.

Stabilised approach (SAp) means an approach which 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 feet above the threshold or the point where the flare manoeuvre is initiated if higher.

Standard instrument arrival (STAR) means 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.

Standard instrument departure (SID) means 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 flight commences.

Standard isobaric surface. An isobaric surface used on a worldwide basis for representing and analysing the conditions in the atmosphere.

State of Design means the state having jurisdiction over the organisation responsible for the type design (Annex 13, 16, 19)

State of Manufacture means the state having jurisdiction over the organisation responsible for the final assembly of the aircraft, engine or propeller. (Annex 19)

State of occurrence means the State in the territory of which an accident or incident occurs.

State of the operator means the State in which the operator of an aircraft has his principal place of business or, if he has no such place of business, his permanent residence. (Annex 6)

State of registry means the State on whose register the aircraft is entered. (Annex 6, 7, 8, 13)

State of type certification means a State which has issued a type certificate for a particular aircraft in respect of which that type certificate remains valid.

Station declination means an alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station in is calibrated.

Stopway means 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.

Subsonic aeroplane means an aeroplane incapable of sustaining level flight at speeds exceeding flight Mach number of 1. (Annex 16 Volume 1)

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.

Supreme court means the highest court exercising original jurisdiction in respect of Guernsey.

Supplemental type certificate (STC) means a document issued by the State of type certification for a product issued with a Type Certificate, approving a major design change.

Symbols (Annex 16 Volume II Chapter 2). Where the following symbols are used in Volume II of Annex 16, they have the meanings ascribed to them below:

CO	Carbon monoxide
Dp	The mass of any gaseous pollutant emitted during the reference emissions landing and take-off cycle
Fn	Thrust in International Standard Atmosphere (ISA), sea level conditions, for the given operating mode
Foo	Rated thrust
*F*oo*	Rated thrust with afterburning applied
HC	Unburned hydrocarbons (*see* definition)
NO	Nitric oxide
NO2	Nitrogen dioxide
NO*x*	Oxides of nitrogen (*see* definition)
SN	Smoke Number (*see* definition)
πoo	Reference pressure ratio (*see* definition)

Synthetic training device (STD) means 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 procedure trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of the mechanical, electrical, electronic, etc. aircraft systems, and the 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 in flight in instrument flight conditions.

Synthetic visions system (SVS) means a system to display data-derived synthetic images of the external scene from the perspective of the flight deck (Annex 6).

Take-off alternate means 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.

Take-off and initial climb phase means that part of the flight from the start or 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.

Take-off phase means the operating phase defined by the time during which the engine is operated at the rated thrust. (Annex 16 Volume II)

Take-off decision point (TDP) means in relation to helicopters operating in Performance Class 1 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 the take-off safely continued.

Take-off distance available (TODA) see **Declared distances.**

Take-off distance available, helicopter (TODAH) see **Declared distances –heliports.**

Take-off distance required (TODRH) means in relation to helicopters operating in Performance Class 1 the horizontal distance required from the start of the take-off to the point at which V_{TOSS}, a selected height and a positive climb gradient are achieved, following failure of the critical engine being recognized at TDP, the remaining engines operating within approved operating limits.

Note: The selected height stated above is to be determined with reference to either:

(a) the take-off surface; or

(b) a level defined by the highest obstacle in the take-off distance required.

Take-off run available (TORA) see **Declared distances. Take-off runway** means a runway intended for take-off only.

Take-off surface means 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 (Annex 8).

Target hardware means hardware such as Line Replaceable Units and modules that are intended to be loaded with Field Loadable Software or Database Field Loadable Data.

Target level of safety (TLS) means a generic term representing the level of risk which is considered acceptable in particular circumstances (Annex 6)

Task specialist means a member of the crew who is not part of the flight crew or cabin crew and who carries out duties on board the aircraft which are essential to the purpose of the flight.

Taxiing; taxi means movement of an aircraft on the surface of an aerodrome under its own power, excluding take-off and landing.

Taxi/ground idle means the operating phase involving taxi and idle between the initial starting of the propulsion engine(s) and the initiation of the take off roll and between the time of runway turn off and the final shutdown of all propulsion engine(s) (Annex 16 Volume II)

Taxiway means 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; or

(b) Apron taxiway. A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron; or

(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 minimising runway occupancy times.

Taxiway strip means 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.

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

Terminal control area (TMA) means a control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.

Threat and error management means the process of detecting and responding to threats and errors with countermeasures that reduce or eliminate the consequences of threats and errors, and mitigate the probability of (further) errors or undesired aircraft states. In relation to threat and error management:

Threat means an event or error that occurs beyond the influence of the flight crew, increases operational complexity and which must be managed to maintain the margin of safety; whereas **Error** means an action or inaction by the flight crew that leads to deviations from organisational or flight crew intentions or expectations.

Threshold means the beginning of that portion of the runway usable for landing.

Threshold time means the range, expressed in time, established by the State of the Operator, to an en-route alternate aerodrome, whereby any time beyond requires and EDTO approval form the State of the Operator (Annex 6)

Total vertical error means the vertical geometric difference between the actual pressure altitude flown by and aircraft and its assigned pressure altitude (flight level) (Annex 6)

Touchdown means the point where the nominal glide path intercepts the runway.

Touchdown and lift-off area (TLOF) means a load bearing area on which a helicopter may touch down or lift off.

Touchdown zone (TDZ) means the portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.

Traceability means the ability to trace the history, application or location of an entity by means of recorded identifications.

Track means 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).

Traffic avoidance advice means advice provided by an ATS unit specifying manoeuvres to assist a pilot to avoid a collision.

Traffic information means information issued by an ATS 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.

Transition altitude means the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

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.

Tropical cyclone is a generic term for a non-frontal synoptic scale cyclone originating over tropical or sub-tropical waters with organised convection and definite cyclonic surface wind circulation.

Type acceptance certificate means a document issued by the Director indicating acceptance of a Type Design standard issued by a contracting State as a prerequisite to the issuance of a certificate of airworthiness.

Type certificate means 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. (Annex 8, 16 Volume 1)

Type design means the set of data and information necessary to define an aircraft, engine or propeller type for the purpose of airworthiness determination. (Annex 8)

Unburned carbons. Means 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 (Annex 16 Volume II)

Uncertainty phase means a situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

Upper-air chart is a meteorological chart relating to a specified upper-air surface or layer of the atmosphere.

Validation means:

(a) confirmation, through the provision of objective evidence, that the requirements for a specific intended use or application have been fulfilled.

(b) in relation to Part 61 Pilot Licences & Ratings and Part 66 Aircraft Maintenance Personnel Licensing:

the rendering of a licence or certificate issued by or under the requirements of an ICAO contracting State valid within the jurisdiction of the Director; or

Valuable consideration means any right, interest, profit or benefit, forbearance, detriment, loss or responsibility accruing, given, suffered or undertaken pursuant to an agreement, which is of more than a normal nature.

Verification means confirmation through the provision of objective evidence that specified requirements have been fulfilled.

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 recognised when observed against a bright background; or

(b) the greatest distance at which lights in the vicinity of 1,000 candelas can be seen and identified against an unlit background.

Visual approach means an approach when either part or all of an instrument approach procedure is not completed and the approach is executed with visual reference to the terrain.

Visual flight rules means the Visual Flight Rules prescribed by the Rules of the Air.

Visual meteorological conditions means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima. (Annex 6)

Vital point means any point on the aircraft at which mal-assembly could lead to loss of the aircraft or fatalities.

Volcanic ash advisory centre (VAAC) means 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 data banks regarding the lateral and vertical extent and forecast movement of volcanic ash in the atmosphere following volcanic eruptions.

VOLMET means 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.

$\mathbf{V_{TOSS}}$ means the minimum speed at which climb shall be achieved with the critical engine inoperative, the remaining engines operating within approved operating limits.

Way-point means a specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation. Way- points are identified as either:

(a) Fly-by way-point. A way-point which requires turn anticipation to allow tangential interception of the next segment of a route or procedure, or

(b) Flyover way-point. A way-point at which a turn is initiated in order to join the next segment of a route or procedure.

Wet runway A runway is considered wet when the runway surface is covered with water, or equivalent, less than that specified for a contaminated runway, or when there is sufficient moisture on the runway surface to cause it to appear reflective, but without significant areas of standing water.

Winching area means an area provided for the transfer by helicopter of personnel or stores to or from a ship.

With the surface in sight means with the flight crew being able to see sufficient surface features or surface illumination to enable the flight crew to maintain the aircraft in a desired attitude without reference to any flight instrument.

World Area Forecast System (WAFS) is a worldwide system by which world area forecast centres provide aeronautical meteorological en-route forecasts in uniform standardised formats.

Subpart B - Abbreviations

1.51 Purpose

(a) This Subpart specifies the abbreviations applicable to and within the GARs and any associated Guernsey Aviation Circulars.

(b) Unless the context otherwise requires or the term is defined otherwise in relation to a particular Part of these GARs the meaning of abbreviations is as given in 1.53.

1.53 Abbreviations

AC	Alternating current
ACC	Area control centre
ACAS	Airborne collision avoidance system
ACN	Aircraft classification number
AD	Airworthiness directive
ADF	Automatic direction-finder ADR Advisory route
ADREP	Accident/incident reporting
ADRS	Aircraft data recording system
ADS	Automatic dependent surveillance
ADS-B	Automatic dependent surveillance – broadcast
ADS-C	Automatic dependent surveillance – contract
AFCS	Automatic flight control system
AFS	Aeronautical fixed service
AFTN	Aeronautical fixed telecommunication network
AGA	Aerodromes, air routes and ground aids
AGL	Aerodrome ground lighting OR Above ground level
AIC	Aeronautical Information Circular
AIG	Accident investigation and prevention
AIP	Aeronautical Information Publication
AIR	Airborne image recorder
AIRS	Airborne image recording system
AIS	Aeronautical information service
AME	Aircraft maintenance engineer OR Approved medical examiner
AMEL	Aircraft maintenance engineer's licence
AMSL	Above mean sea level
ANL	Air Navigation (Bailiwick of Guernsey) Law, 2012
AOC	Air operator's certificate
APU	Auxiliary power unit
ARFL	Aeroplane reference field length
ASDA	Accelerate-Stop distance available ASIA/PAC Asia/Pacific
ASSI	Air Safety Support International Ltd
ATC	Air traffic control
ATIS	Automatic terminal information service
ATM	Air traffic management
ATPL	Airline Transport Pilot Licence
ATS	Air traffic services
ATZ	Aerodrome traffic zone
AWS	Automatic weather station
BRNAV	Basic area navigation

CARS	Cockpit audio recording system
CAS	Calibrated airspeed
CAT I	Category I
CAT II	Category II
CAT III	Category III
CAT IIIA	Category IIIA
CAT IIIB	Category IIIB
CAT IIIC	Category IIIC
Cd	Candela
Cm	Centimetre
CDL	Configuration deviation list
CDFA	Continuous descent final approach
CFIT	Controlled flight into terrain
CMV	Converted meteorological visibility
CPDLC	Controller-pilot data link communications
CPL	Commercial Pilot Licence
CRM	Crew resource management
CVR	Cockpit voice recorder
DA	Decision altitude
D-ATIS	ATIS provided via data link
DA/H	Decision altitude/height
DC	Device control
DCA	Director of Civil Aviation
DF	Direction finding
DFLD	Database Field Loadable Data
D-FIS	Data link-flight information services
DH	Decision height
DLR	Data link recorder
DLRS	Data link recording system
DME	Distance measuring equipment DPATO Defined point after take-off
DPBL	Defined point before landing
DSTRK	Desired track
EASA	European Aviation Safety Agency
EAT	Expected approach time
ECAM	Electronic centralised aircraft monitor
EET	Estimated elapsed time
EFIS	Electronic flight instrument system
EGT	Exhaust gas temperature
EICAS	Engine indication and crew alerting system
ELT	Emergency locator transmitter ELT(AD) Automatically deployable ELT
ELT(AF)	Automatic fixed ELT
ELT(AP)	Automatic portable ELT
ELT(S)	Emergency locator transmitter (survival)
EPIRB	Emergency position indicating radio beacon
EPR	Engine pressure ratio
ETA	Estimated time of arrival
ETOPS	Extended range operations by twin-engined turbine-powered aeroplanes
EUROCAE	European Organisation for Civil Aviation Equipment
EVS	Enhanced vision system

FAR	Federal Aviation Regulations issued by the Federal Aviation Administration of the United States of America
FATO	Final approach and take off area
FDAU	Flight data acquisition unit
FDPS	Flight data processing system
FDR	Flight data recorder
FIR	Flight information region
FL	Flight level
FLS	Field Loadable Software
FM	Frequency modulation
FOI	Flight Operations Inspector
FOD	Foreign object damage
ft	Foot/feet
ft/min	Feet per minute
g	Normal acceleration
GA	General aviation
GAC	Guernsey Aviation Circulars
GAR	Guernsey Aviation Requirement
GBAS	Ground based augmentation system
GCAS	Ground collision avoidance system
GLS	GNSS landing system
GNSS	Global navigation satellite system
GPS	Global positioning system
GPWS	Ground proximity warning system
HF	High frequency
hPa	Hectopascal
HUMS	Health and usage monitoring system
HUD	Head-up display
HUDLS	Head-up guidance landing system
“	Inches
ICAO	International Civil Aviation Organisation
IFR	Instrument flight rules
IFSD	In-flight shut down
ILS	Instrument landing system
IMC	Instrument meteorological conditions
INS	Inertial navigation system
IRVR	Instrumented Runway Visual Range
ISA	International standard atmosphere
JAR	Joint aviation requirements
kg	Kilogram
kg/m^2	Kilogram per square metre
km	Kilometre
km/h	Kilometre per hour
KT	Knots
kt/s	Knots per second
lb	Pound
LDA	Landing distance available
LIFUS	Line flying under supervision

LLZ	Localiser
LRNS	Long range navigation system
LVO	Low visibility operations
LVP	Low visibility procedures
LVTO	Low visibility take-off
m	Metre
MCM	Maintenance control manual
MDA	Minimum descent altitude
MDA/H	Minimum descent altitude/height MDH Minimum descent height
MEL	Minimum equipment list
MHz	Megahertz
MLS	Microwave landing system
MMEL	Master minimum equipment list
MOPS	Minimum operational performance specification MTOM Maximum certificated take-off mass
m/s	Metres per second
m/s^2	Metres per second squared
N	Newton
N1	High pressure turbine speed
N2	Fan speed
N3	Compressor speed
NAA	National aviation authority
NAT HLA	NAT High Level Airspace
NAV	Navigation
NDB	Non-directional radio beacon
NDT	Non-destructive testing
NM	Nautical mile
OCA	Obstacle clearance altitude
OCA/H	Obstacle clearance altitude/height
OCH	Obstacle clearance height
OLS	Obstacle Limitation Surfaces
PANS	Procedures for Air Navigation Services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PCN	Pavement classification number
PPL	Private Pilot Licence
QFE	Atmospheric pressure at aerodrome level or at runway threshold
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
R	Rotor radius
RA	ACAS Resolution advisory
RCC	Rescue Coordination Centre
RCP	Required communication performance
RDPS	Radar data processing system
RESA	Runway end safety area
RFR	Radio frequency
RFDPS	Radar and flight data processing system

RFFS	Rescue and fire fighting services
RNAV	Area navigation
RNP	Required navigation performance
RPM	Revolutions per minute
RVR	Runway visual range
RVSM	Reduced vertical separation minimum
SAp	Stabilised approach
SAR	Search and rescue
SEIFR	Single-engine IFR
SELCAL	Selective calling system
SOP	Standard operating procedures
SST	Supersonic transport
STOL	Short take-off and landing
STD	Synthetic Training Device
TA	ACAS Traffic alert
TAS	True airspeed
TAWS	Terrain awareness and warning system
TCAS	Traffic alert and collision avoidance system (see ACAS)
TLA	Thrust lever angle
TODA	Take-off distance available
TORA	Take-off run available
TSO	Technical standard order that is issued by the Federal Aviation Administration of the United States of America
UHF	Ultra high frequency
UKCAA	United Kingdom Civil Aviation Authority
UTC	Co-ordinated universal time
V_1	Take-off decision speed
V_2	Initial climb out speed
V_D	Design diving speed
V_{EF}	Calibrated speed at which the critical engine is assumed to fail
V_{MC}	Minimum control speed with the critical engine inoperative
V_{REF}	Landing approach speed, all engines operating
V_S	Stalling speed
V_{SO}	Stalling speed or the minimum steady flight speed in the landing configuration
V_{S1}	Stalling speed or the minimum steady flight speed in a specified configuration
V_Y	Best rate of climb speed
VAAC	Volcanic ash advisory centre
VCR	Visual control room
VFR	Visual flight rules
VHF	Very high frequency
VMC	Visual meteorological conditions
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VSM	Vertical separation minima
VTOL	Vertical take-off and landing
ZFT	Zero flight time

Subpart C – Units of Measurement

1.101 Purpose

This Subpart details the requirements governing the use of units of measurement to be used.

1.103 Units of Measurement

(a) The units of measurement to be used when exercising the privileges of any licence, approval or certificate issued or validated under these Guernsey Aviation Requirements or when conducting any operation which is subject to these Guernsey Aviation Requirements shall be as specified in Annex 5 to the Chicago Convention except:

(1) where common usage in a particular case makes it impracticable or undesirable to do so; or

(2) where a particular document or a specification uses units of measurement other than those specified in Annex 5 and it is in the interests of safety or interoperability to use those other units; or

(3) where otherwise specified in the particular Part of these Guernsey Aviation Requirements.

(b) Whatever units of measurement are used, the person responsible for safe conduct of the flight or operation shall be responsible for ensuring there is no degradation of safety as a result of using those units, taking particular account of human performance considerations. Such mitigating action may include but not necessarily be restricted to ensuring that a straightforward means of conversion between the appropriate units is readily available.

(c) Particular care shall be taken when abbreviations are used or where, especially in spoken communication, the name of the unit is commonly omitted. In any case where there may be doubt, the name of the unit shall be specified in full.