



**AUTORITATEA AERONAUTICĂ CIVILĂ
A REPUBLICII MOLDOVA**

GM-OPS-DEFINIȚII

Materiale de îndrumare (GM)

la

**Regulamentul privind procedurile administrative
referitoare la operațiunile aeriene și
Cerințele tehnice referitoare la operațiunile
aeriene**

Ediția 01/ Septembrie 2019

1604 ORDIN**cu privire la aprobarea mijloacelor de punere în conformitate și a materialelor de îndrumare la Regulamentul privind procedurile administrative referitoare la operațiunile aeriene și la cerințele tehnice referitoare la operațiunile aeriene**

În temeiul art. 7 alin.(3) subpt.1) lit.d) din Codul aerian al Republicii Moldova nr.301/2017 și al punctului 10 subpt.1) lit.d) din Hotărârea Guvernului Republicii Moldova nr.133/2019 cu privire la organizarea și funcționarea Autorității Aeronautice Civile, întru executarea atribuțiilor ce îi revin Autorității Aeronautice Civile în calitate de autoritate administrativă de certificare, supraveghere și control în domeniul aviației civile, în scopul asigurării implementării Hotărârii Guvernului nr.831/2018 privind aprobarea Regulamentului privind procedurile administrative referitoare la operațiunile aeriene și Cerințelor tehnice referitoare la operațiunile aeriene,

ORDON:

1. Se aprobă ediția 01 a mijloacelor de punere în conformitate (AMC) și a materialelor de îndrumare (GM) la Regulamentul privind procedurile administrative referitoare la operațiunile aeriene și la cerințele tehnice referitoare la operațiunile aeriene, conform anexelor la prezentul ordin, după cum urmează:

- (a) GM – Partea Definiții;
- (b) AMC și GM – Partea ARO (prevederi specifice Autorității Aeronautice Civile);

**DIRECTORUL INTERIMAR
AL AUTORITĂȚII AERONAUTICE CIVILE**

Nr. 55/GEN. Chișinău, 23 septembrie 2019.

(c) AMC și GM – Partea ORO (prevederi specifice operatorilor aerieni);

(d) AMC și GM – Partea CAT (prevederi specifice operațiunilor de transport aerian comercial);

(e) AMC și GM – Partea SPA (prevederi specifice aprobărilor specifice);

(f) AMC și GM – Partea NCO (prevederi specifice operațiunilor necomerciale efectuate cu aeronave, altele decât cele complexe motorizate);

(g) AMC și GM – Partea SPO (prevederi specifice operațiunilor aeriene specializate);

(h) AMC și GM – Partea NCC (prevederi specifice operațiunilor necomerciale efectuate cu aeronave, complexe motorizate).

2. Autoritatea Aeronautică Civilă va pune la dispoziția tuturor persoanelor interesate anexele la prezentul ordin prin publicarea pe pagina web oficială www.caa.md, în compartimentul "Cadru Normativ/ mijloace acceptabile de conformitate (AMC)".

3. Prezentul ordin intră în vigoare la data publicării în Monitorul Oficial al Republicii Moldova.

Alexandr FITI



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**GM1 24 from the Regulation, Derogations**

OTHER-THAN-COMPLEX MOTOR-POWERED AIRCRAFT

The term 'other-than-complex motor-powered aircraft' is used synonymously with the terms 'other than complex motor-powered aircraft' and 'other than complex motor-powered aircraft'. Whenever one of these terms is used, it includes also non-motor-powered aircraft such as sailplanes.

GM2 24 1) and 2) from the Regulation, Derogations

DIRECT COST

'Direct cost' means the cost directly incurred in relation to a flight, e.g. fuel, airfield charges, rental fee for an aircraft. There is no element of profit.

GM3 24 1) and 2) from the Regulation, Derogations

ANNUAL COST

'Annual cost' means the cost of keeping, maintaining and operating the aircraft over a period of one calendar year. There is no element of profit.

GM1 24 3) from the Regulation, Derogations

ORGANISATION CREATED WITH THE AIM OF PROMOTING AERIAL SPORT OR LEISURE AVIATION

An 'organisation created with the aim of promoting aerial sport or leisure aviation' means a non-profit organisation, established under applicable national law for the sole purpose of gathering persons sharing the same interest in general aviation to fly for pleasure or to conduct parachute jumping. The organisation should have aircraft available.

GM2 24 3) from the Regulation, Derogations

MARGINAL ACTIVITY

The term 'marginal activity' should be understood as representing a very minor part of the overall activity of an organisation, mainly for the purpose of promoting itself or attracting new students or members. An organisation intending to offer such flights as regular business activity is not considered to meet the condition of marginal activity. Also, flights organised with the sole intent to generate income for the organisation, are not considered to be a marginal activity.

GM1 Annex I Definitions

DEFINITIONS FOR TERMS USED IN ACCEPTABLE MEANS OF COMPLIANCE AND GUIDANCE MATERIAL

For the purpose of Acceptable Means of Compliance and Guidance Material to the Regulation regarding administrative procedures related to air operations approved through the Government decision no.831/2018 (further on – *Regulation*) and Technical requirements related to air operation (further on – *CT-OPS*), the following definitions should apply:

- (a) '**Abnormal flight behaviour**' means, in the context of an aircraft tracking system, an event affecting a flight:

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- (1) which is outside of the parameters defined by the operator for normal operation or which indicates an obvious deviation from normal operation; and
- (2) for which the operator has determined that it poses a risk for the safe continuation of the flight or for third parties.
- (b) **‘Accuracy’** means, in the context of PBN operations, the degree of conformance between the estimated, measured or desired position and/or the velocity of a platform at a given time, and its true position or velocity. Navigation performance accuracy is usually presented as a statistical measure of system error and is specified as predictable, repeatable and relative.
- (c) **‘Aircraft-based augmentation system (ABAS)’** means a system that augments and/or integrates the information obtained from the other GNSS elements with information available on board the aircraft. The most common form of ABAS is receiver autonomous integrity monitoring (RAIM).
- (d) **‘Area navigation (RNAV)’** means a method of navigation which permits aircraft operation on any desired flight path within the coverage of station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination of these.
- (e) **‘Availability’** means, in the context of PBN operations, an indication of the ability of the system to provide usable service within the specified coverage area and is defined as the portion of time during which the system is to be used for navigation during which reliable navigation information is presented to the crew, autopilot or other system managing the flight of the aircraft.
- (f) **‘Committal point’** means the point in the approach at which the pilot flying decides that, in the event of an engine failure being recognised, the safest option is to continue to the elevated final approach and take-off area (elevated FATO).
- (g) **‘Continuity of function’** means, in the context of PBN operations, the capability of the total system, comprising all elements necessary to maintain aircraft position within the defined airspace, to perform its function without non-scheduled interruptions during the intended operation.
- (h) **‘Emergency locator transmitter’** is a generic term describing equipment that broadcasts distinctive signals on designated frequencies and, depending on application, may be activated by impact or may be manually activated.
- (i) **‘Exposure time’** means the actual period during which the performance of the helicopter with the critical engine inoperative in still air does not guarantee a safe forced landing or the safe continuation of the flight.
- (j) **‘Fail-operational flight control system’** means a flight control system with which, in the event of a failure below alert height, the approach, flare and landing can be completed automatically. In the event of a failure, the automatic landing system will operate as a fail-passive system.
- (k) **‘Fail-operational hybrid landing system’** means a system that consists of a primary fail-passive automatic landing system and a secondary independent guidance system

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enabling the pilot to complete a landing manually after failure of the primary system.

- (l) **‘Fail-passive flight control system’**: a flight control system is fail-passive if, in the event of a failure, there is no significant out-of-trim condition or deviation of flight path or attitude but the landing is not completed automatically. For a fail-passive automatic flight control system the pilot assumes control of the aeroplane after a failure.
- (m) **‘Flight control system’** in the context of low visibility operations means a system that includes an automatic landing system and/or a hybrid landing system.
- (n) **‘HEMS dispatch centre’** means a place where, if established, the coordination or control of the helicopter emergency medical service (HEMS) flight takes place. It may be located in a HEMS operating base.
- (o) **‘Hybrid head-up display landing system (hybrid HUDLS)’** means a system that consists of a primary fail-passive automatic landing system and a secondary independent HUD/HUDLS enabling the pilot to complete a landing manually after failure of the primary system.
- (p) **‘Integrity’** means, in the context of PBN operations, the ability of a system to provide timely warnings to users when the system should not be used for navigation.
- (q) **‘Landing distance available (LDAH)’** means the length of the final approach and take-off area plus any additional area declared available by the State of the aerodrome and suitable for helicopters to complete the landing manoeuvre from a defined height.
- (r) **‘Landing distance required (LDRH)’**, in the case of helicopters, means the horizontal distance required to land and come to a full stop from a point 15 m (50 ft) above the landing surface.
- (s) **‘Lateral navigation’** means a method of navigation which permits aircraft operation on a horizontal plane using radio navigation signals, other positioning sources, external flight path references, or a combination of these.
- (t) **‘Mass’ and ‘weight’**: In accordance with ICAO Annex 5 and the International System of Units (SI), both terms are used to indicate the actual and limiting masses of aircraft, the payload and its constituent elements, the fuel load, etc. These are expressed in units of mass (kg), but in most approved flight manuals and other operational documentation, these quantities are published as weights in accordance with the common language. In the ICAO standardised system of units of measurement, a weight is a force rather than a mass. Since the use of the term ‘weight’ does not cause any problem in the day-to-day handling of aircraft, its continued use in operational applications and publications is acceptable.
- (u) **‘Maximum structural landing mass’** means the maximum permissible total aeroplane mass upon landing under normal circumstances.
- (v) **‘Maximum zero fuel mass’** means the maximum permissible mass of an aeroplane with no usable fuel. The mass of the fuel contained in particular tanks should be included in the zero fuel mass when it is explicitly mentioned in the aircraft flight manual.
- (w) **‘Over pack’**, for the purpose of transporting dangerous goods, means an enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage.

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- (x) **'Package'**, for the purpose of transporting dangerous goods, means the complete product of the packing operation consisting of the packaging and its contents prepared for transport.
- (y) **'Packaging'**, for the purpose of transporting dangerous goods, means receptacles and any other components or materials necessary for the receptacle to perform its containment function.
- (z) **'Personal locator beacon (PLB)'** is an emergency beacon other than an ELT that broadcasts distinctive signals on designated frequencies, is standalone, portable and is manually activated by the survivors.
- (aa) **'Receiver autonomous integrity monitoring (RAIM)'** means a technique whereby a GNSS receiver/processor determines the integrity of the GNSS navigation signals using only GNSS signals or GNSS signals augmented with altitude. This determination is achieved by a consistency check among redundant pseudo-range measurements. At least one satellite in addition to those required for navigation has to be in view for the receiver to perform the RAIM function.
- (bb) **'Rotation point (RP)'** means the point at which a cyclic input is made to initiate a nose-down attitude change during the take-off flight path. It is the last point in the take-off path from which, in the event of an engine failure being recognised, a forced landing on the aerodrome can be achieved.
- (cc) **'Space-based augmentation system (SBAS)'** means a wide coverage augmentation system that augments and/or integrates the information obtained from the other GNSS elements with information from a satellite-based transmitter. The most common form of SBAS in Europe is the European Geostationary Navigation Overlay Service (EGNOS).
- (dd) **'Touch down and lift-off area (TLOF)'** means a load-bearing area on which a helicopter may touch down or lift off.
- (ee) **'Vertical navigation'** means a method of navigation which permits aircraft operation on a vertical flight profile using altimetry sources, external flight path references, or a combination of these.



GM2 Annex I Definitions

ABBREVIATIONS AND ACRONYMS

The following abbreviations and acronyms are used in the Annexes to this Regulation:

A	aeroplane
a/c	aircraft
AAC	aeronautical administrative communications
AAIM	aircraft autonomous integrity monitoring
AAL	above aerodrome level
ABAS	aircraft-based augmentation system
AC	advisory circular
AC	alternating current
ACAS	airborne collision avoidance system
ADF	automatic direction finder
ADG	air driven generator
ADS	automatic dependent surveillance
ADS-B	automatic dependent surveillance – broadcast
ADS-C	automatic dependent surveillance - contract
AEA	Association of European Airlines
AEO	all-engines-operative
AFFF	aqueous film forming foams
AFM	aircraft flight manual
AFN	aircraft flight notification
AFN	ATS facilities notification
AGL	above ground level
AHRS	attitude heading reference system
AIS	aeronautical information service
ALARP	as low as reasonably practicable
ALSF	approach lighting system with sequenced flashing lights
AMC	Acceptable Means of Compliance
AML	aircraft maintenance license
AMSL	above mean sea level
ANP	actual navigation performance
AOC	aeronautical operational control
AOC	air operator certificate
APCH	approach
APU	auxiliary power unit
APV	approach procedure with vertical guidance
AR	authorization required
ARA	airborne radar approach
ARA	Authority Requirements for Aircrew
A-RNP	advanced required navigation performance
ARO	Authority Requirements for Air Operations
ARP	Aerospace Recommended Practices
ASC	Air Safety Committee
ASDA	accelerate-stop distance available
ASE	altimeter system error
ATA	Air Transport Association
ATC	air traffic control
ATIS	automatic terminal information service
ATN	air traffic navigation



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ATPL	airline transport pilot license
ATQP	alternative training and qualification programme
ATS	air traffic services
ATSC	air traffic service communication
AVGAS	aviation gasoline
AVTAG	aviation turbine gasoline (wide-cut fuel)
AWO	all weather operations
BALS	basic approach lighting system
Baro-VNAV	barometric VNAV
BCAR	British civil airworthiness requirements
BITD	basic instrument training device
CAP	controller access parameters
CAT	commercial air transport
CAT I / II / III	category I / II / III
CBT	computer-based training
CC	cabin crew
CDFA	continuous descent final approach
CDL	configuration deviation list
CFIT	controlled flight into terrain
CG	centre of gravity
CM	context management
CMV	converted meteorological visibility
CofA	certificate of airworthiness
COP	code of practice
CoR	certificate of registration
COSPAS-SARSAT	cosmicheskaya sistyema poiska avaryinich sudov - search and rescue satellite-aided tracking
CP	committal point
CPA	closest point of approach
CPDLC	controller pilot data link communication
CPL	commercial pilot licence
C-PED	controlled portable electronic device
CRE	class rating examiner
CRI	class rating instructor
CRM	crew resource management
CS	Certification Specifications
CVR	cockpit voice recorder
DA	decision altitude
DA/H	decision altitude/height
DAP	downlinked aircraft parameters
D-ATIS	digital automatic terminal information service
DC	direct current
DCL	departure clearance
D-FIS	data link flight information service
DG	dangerous goods
DH	decision height
DI	daily inspection
DIFF	deck integrated firefighting system
DLR	data link recorder
DME	distance measuring equipment
D-METAR	data link - meteorological aerodrome report
D-OTIS	data link - operational terminal information service
DPATO	defined point after take-off

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DPBL	defined point before landing
DR	decision range
DSTRK	desired track
EC	European Community
ECAC	European Civil Aviation Conference
EFB	electronic flight bag
EFIS	electronic flight instrument system
EGNOS	European geostationary navigation overlay service
EGT	exhaust gas temperature
ELT	emergency locator transmitter
ELT(AD)	emergency locator transmitter (automatically deployable)
ELT(AF)	emergency locator transmitter (automatic fixed)
ELT(AP)	emergency locator transmitter (automatic portable)
ELT(S)	survival emergency locator transmitter
EPE	estimated position of error
EPR	engine pressure ratio
EPU	estimated position of uncertainty
ERA	en-route alternate (aerodrome)
ERP	emergency response plan
ETOPS	extended range operations with two-engine aeroplanes
EU	European Union
EUROCAE	European Organisation for Civil Aviation Equipment
EVS	enhanced vision system
FAA	Federal Aviation Administration
FAF	final approach fix
FALS	full approach lighting system
FANS	future air navigation systems
FAP	final approach point
FAR	Federal Aviation Regulation
FATO	final approach and take-off
FC	flight crew
FCL	flight crew licensing
FCOM	flight crew operating manual
FDM	flight data monitoring
FDO	flying display operation
FDR	flight data recorder
FFS	full flight simulator
FGS	flight control/guidance system
FI	flight instructor
FLIPCY	flight plan consistency
FLTA	forward-looking terrain avoidance
FMECA	failure mode, effects and criticality analysis
FMS	flight management system
FNPT	flight and navigation procedures trainer
FOD	foreign object damage
FOSA	flight operational safety assessment
fpm	feet per minute
FRT	fixed radius transition
FSTD	flight simulation training device
ft	feet
FTD	flight training device
FTE	full time equivalent
FTE	flight technical error

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FTL	flight and duty time limitations
g	gram
GAGAN	GPS aided geo augmented navigation
GBAS	ground-based augmentation system
GCAS	ground collision avoidance system
GEN	general
GIDS	ground ice detection system
GLS	GBAS landing system
GM	Guidance Material
GMP	general medical practitioner
GNSS	global navigation satellite system
GPS	global positioning system
GPWS	ground proximity warning system
H	helicopter
HEMS	helicopter emergency medical service
HF	high frequency
Hg	mercury
HHO	helicopter hoist operation
HIALS	high intensity approach lighting system
HIGE	hover in ground effect
HLL	helideck limitations list
HOGE	hover out of ground effect
HoT	hold-over time
hPa	hectopascals
HPL	human performance and limitations
HUD	head-up display
HUDLS	head-up guidance landing system
HUMS	health usage monitor system
IAF	initial approach fix
IALS	intermediate approach lighting system
ICAO	International Civil Aviation Organization
IDE	instruments, data and equipment
IF	intermediate fix
IFR	instrument flight rules
IFSD	in-flight shutdown
IGE	in ground effect
ILS	instrument landing system
IMC	instrument meteorological conditions
in	inches
INS	inertial navigation system
IP	intermediate point
IR	Implementing Rule
R	instrument rating
IRS	inertial reference system
ISA	international standard atmosphere
ISO	International Organization for Standardization
I	intravenous
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
kg	kilograms
km	kilometres
kt	knots
LDA	landing distance available

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LDP	landing decision point
LED	light-emitting diode
LHS	left hand seat
LIFUS	line flying under supervision
LNAV	lateral navigation
LoA	letter of acceptance
LOC	localiser
LOE	line-oriented evaluation
LOFT	line-oriented flight training
LOQE	line-oriented quality evaluation
LOS	limited obstacle surface
LP	localiser performance
LPV	localiser performance with vertical guidance
LRCS	long range communication system
LRNS	long range navigation system
LVO	low visibility operation
LVP	low visibility procedures
LVTO	low visibility take-off
m	metres
MALS	medium intensity approach lighting system
MALSF	medium intensity approach lighting system with sequenced flashing lights
MALSR	medium intensity approach lighting system with runway alignment indicator lights
MAPt	missed approach point
MCTOM	maximum certified take-off mass
MDA	minimum descent altitude
MDH	minimum descent height
MEA	minimum en-route altitude
MED	medical
MEL	minimum equipment list
METAR	meteorological aerodrome report
MGA	minimum grid altitude
MHA	minimum holding altitude
MHz	megahertz
MID	midpoint
MLR	manuals, logs and records
MLS	microwave landing system
MLX	millilux
mm	millimetres
MM	multi-mode
MMEL	master minimum equipment list
MNPS	minimum navigation performance specifications
MOC	minimum obstacle clearance
MOCA	minimum obstacle clearance altitude
MOPSC	maximum operational passenger seating configuration
MORA	minimum off-route altitude
MPSC	maximum passenger seating capacity
MSA	minimum sector altitude
MSAS	multi-functional satellite augmentation system
MTCA	minimum terrain clearance altitude
N	North
NADP	noise abatement departure procedure
NALS	no approach lighting system
NCC	non-commercial operations with complex motor-powered aircraft

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NCO	non-commercial operations with other-than-complex motor-powered aircraft
NF	free power turbine speed
NG	engine gas generator speed
NM	nautical miles
NOTAM	notice to airmen
NOTECHS	non-technical skills evaluation
NOTOC	notification to captain
NPA	non-precision approach
NPA	Notice of Proposed Amendment
NVD	night vision device
NVG	night vision goggles
NVIS	night vision imaging system
NSE	navigation system error
OAT	outside air temperature
OCH	obstacle clearance height
OCL	oceanic clearance
ODALS	omnidirectional approach lighting system
OEI	one-engine-inoperative
OFS	obstacle-free surface
OGE	out of ground effect
OIP	offset initiation point
OM	operations manual
OML	operational multi-pilot limitation
ONC	operational navigation chart
OPS	operations
ORO	Organisation Requirements for Air Operations
OTS CAT II	other than standard category II
PAPI	precision approach path indicator
PAR	precision approach radar
PBE	protective breathing equipment
PBN	performance-based navigation
PCDS	personnel carrying device system
PC/PT	proficiency check/proficiency training
PDA	premature descent alert
PDP	predetermined point
PED	portable electronic device
PIC	pilot-in-command
PIN	personal identification number
PIS	public interest site
PLB	personal locator beacon
PNR	point of no return
POH	pilot's operating handbook
PRM	person with reduced mobility
QAR	quick access recorder
QFE	atmospheric pressure at aerodrome elevation / runway threshold
QNH	atmospheric pressure at nautical height
RA	resolution advisory
RAT	ram air turbine
RAIM	receiver autonomous integrity monitoring
RCC	rescue coordination center
RCF	reduced contingency fuel
RCLL	runway center line lights
RF	fixed radius

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RF	radio frequency
RF	radius to fix
RFC	route facility chart
RI	ramp inspection
RI	rectification interval
RIE	rectification interval extension
RMA	regional monitoring agency
RNAV	area navigation
RNP	required navigation performance
RNP APCH	RNP approach
RNP AR APCH	RNP approach for which authorisation is required
ROD	rate of descent
RP	rotation point
RTCA	Radio Technical Commission for Aeronautics
RTODAH	rejected take-off distance available (helicopters)
RTODRH	rejected take-off distance required (helicopters)
RTOM	reduced take-off mass
RTZL	runway touchdown zone lights
RVR	runway visual range
RVSM	reduced vertical separation minima
S	South
SAFA	safety assessment of foreign aircraft
SALS	simple approach lighting system
SALSF	simple approach lighting system with sequenced flashing lights
SAP	stabilised approach
SAP	system access parameters
SAR	search and rescue
SAS	stability augmentation system
SBAS	satellite-based augmentation system
SCC	senior cabin crew
SCP	special category of passenger
SDCM	system of differential correction and monitoring
SFE	synthetic flight examiner
SFI	synthetic flight instructor
SID	standard instrument departure
SMM	safety management manual
SMS	safety management system
SNAS	satellite navigation augmentation system
SOP	standard operating procedure
SPA	operations requiring specific approvals
SPECI	aviation selected special weather report
SPO	specialised operations
SRA	surveillance radar approach
SSALF	simplified short approach lighting system with sequenced flashing lights
SSALR	simplified short approach lighting system with runway alignment indicator lights
SSALS	simplified short approach lighting system
SSEC	static source error correction
SSR	secondary surveillance radar
STAR	standard terminal arrival route
STC	supplemental type certificate
TA	traffic advisory
TAC	terminal approach chart
TAS	true airspeed

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TAWS	terrain awareness warning system
TC	technical crew
TC	type certificate
TCAS	traffic collision avoidance system
TCCA	Transport Canada Civil Aviation
TCH	type certificate holder
TDP	take-off decision
TDZ	point touchdown zone
THR	threshold
TI	Technical Instructions
TIT	TMG turbine inlet temperature touring motor glider
TLS	target level of safety
TODA	take-off distance available (aeroplanes)
TODAH	take-off distance available (helicopters)
TODRH	take-off distance required (helicopters)
TOGA	take-off/go around
TORA	take-off run available
T-PED	transmitting portable electronic device
TRE	type rating examiner
TRI	type rating instructor
TSE	total system error
TVE	total vertical error
TWIP	terminal weather information for pilots
UMS	usage monitoring system
UTC	coordinated universal time
V ₂	take-off safety speed
V ₅₀	stalling speed
VAT	indicated airspeed at threshold
VDF	VHF direction finder
VFR	visual flight rules
VHF	very high frequency
VIS	visibility
VMC	visual meteorological conditions
VMO	maximum operating speed
VNAV	vertical navigation
VOR	VHF omnidirectional radio range
VT	threshold speed
VTOL	vertical take-off and landing
VTSS	take-off safety speed
WAAS	wide area augmentation system
WAC	world aeronautical chart
WIFI	wireless fidelity
ZFTT	zero flight-time training

GM3 Annex I Definitions

HELIDECK

The term 'helideck' includes take-off and landing operations on ships and vessels and covers 'shipboard final approach and take off areas (FATOs)'.

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HELICOPTER EMERGENCY MEDICAL SERVICES (HEMS) FLIGHT

- (a) A HEMS flight (or more commonly referred to as HEMS mission) normally starts and ends at the HEMS operating base following tasking by the 'HEMS dispatch centre'. Tasking can also occur when airborne, or on the ground at locations other than the HEMS operating base.
- (b) The following elements should be regarded as integral parts of the HEMS mission:
 - (1) flights to and from the HEMS operating site when initiated by the HEMS dispatch center;
 - (2) flights to and from an aerodrome/operating site for the delivery or pick-up of medical supplies and/or persons required for completion of the HEMS mission; and
 - (3) flights to and from an aerodrome/operating site for refueling required for completion of the HEMS mission.

GM4 Annex I Definitions

HEAD-UP GUIDANCE LANDING SYSTEM (HUDLS)

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

GM5 Annex I Definitions

HELICOPTER EMERGENCY MEDICAL SERVICES (HEMS) FLIGHT

- (a) A HEMS flight (or more commonly referred to as HEMS mission) normally starts and ends at the HEMS operating base following tasking by the 'HEMS dispatch centre'. Tasking can also occur when airborne, or on the ground at locations other than the HEMS operating base.
- (b) The following elements should be regarded as integral parts of the HEMS mission:
 - (1) flights to and from the HEMS operating site when initiated by the HEMS dispatch center;
 - (2) flights to and from an aerodrome/operating site for the delivery or pick-up of medical supplies and/or persons required for completion of the HEMS mission; and
 - (3) flights to and from an aerodrome/operating site for refueling required for completion of the HEMS mission.

GM6 Annex I Definitions

HOSTILE ENVIRONMENT

Those parts of an open-sea area not considered to constitute a hostile environment should be designated by the appropriate authority in the appropriate aeronautical information publication (AIP) or other suitable documentation.

GM7 Annex I Definitions

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NIGHT VISION IMAGING SYSTEM (NVIS)

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

GM8 Annex I Definitions

OFFSHORE LOCATION

'Offshore location' includes, but is not limited to:

- (a) helidecks;
- (b) shipboard heliports; and
- (c) winching areas on vessels or renewable-energy installations.

GM9 Annex I Definitions

OFFSHORE OPERATIONS

An offshore operation is considered to be a helicopter flight for the purpose of:

- (a) support of offshore oil, gas and mineral exploration, production, storage and transport;
- (b) support to offshore wind turbines and other renewable-energy sources; or
- (c) support to ships including sea pilot transfer.

GM10 Annex I Definitions

COASTLINE

The national definition of coastline should be included by the appropriate authority in the aeronautical information publication (AIP) or other suitable documentation.

GM11 Annex I Definitions

PUBLIC INTEREST SITE

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

GM12 Annex I Definitions

TECHNICAL INSTRUCTIONS



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

GM13 Annex I Definitions

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The first action includes for example: apply brakes, reduce thrust and deploy speed brakes.

GM14 Annex I Definitions

TASK SPECIALISTS

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

GM15 Annex I Definitions

UPSET PREVENTION AND RECOVERY TRAINING (UPRT) DEFINITIONS

‘Aeroplane upset prevention and recovery training’ means a combination of theoretical knowledge and flying training with the aim of providing flight crew with the required competencies to prevent or recover from developing or developed aeroplane upsets.

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

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

‘Angle of attack (AOA)’ means the angle between the oncoming air, or relative wind, and a defined reference line on the aeroplane or wing.

‘Approach-to-stall’ means flight conditions bordered by the stall warning and stall.

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

‘Developed upset’ means a condition meeting the definition of an aeroplane upset.

‘Developing upset’ means any time the aeroplane begins to unintentionally diverge from the intended flight path or airspeed.

‘Energy state’ means how much of each kind of energy (kinetic, potential or chemical) the aeroplane has available at any given time.



‘Error’ means an action or inaction by the flight crew that leads to deviations from organisational or flight crew intentions or expectations.

‘Error management’ means the process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of further errors or undesired aircraft states.

‘First indication of a stall’ means the initial aural, tactile or visual sign of an impending stall, which can be either naturally or synthetically induced.

‘Flight crew resilience’ means the ability of a flight crew member to recognise, absorb and adapt to disruptions.

‘Fidelity level’ means the level of realism assigned to each of the defined FSTD features.

‘Flight path’ means the trajectory or path of the aeroplane travelling through the air over a given space of time.

‘Flight path management’ means active manipulation, using either the aeroplanes automation or manual handling, to command the aeroplane flight controls to direct the aeroplane along a desired trajectory.

‘Load factor’ factor means the ratio of a specified load to the weight of the aeroplane, the former being expressed in terms of aerodynamic forces, propulsive forces, or ground reactions.

‘Loss of control in flight (LOCI)’ means a categorisation of an accident or incident resulting from a deviation from the intended flight path.

‘Manoeuvre-based training’ means training that focuses on a single event or manoeuvre in isolation.

‘Negative training’ means training which unintentionally introduces incorrect information or invalid concepts, which could actually decrease rather than increase safety.

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

‘Post-stall regime’ means flight conditions at an angle of attack greater than the critical angle of attack.

‘Scenario-based training’ means training that incorporates manoeuvres into real-world experiences to cultivate practical flying skills in an operational environment.

‘Stall’ means a loss of lift caused by exceeding the aeroplane’s critical angle of attack.

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

- (a) buffeting, which could be heavy at times;



- (b) lack of pitch authority and/or roll control; and
- (c) inability to arrest the descent rate.

‘Stall Event’ means an occurrence whereby the aeroplane experiences conditions associated with an approach-to-stall or a stall.

‘Stall (event) recovery procedure’ means the manufacturer-approved aeroplane-specific stall recovery procedure. If an OEM-approved recovery procedure does not exist, the aeroplane-specific stall recovery procedure developed by the operator, based on the stall recovery template contained in GM5 ORO.FC.220&230, may be used.

‘Stall warning’ means a natural or synthetic indication provided when approaching a stall that may include one or more of the following indications:

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

***Note:** A stall warning indicates an immediate need to reduce the angle of attack. ‘Startle’ means the initial short-term, involuntary physiological and cognitive reactions to an unexpected event that commence the normal human stress response.*

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

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

‘Stick shaker’ means a device that automatically vibrates the control column to warn the pilot of an approaching stall. Note: A stick shaker is not installed on all aeroplane types.

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

‘Surprise’ means the emotionally-based recognition of a difference in what was expected and what is actual.

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

‘Threat management’ means the process of detecting and responding to threats with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired aircraft states.



GM-OPS
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‘Train-to-proficiency’ means approved training designed to achieve end-state performance objectives, providing sufficient assurances that the trained individual is capable to consistently carry out specific tasks safely and effectively.

Note: In the context of this definition, ‘train-to-proficiency’ can be replaced by ‘training-to-proficiency’.

‘Undesired aircraft state’ means flight crew-induced aircraft position or speed deviation, misapplication of controls, or incorrect systems configuration, associated with a reduction in margins of safety.

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

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

‘Unsafe situation’ means a situation, which has led to an unacceptable reduction in safety margin.

GM16 Annex I Definitions

MINOR FAILURE CONDITION

Minor failure conditions may include, for example, a slight reduction in safety margins or functional capabilities, a slight increase in crew workload, such as routine flight plan changes, or some physical discomfort to passengers or cabin crew. Further guidance can be found in AMC 25.1309. Minor failure conditions are not considered to be unsafe conditions in accordance with AMC 21.A.3B(b).