



Defence  
Safety Authority

# Glossary of Terms

Defence Fire  
Safety Regulator

**DFSR**

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## **Introduction**

This common glossary of terms is managed by Defence Fire Safety Regulator (DFSR) in order to support the DSA-DFSR-02 Aerodrome Rescue and Fire-fighting (ARFF) Regulations published by the Defence Safety Authority (DSA)

## **Purpose**

This document provides the authoritative master glossary for all terms with a specific meaning used within the DFSR Regulations.

## **Conflicting Terms**

Where conflicting terms were identified, these have been revised to provide coherent and consistent terminology across the DFSR regulations and the MAA Regulatory Publications (MRP).

## **Definition**

The definitions provided in this document provide contextual information for any terms or words found in DFSR. If a term is not defined in this glossary, the definition found in the DSA 01.4 Defence Safety Glossary of Terms apply.

Term	Abr	Common Definition
<b>A</b>		
<b>Accident</b>		An unintended event over a specified time or for a defined activity that results in catastrophic <b>harm</b> , or is otherwise reportable under Regulation [See also: <b>Incident; Near Miss</b> ]
<b>Acceptable Means of Compliance</b>	AMC	Approved means by which conformance with Regulatory requirements can be demonstrated.
<b>Accountability</b>		Being liable for agreed results to be achieved; obligation to achieve in accordance with agreed standards.
<b>Accountable Manager</b>	AM	A single individual who has accountability for ensuring that all activities within their Area of Responsibility (AoR) can be resourced and carried out to the standard required.
<b>Accountable Manager (Military Flying)</b>	AM(MF)	The individual within a Defence Contractor Flying Organisation approved under Contractor Flying Approved Organisation Scheme (CFAOS) who is responsible for ensuring that all military flying management activities are carried out in accordance with the MAA Regulatory Publications. They are thus legally accountable for the safe operation of systems in their Area of Responsibility and for ensuring that <b>Risks to Life</b> (RtL) are <b>As Low As Reasonably Practicable</b> (ALARP) and <b>Tolerable</b> .
<b>Accountable Person</b>	AP	A person holding Accountability for the activity who is empowered to make safety-related executive decisions (See also <b>Responsible Person</b> and <b>Duty Holder</b> (DH)).
<b>Advice</b>		Providing specific and practical direction on the action(s) to be taken to ensure <b>compliance</b> . Advice stops short of telling a participant exactly what to do, but if followed, should contribute to enabling a compliant solution.
<b>Aerobatic Manoeuvres</b>		Intentionally performed manoeuvres which involve angles of pitch or bank greater than 90° to the horizon or yawing through angles greater than 20°. Exceptions to this definition are: <ol style="list-style-type: none"> <li>1. Stalling and spinning.</li> <li>2. Operational training manoeuvres stipulated by <b>Aviation Duty Holders</b> or Accountable Manager (Military Flying).</li> <li>3. Yawing turns in helicopters and Vertical/Short Take-Off and Landing aircraft.</li> <li>4. Trials or air weapons range manoeuvres stipulated by appropriate authorities.</li> </ol>
<b>Aerodrome/Airfield</b>		A defined area (including any buildings, installations and equipment) on land, water, on a fixed offshore or floating structure intended to be used either wholly or in part for the arrival/departure and surface movement of aircraft. (ICAO Annex 2) (Reg (EU) No 923/2012 Article 2(6)).

<b>Aerodrome Rescue and Fire Fighting.</b>	ARFF	Rescue and Fire Fighting Services operating on Defence aerodromes.
<b>Air Accident</b>		An accident that occurs during the period of operation of an <b><u>Air System</u></b> .
<b>Aircraft Operating Authority</b>	AOA	The AOA can be any one of the following:  1. The military commander of a discrete organisation empowered by a Letter of Delegation from the Secretary of State (SofS) through the Chiefs of Staff to operate specified types of UK Military <b><u>Air System</u></b> . AOA is a command chain function.  2. The Chief Executive of a MOD agency empowered by a Letter of Delegation (LoD) from the SofS to operate specified types of UK Military <b><u>Air System</u></b> .  3. The Chief Executive of a commercial company granted approval by the MAA to operate specific types of UK Military <b><u>Air System</u></b> .
<b>Air Incident</b>		An <b><u>incident</u></b> that occurs during the period of operation of an <b><u>Air System</u></b> .
<b>Air Safety</b>		Is the state of freedom from unacceptable risk of injury, or damage, to persons throughout the life cycle of military <b><u>Air Systems</u></b> . Its purview extends across all Defence Lines of Development and includes airworthiness, flight safety, policy, regulation and the apportionment of resources. It does not address survivability in a hostile environment.
<b>Air Safety Management System</b>	ASMS	A <b><u>Safety Management System</u></b> specific to aviation, including activities such as the operation, control and maintenance of <b><u>Air Systems</u></b> .
<b>Air System</b>	AS	Fixed or rotary wing aircraft, piloted or remotely piloted, and the ground-based systems vital to their safe operation.
<b>Alternative Acceptable Means of Compliance</b>	AAMC	<b><u>Acceptable Means of Compliance</u></b> (AMC) represents the preferred means by which the MAA expects the intent of the Regulation to be met. Therefore if the <b><u>Regulated Entity</u></b> believes it can better achieve the intent of the Regulation by using an Alternative AMC (AAMC), it may formally apply to the MAA to have this alternative means approved.
<b>As Low As Reasonably Practicable</b>	ALARP	The point at which it can be demonstrated that the cost of any further risk reduction (cost includes the loss of Defence capability as well as financial or other resource costs) becomes grossly disproportionate to the benefit obtained from that risk reduction.
<b>Assistant Team Leader</b>	ATL	The person who deputises during the absence of the Defence Fire Safety Regulator Team Leader (DFSR TL) to ensure continuity of the regulatory delegation and duty to enforce fire safety legislation under Article 26 of the Regulatory Reform (Fire Safety) Order and allied legislation that applies to Scotland and Northern Ireland.

<p><b>Assurance</b></p>		<p>Adequate confidence and evidence, through due process, that safety requirements below have been met:</p> <ol style="list-style-type: none"> <li>1. 1<sup>st</sup> Party (Internal) Assurance conducted wholly within the same organisation, for example: within the same level <b>Aviation Duty Holder</b> (ADH) or <b>ADH-Facing</b> (ADH_F) organisation (at the Delivery Duty Holder (DDH), Operating Duty Holder (ODH) or Senior Duty Holder (SDH) level); within the same delivery ‘arm’ of a company; or within the Delivery Team (DT).</li> <li>2. 2<sup>nd</sup> Party (External) Assurance conducted by an organisation that is separated from the activities being assured but where a vested ‘customer-supplier’ interest remains (i.e. superior organisations that do not belong to the same level ADH (ODH assuring DDH, SDH assuring ODH or DDH), commander, DT or delivery arm of the company conducting the activity).</li> <li>3. 3<sup>rd</sup> Party (Independent) Assurance conducted by an organisation that is separated from and maintains no vested interest in (so far as practicable) the activity or output being assured.</li> </ol>
<p><b>Audit</b></p>		<p>Systematic, independent and documented process for obtaining and evaluating evidence objectively to determine the extent to which audit <b>criteria</b> are fulfilled.</p>
<p><b>Aviation Duty Holder</b></p>	<p>ADH</p>	<p>An accountable individual, who is a Crown Servant, with formal delegated responsibilities for actively managing <b>Air Safety</b> via an effective <b>Air Safety Management System</b> to mitigate associated <b>Risks to Life</b> are <b>As Low As Reasonably Practicable</b> and <b>Tolerable</b> within their defined Areas of Responsibility.</p> <p>Note: The term ADH consists of three levels of <b>Duty Holder</b> (DH) coverage: Delivery DH, Operating DH and Senior DH. (MAA 02)</p>
<p><b>Aviation Duty Holder – Facing</b></p>	<p>ADH-F</p>	<p>An organisation that support ADHs by establishing Air Safety Management arrangements that interface with ADHs’ ASMS through formal mechanisms to ensure robust communications of any potential <b>Risk to Life</b> (RtL). (MAA RA 1020(4))</p>
<p><b>C</b></p>		
<p><b>Cargo</b></p>		<p>Commodities and supplies in transit. (AAP-06)</p>
<p><b>Certificate of Competence</b></p>	<p>CofC</p>	<p>A certificate or signature in a record that shows that an individual is qualified to carry out the specific duties to be authorized.</p>

<b>Civil Aviation Authority</b>	CAA	UK Civil Aviation Authority.
<b>Civil Aviation Authority Publications</b>	CAP	Civil Aviation policy, standards and <b>guidance</b> publications. All publications include a CAP number.
<b>Civil Emergency Services</b>	CES	Host Nation Civilian Emergency Services who are legally empowered to respond to and to and mitigate the effects of accidents and emergencies under statute.
<b>Competence</b>		The ability to perform a particular skill or range of skills to a prescribed standard, under prescribed conditions. It is a combination of the theoretical and practical knowledge and experience of the relevant subject matter.
<b>Competency</b>		The ability to undertake responsibilities and to perform activities with regard to specific standards to meet the authorized mission or task.
<b>Competent</b>		Having the ability to carry out the authorized mission or task.
<b>Competent Person</b>		A competent person is someone who has sufficient training and experience or knowledge that allows them to carry out the assigned mission or task.
<b>Compliance</b>		The fulfilment of a legal, statutory or regulatory requirement.
<b>Configuration</b>		The functional and physical characteristics of materiel as described in technical documents.
<b>Configuration Control</b>	CC	The maintenance of effective control of the approved configuration of materiel. (Def Stan 05-057).
<b>Configuration Management</b>	CM	A key discipline in the through-life management of defence materiel. It is the cornerstone of <b>Air System</b> safety and effective equipment management, ensuring that the various parts of a complete product or system remain compatible, including spares, test equipment, tools, ancillaries, software and support documentation.
<b>Configuration Management Plan</b>	CMP	How the Configuration Management requirements of an item, both hardware and software, are to be managed throughout the life cycle of the item. (Def Stan 05-057)
<b>Conformity</b>		The fulfilment of a policy or <b>Safety and Environmental Management Systems</b> (SEMS) requirement.
<b>Coordinated</b>		'Coordinated' assurance activity is conducted by more than one Defence Safety Authority (DSA) Regulator against their individual Regulations and each regulator produces their own report.
<b>Corrective Action</b>		Action taken to address a <b>non-compliance</b> and prevent recurrence.



<b>Corrective Action Requirement</b>		A positive action that requires activity to correct and eliminate causes of <b>non-conformities</b> , <b>non-compliance</b> or other undesirable situations that deliver improvements to an organisation's processes.
<b>Criteria</b>		The standards against which the audit or inspection will seek evidence of <b>compliance</b> .
<b>Critical Area</b>	CA	The CA being an area of the aircraft to be protected during a fire/incident to facilitate the safe evacuation of the aircraft's occupants. The purpose of the CA concept is not to define fire attack procedures. It is to serve as the basis for calculating the minimum quantities of extinguishing agents necessary to protect and maintain an area of an aircraft until rescue operations are completed i.e. 90% control in one minute and the requirement for sufficient water in order to maintain conditions that do not pose a threat to life.  (STANAG 7183)
<b>D</b>		
<b>Defence Aerodrome Manual</b>	DAM	Provide, in a standardized format, a mechanism to inform both military and civilian operators of accurate aerodrome data that includes physical characteristics, available services, aerodrome <b>hazards</b> and operating procedures. It will also provide reference material to the Aerodrome Operator to ensure that all aerodrome management requirements are being met and assured correctly.
<b>Defence Systems Approach to Training</b>	DSAT	The process that must be used by those who are involved in the analysis, design, delivery, assurance, management and governance of training across Defence. DSAT is designed to generate a Training System that allows trainers to deliver appropriate, effective, efficient, accountable, safe and risk-focussed training to trainees.  (JSP 822 Part 2)
<b>Derogation, Exemption or Disapplication</b>	DED	Derogation, <b>Exemption</b> or Disapplication (DED) from legislation or where Defence activities are conducted overseas (outside of the requirement to respond to Host Nations' expectations and co-operate with their authorities).
<b>Defence Codes of Practice</b>	DCoP	Provides <b>guidance</b> and best practice that will assist the user to comply with the directive(s). They assist Top Level Budget TLB and commanding officers/heads of establishment to comply with regulatory or policy requirements. DCoPS set out rules to aid compliance with regulations and represent good practice for defence.
<b>Display Flying</b>		Any flying activity designed to demonstrate an <b>Air System's</b> performance within the release to service, but beyond that normally carried out during routine operations and training, whether or not it is performed in front of the public.  (MAA 02)
<b>Duty Holder</b>	DH	DH have a personal level duty of care for the personnel under their command; those who, by virtue of their temporary

		<p>involvement in aviation activities, come within an DH's Area of Responsibility (AoR); and the wider public who may be affected by their operations. They are thus legally accountable for the safe operation of systems in their AoR and for ensuring that <b>Risks to Life</b> are <b>As Low As Reasonably Practicable</b> and <b>Tolerable</b>.</p> <p>The term is used in fire safety legislation (Scotland) for the person described in Defence Regulations as the <b>Accountable Person</b>.</p>
<b>Dynamic Enforcement</b>		<p>Swift enforcement action delivered during an audit or inspection to address <b>non-compliances</b> as they are detected to ensure the safety of personnel. This may be temporary or permanent depending upon the severity of the <b>non-compliance</b> and the length of time taken to achieve a safe resolution.</p>
<b>E</b>		
<b>Enforcing Authority</b>	EA	<p>The Fire Service Enforcing Authority appointed by the Director General (DG) DSA as defined under Article 25 of the Regulatory Reform (Fire Safety) Order and allied legislation that applies to Scotland and Northern Ireland.</p>
<b>European Union Aviation Safety Agency</b>	EASA	<p>The European Aviation Safety Agency (EASA) is responsible for ensuring safety and <b>environmental protection</b> in air transport in Europe.</p>
<b>Electronic Signature</b>		<p>Data in electronic form that are attached to, or logically associated with, other electronic data and that serves as a method of authentication. When used with a signature-verification device, it provides validation of electronic data source integrity.</p> <p>(EC Directive 1999/93/EC)</p>
<b>Elevated Heliports</b>		<p>A heliport located on a raised structure on land that is at least 3m higher than the surrounding terrain.</p>
<b>Enforcement</b>		<p>The power of sanction that may be applied by a regulator to <b>Aviation Duty Holders</b> and defence activities that fail to meet mandated requirements.</p>
<b>Enforcement Action</b>		<p>The authorised implementation of mechanisms of enforcement or sanction.</p>
<b>Enforcement Notice</b>	EN	<p>If the DFRS has identified a <b>non-compliance</b> with or there has been a severe breach of the legislation/regulation or the response to a <b>corrective action requirement</b> is unsatisfactory an EN can be served on the <b>Responsible/Accountable Person</b> or any other person who has control of the activity.</p>
<b>Environmental Protection</b>		<p>The application of adequate arrangements to protect the environment and comply with the UK environmental legislative framework (including the appropriate devolved administration's environmental protection legislation). This does not include sustainable development issues.</p>

<b>Exemption</b>		An enduring exemption from Defence regulations to meet or sustain operational capability. Where approved, the exemption may be formally written into the appropriate regulation as a disapplication.
<b>E</b>		
<b>Fire Hazards</b>		A situation that increases the likelihood a fire may start or may impede escape in the event a fire occurs.
<b>Fire Safety</b>		Precautions that are taken to prevent or reduce the likelihood of a fire that may result in death, injury or property damage. Alert those in a structure to the presence of an uncontrolled fire in the event one occurs and better enable those threatened by fire to survive in and evacuate from affected areas or to reduce the damage caused by a fire.
<b>Fire Safety Measures</b>		Those that are planned during the construction of a building or implementation in structures that are already standing and those that are taught to occupants of the building. Threats to fire safety are referred to as fire hazards.
<b>Fire Rescue Inspector</b>	FRI	Appointed to audit and provide assurance data to the DFSR TL in relation to operational Fire and Rescue Services activities.
<b>Fire Safety Inspector</b>	FSI	Appointed to audit fire safety organisation and arrangements and provide assurance and regulation evidence to the DFSR TL.
<b>Functional area</b>		Discrete area of organisations, processes and activity under the regulatory control of a specific sub regulator.
<b>Front Line Commands</b>	FLC	The single-Service Commands (Navy, Land or Air) responsible for operating, administering or training its forces outside the requirements of joint operations.  (JDP 3-52)
<b>G</b>		
<b>Gaseous Agent</b>		A gaseous fire extinguishing agent that extinguishes fire either through oxygen displacement (reduction of oxygen content) or physical effects (heat extraction).
<b>Guidance</b>		Guidance confers the recognition and adoption of good practice, giving access to information that helps to make decisions, provides general information and education to allow reasonable outcomes.
<b>Guidance Material</b>	GM	Typically developed to accompany Acceptable Means of Compliance in order to provide additional explanation to assist the application of the Regulation and to help illustrate the meaning of specifications and requirements. In seeking to assure <b>compliance</b> with the Regulations the Regulator may refer to GM as illustrating good practice.  Both Mandatory and Permissive statements can be contained in the GM. These will be enabled through the use of

		<p>“must/will/may/could”, with the following ‘rules’ associated with their usage:</p> <ol style="list-style-type: none"> <li>1. The word “must” in the text is used for citing legislative or regulatory requirements (eg: Health &amp; Safety at Work Act (HSWA)1974 or other Regulatory Articles) and has to be complied with. If used to expand on the Regulation within amplifying instructions for achieving Regulatory compliance it has to be complied with.</li> <li>2. The word “will” in the text denotes an expectation, provision or service, or an intention in connection with a requirement.</li> <li>3. Sentences containing the word “may” or “could” are guidelines; no justification is required if they are not followed.</li> </ol> <p>(MAA01)</p>
<b>H</b>		
<b>Harm</b>		An adverse physical or psychological impact on people, up to and including fatalities. Alternatively, short or long term damage to material or the environment.
<b>Hazard</b>		An intermediate state where potential for harm exists.
<b>Hazard Analysis</b>		The process of describing in detail the <b>hazards</b> and <b>accidents</b> associated with a system and defining accident sequences.
<b>Hazard Log</b>		The continually updated record of the <b>hazards</b> , accident sequences and accidents associated with a system. It includes information documenting <b>risk management</b> for each <b>hazard</b> and <b>accident</b> . Also see Risk Register.
<b>Head of Establishment</b>	HoE	The most senior MOD person identified by the chain of command as responsible for the site, establishment, base or building.
<b>Health and Safety</b>		The application of suitable and sufficient arrangements to prevent death or injury and to minimise work-related health effects.
<b>Helicopter Landing Area</b>		The general areas used for landing personnel and/or materiel from helicopters.
<b>Helicopter Landing Point</b>	HLP	A point within a landing site where one helicopter can land.
<b>Helicopter Landing Site</b>	HLS	A nominated site, which may be manned or unmanned, containing one or more Helicopter Landing Points.
<b>Heliport</b>		A facility designated for operating, basing, servicing and maintaining helicopters.
<b>Holding to Account</b>	H2A	Someone or something.

<b>Human Factors</b>	HF	<p>The interaction between people and people, people and machine, people and procedures and people and the environment.</p> <p>The understanding and application of physical, physiological and behavioural factors in the design, operation, maintenance and management of aerial systems to optimise safety, performance and capacity. It is multidisciplinary, and embraces individuals, teams and organisations.</p>
<b>Husbandry</b>		<p>The control, care and maintenance required to preserve the <b>quality</b> and integrity of products, parts and appliances throughout its life.</p>
<b>I</b>		
<b>Improvement Notice</b>	IN	<p>Served on an <b>Accountable Person</b> where the Regulator has identified a <b>non-compliance</b> with Legislation, Defence Regulations and/or the response to <b>Corrective Action Requirements</b> (CARS) is unsatisfactory. The recipient of the IN is required to demonstrate to the Regulator that the required improvements have been made before the IN is lifted.</p>
<b>Incident</b>		<p>An unintended event over an unspecified time or activity that results in levels <b>harm</b>, below the level of an accident but may be reportable under Regulation. [Also see: <b>Accident; Near Miss</b>]</p>
<b>International Civil Aviation Authority</b>	ICAO	<p>A specialized agency of the United Nations. It codifies the principles and techniques of international air navigation and fosters the planning and development of international air transport to ensure safe and orderly growth.</p> <p>(Wikipedia)</p>
<b>Independent Inspection</b>		<p>A secondary, independent, supervisory inspection. It is carried out by an appropriately authorized individual, who has not been involved in the maintenance activity, on those components or systems deemed essential for the pilot to retain control of the <b>Air System</b>.</p>
<b>Independent Safety Auditor</b>	ISA	<p>A <b>competent</b> and suitably qualified individual or team responsible for reviewing the operation of safety related management systems and safety related process <b>compliance</b>.</p> <p>They are to be independent of the safety processes they are auditing. This represents a formal role in any <b>Safety Management System</b> and is distinct from any safety related advisory or assessment tasks.</p>
<b>J</b>		
<b>Joint Inspection/Audit</b>		<p>Joint assurance activity is undertaken by more than one DSA regulator that leads to the production of a single report.</p>
<b>Just Culture</b>		<p>The shared attitudes, values, beliefs, behaviour and practices of personnel in which individuals are encouraged and able to</p>

		communicate openly and honestly because there is an absence of unjustifiable blame.
<b>L</b>		
<b>Letter of Delegation</b>	LoD	Letters empowering responsibility to individuals traceable from the SofS.
<b>M</b>		
<b>Maintenance</b>		The combination of all technical and administrative actions, including supervision actions, intended to retain an item in, or to restore it to, a state in which it can perform a required function.  (BS 4778)  Note: It includes: inspection, testing, servicing and classification as to serviceability, repair, rebuilding and reclamation.  (JWP 0-01.1)
<b>Major Change</b>		A change that has appreciable effect on the mass, balance, structural strength, operational characteristics, use or other characteristics.
<b>Military Aircraft</b>		<b>Air Systems</b> operating on the UK Military Aircraft Register under disapplication to the Air Navigation Order.
<b>Minor Change</b>		A change that has no appreciable effect on the mass, balance, structural strength, operational characteristics, use or other characteristics.
<b>Modification</b>		An approved design change to a build standard after the production drawings have been sealed.
<b>N</b>		
<b>NATO Standardization Agreement</b>	STANAG	The record of an agreement among several or all member nations to adopt like or similar military equipment, ammunition, supplies and stores; and operational and logistic and administrative procedures. National acceptance of a NATO allied publication issued by the Military Agency for Standardization may be recorded as a STANdardization Agreement.
<b>Near Miss</b>		An unintended event that is an unsafe or hazardous condition with the potential to, but did not on this occasion, cause harm.
<b>Night</b>		The hours between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate authority.  For the purposes of flying training and recording of night flying time, night is defined as the time between the end of civil twilight in the evening and the beginning of civil twilight in the morning.  For the purpose of standardization of Air Traffic Control procedures (ie: the change over time from Visual Flight Rules to Instrument Flight Rules in certain controlled airspace),

		night is defined as the time between half an hour after sunset and half an hour before sunrise, being determined at surface level, or as determined by the appropriate authority. (MAA 02)
<b>Non-Compliance</b>		The failure to fulfil a legal, statutory or Defence regulatory requirement.
<b>Non-Conformance</b>		The failure to fulfil a policy or Safety & Environmental Management System requirement.
<b>Notice to Airmen</b>	NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or <b>hazard</b> , the timely knowledge of which is essential to personnel concerned with flight operations.
<b>O</b>		
<b>Objectives</b>		The overall aims of an audit or inspection.
<b>Occurrence</b>		An unplanned event associated with the operation of an <b>Air System</b> in which: <ol style="list-style-type: none"> <li>1. a person is injured;</li> <li>2. an <b>Air System</b> sustains damage or structural failure which adversely affects its structural strength, performance or flight characteristics, or requires major repair or component replacement;</li> <li>3. an <b>Air System</b> is missing or completely inaccessible; or which <b>hazards</b> could hazard <b>Air System</b> operations (including logistical issues).</li> </ol>
<b>P</b>		
<b>Place of Safety</b>		In relation to premises, means a safe area beyond the premises.
<b>Practical Critical Fire Area</b>	PCA	This area is two-thirds of the Theoretical Critical Fire Area (TCA).
<b>Premises</b>		'Premises' includes any place and in particular: <ol style="list-style-type: none"> <li>1. any workplace;</li> <li>2. any vehicle, vessel or hovercraft;</li> <li>3. any installation on land (including the foreshore and other land intermittently covered with water), and any other installation (whether floating, or resting on the seabed or the subsoil thereof, or resting on other land covered with water or the subsoil thereof);</li> <li>4. any tent or movable structure.</li> </ol>
<b>Preventative and Protective Measures</b>		The measures which have been identified by the <b>Responsible Person</b> in consequence of a <b>risk assessment</b> as the general fire precautions they need to implement to comply with the requirements and prohibitions imposed upon them.

<b>Preventive Maintenance</b>		Maintenance carried out at predetermined intervals or according to prescribed <b>criteria</b> and intended to reduce the probability of failure or the degradation of the functioning of an item. (BS 4778)
<b>Prohibition Notice</b>	PN	Served on the <b>Accountable Person</b> where the Regulator feels that the risk associated is too high, perhaps using ALARP and <b>tolerable</b> as measures. A PN does not have to be attributed to <b>non-compliance</b> with Defence Regulations; the trigger is the Regulator's perception of the risk of <b>harm</b> . The PN requires the activity to cease while the corrective action is completed. The recipient of the PN is required to demonstrate to the Regulator that the risk has been sufficiently reduced before the PN is lifted and the activity can commence. (2016DIN06-020)
<b>Q</b>		
<b>Quality</b>		Degree to which a set of inherent characteristics of any object fulfils requirements. (ISO EN 9000:2015)
<b>Quality Assurance</b>	QAs	The part of Quality management focused on providing confidence that Quality requirements will be fulfilled. (ISO EN 9000:2015) (Abbreviation QA also used for Quality Audit)
<b>Quality Audit</b>	QA	A systematic, independent and documented process for obtaining objective evidence and evaluating it objectively to determine the extent to which audit <b>criteria</b> are fulfilled. (ISO EN 9000:2015) (Abbreviation QA also used for Quality Assurance)
<b>Quality Management System</b>	QMS	A set of interrelated or interacting elements of an organisation to establish Quality policies, <b>objectives</b> and processes to achieve those Quality objectives. (ISO EN 9000:2015)
<b>Quality Manual</b>		Specification for the Quality Management System of an organisation. (ISO EN 9000:2015)
<b>Quality Policy</b>		Policy related to quality that is consistent with the organisations overall policy, vision and mission and provides a framework for the setting of Quality objectives. (ISO EN 9000:2015)
<b>R</b>		
<b>Rationale</b>		The Rationale provides the origin or reason for the subsequent text in the specific Regulatory Article (RA). The Rationale is written in such a way that it enables future users



		of the MAA Regulatory Publications to understand why a particular Regulation has been created.
<b>Regulated Community</b>	RC	Those that operate in or support the Defence Air Environment to which the MAA Regulatory Publications applies. (MAA01).
<b>Regulated Entity</b>	RE	A means of referring to a recognized organisation within the Regulated Community. (MAA01).
<b>Regulation</b>		A prescribed rule or authoritative directive within the context of Defence Regulation and defined as an overarching mandatory activity which shall be followed without exception (unless a waiver or <b>exemption</b> has been formally issued).
<b>Regulatory Instruction</b>	RI	RI will provide new mandatory direction.
<b>Regulatory Notice</b>	RN	A RN will notify changes in structures, procedures, regulations, provide operational or engineering <b>guidance</b> .
<b>Regulatory Waiver/ Exemption (ARFF)</b>		Relief from a Regulation may be granted by the DFSR on successful application for a temporary waiver or permanent <b>exemption</b> . The <b>Regulated Entity</b> (RE) is responsible for submitting the application for a waiver or <b>exemption</b> in accordance with the process in MAA03: Military Aviation Authority Regulatory Processes.
<b>Relevant Persons</b>		'Relevant Persons' means:  1. Any person (including the <b>Responsible Person</b> ) who is or may be lawfully on the premises;  2. Any person in the immediate vicinity of the premises who is at risk from fire on the premises but does not include a fire-fighter who is carrying out his duties in relation to a function of a fire and rescue authority under sections 7, 8 or 9 of the Fire and Rescue Services Act 2004.
<b>Report Analyse and Exploit.</b>	RAE	The three main functional aspects of risk-based assurance - the collection of data/intelligence, analysis of that data/intelligence to generate a domain <b>risk picture</b> and supply of that analysis and risk picture to enable an appropriate forum to decide on the regulatory response to that emergent picture.
<b>Responsible Person</b>		The term used in fire safety legislation (England and Wales) for the person described in Defence Regulations as the <b>Accountable Person</b> .
<b>Risk</b>		Is a measure of exposure to possible loss and it combines the severity of loss (how bad?) and the likelihood of suffering that loss (how often?).
<b>Risk Assessment</b>		Assessment of the likelihood and severity related to a <b>hazard</b> .

<b>Risk Management</b>	RM	Process that encompasses <b>hazard</b> identification; risk assessment; hazard risk matrix; risk reduction; and risk monitoring and review.
<b>Risk Register</b>	RR	The RR is a continually updated record of the <b>Risk to Life</b> (RtL) associated with a system. It includes information documenting risk management for each risk type pan Defence Lines of Development.
<b>Risk to Life</b>	RtL	RtL addresses fatality and injury but excludes damage to assets or the environment where no <b>harm</b> results. People should only be exposed to risk of harm where some defined benefit is expected and where the risks are adequately controlled.
<b>Risk Picture</b>		Time bound assessment of risk relating to activity of a target organisation.
<b>S</b>		
<b>Safety</b>		The freedom from unacceptable risks of personal <b>harm</b> .
<b>Safety Assessment</b>	SA	The structured argument that the system is safe for its intended use and that all applicable Defence Lines of Development have been considered in the context of the overarching <b>Air System</b> Safety Case.
<b>Safety Audit</b>		A systematic and independent examination to determine whether safety related activities and related results comply with planned arrangements and whether these arrangements are suitable to achieve safety <b>objectives</b> and are implemented effectively. The Safety Audit may be used to make recommendations to improve the subject activity.
<b>Safety Management</b>		The application of organisational, management and engineering principles in order to achieve safety. (Def Stan 00-056)
<b>Safety Management Plan</b>	SMP	A document that defines the strategy for addressing safety and documents the <b>Safety Management System</b> .
<b>Safety Management System</b>	SMS	The organisational structure, processes, procedures and methodologies that enable the direction and control of the activities necessary to meet safety requirements and safety policy <b>objectives</b> . (Def Stan 00-056)
<b>Safety and Environmental Management System</b>	SEMS	The system employed by an organisation to implement, manage and assure safety and <b>environmental protection</b> Legislative & Regulatory compliance and conformance with Policy and other articles required by that system.
<b>Safety Services</b>		A generic term used to cover the Aerodrome Rescue and Fire Fighting Services, medical personnel and equipment at a place from or to which <b>Air Systems</b> operate.

<b>Scheduled Maintenance</b>		Predetermined preventive maintenance activities undertaken at regular intervals to maintain the products, parts and appliances throughout their operating life.
<b>Serious Fault</b>		A fault that may have immediate and serious implications to a product, part or appliance.
<b>Service Level Agreement</b>	SLA	Agreement between two parties in MOD covering key outputs, resources and support to be provided by one party to the other (e.g. between Defence Equipment & Support (DE&S) and a Top-Level Budget (TLB)).
<b>Serviceable</b>		Technical equipment that is fit for immediate use and capable of performing its designed function (Serviceable equipment may be identified as either A1: Serviceable New or A2: Serviceable Used).
<b>Scope</b>		The boundaries defining the primary focus of an audit or inspection (Unit, Location, Activity, Process, Procedure).
<b>Senior Fire &amp; Rescue Inspector</b>	SFRI	Responsible to the DFSR TL for the oversight, assurance, audit and maintenance of Fire & Rescue regulation within the Defence regulatory domain.
<b>Senior Fire Safety Inspector</b>	SFSI	Is responsible to the DFSR TL for the implementation, maintenance and management of Fire Safety Legislation within the Defence regulatory domain.
<b>Standardization</b>		The attainment of interoperability through the development and application of concepts, doctrines, procedures and designs to achieve and maintain the required levels of compatibility, interchange ability or commonality in the operational, procedural, materiel, technical and administrative fields.
<b>Surface Level Heliports</b>		Heliport that have landing points at surface level.
<b>T</b>		
<b>Task Resource Analysis</b>	TRA	A qualitative risk-based approach, which focuses upon probable and credible worst-case scenarios which seeks to identify the appropriate number of personnel required to undertake identified tasks in real time before supporting external services are able to effectively assist ARFF Services.
<b>Team Leader</b>	TL	The Fire Service/Fire Safety Enforcing Authority appointed by the DG DSA as defined under Article 25 of the Regulatory Reform (Fire Safety) Order and allied legislation that applies to Scotland and Northern Ireland.

<b>Theoretical Critical Fire Area</b>	TCA	The theoretical critical fire area is a rectangle, the longitudinal dimension of which is the overall length of the aircraft, and the width includes the fuselage and extends beyond it by a predetermined set distance that is dependent on the overall width. Therefore, the aircraft length multiplied by the calculated width equals the size of the TCA.
<b>Tolerable</b>		The concept of tolerability provides a framework to assist in deciding if high risk activities should be undertaken by considering if the risk, pre or post mitigation, falls within boundaries of probability called the “ALARP or tolerability region”. The principle is that the risk of injury or fatality within a workforce or wider society can be tolerated providing that the risk is both mitigated to ALARP and justified when considering the benefits that would be achieved from undertaking the activity.  (DSA1.2 Chapter 3)
<b>U</b>		
<b>Unserviceable</b>	U/S	Technical equipment that is unfit for immediate use and incapable of performing its designed function.
<b>Urgent Improvement Notice</b>		An Urgent IN would be appropriate if the level of risk associated with the <b>non-compliance</b> is considered high and therefore requires urgent corrective action to be taken.  (2019DIN06-020)