NPA/25/13

Title of Proposal: MAA Master Glossary

RA(s) or Manual Chapter(s): MAA02

Organizations and / or business sectors affected: Whole Regulated Community

RFC Serial No: MAA/RFC/2024/067, 2024/072, 2024/079, 2024/083, 2024/084, 2024/112, 2024/140, 2024/193, 2024/195, 2024/198, 2024/214, 2024/306, 2024/333

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N/A	N/A	N/A	N/A

Cross-references to Other Documents or Relevant Sources

Other MRP Amendments: N/A

Service Inquiry Recommendations: N/A

AAIB Recommendations: N/A

Other Investigation Recommendations: N/A

Any Other Document: N/A

Feedback Notes for the Regulated Community

The Regulated Community are invited to offer feedback about the proposed amendment in the following areas:

- Air or Flight Safety impact
- Operational impact
- Errors or omissions
- Timescale for implementation
- Cost of implementation
- Amendment to internal processes/orders

- Resourcing the outcome of change
- (Contract amendments because of the change)

The format for feedback is available within a single Excel Template file on both internal and external MAA websites; it is important to use this format to ensure that your responses are considered and answered correctly.

Summary of Proposed Amendment

Objective: MAA02 has been amended to ensure it remains up-to-date with the terminology used within the MRP.

Changes made: The MAA has reviewed and amended MAA02 to incorporate RFCs related to:

- Changed Product Rule,
- Continuous Charge,
- Cover modification,
- Near Miss,
- Non-compliance,
- Non-conformance,
- Products, Parts, and Appliances,
- Refresh OEC,
- Support Policy Statement,
- Unsafe Condition, and
- Update RPAS related terminology into UAS related terminology.

Impact Assessment: Medium

Consultation Period Ends: 18 June 2025

The consultation period for this proposed amendment ends on the stated date. Please send your feedback, using the Response Form, via email to DSA-MAA-MRPEnquiries@mod.gov.uk

MAA Approval

Post	Name	Rank	Signature
DSA-MAA-Reg-DepHd	Redacted	Redacted	Redacted - Original Signed

Defence Safety Authority

MAA02: Military Aviation Authority Master Glossary

Military Aviation Authority

Military Aviation Authority
MAA

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Reference

1. All users of this document are recommended to refer to MAA01: Military Aviation Authority Regulatory Policy.

Purpose

2. This document provides a single reference source for the definition of Air Safety terms as defined by the MAA. Environmental Protection (EP) terms used within the MAA Regulatory Publications (MRP) are defined in JSP 418 Master Glossary (JSP 418 Management of environmental protection in defence) and JSP 816 Defence Environmental Management System.

Provenance

3. The Air Safety terms and abbreviations contained within this document have been taken from the following ►◄ publications (the Military Aviation Regulations Document Set)[►1◄]:

a. JSP 550.
b. JSP 551 Vols 1 to 3.
c. JSP 552.
d. JSP 553.
e. JSP 554.
f. JSP 556.
g. AvP 67.
h. JAP100A-01.
i. Defence Standards:
(1) 05-122.
(2) 05-123.
(3) 05-130.
(4) 00-133.
j. MAA Regulatory Instructions.
k. MAA Regulatory Notices.

Conflicting Terms

4. Where conflicting Air Safety terms were identified, these have been revised to provide coherent and consistent terminology across the MRP.

MAA02 Definition Inclusion Rules

5. Air Safety terms and words not defined in the MAA02 are defined by the Concise Oxford English Dictionary (COED). The following rules govern the insertion of Air Safety terms into MAA02:

a. **Rule 1**: Duplication of terms. If a term is given a definition in MAA02, it then becomes the definitive term for the MAA and the MRP. However, if the term is used in multiple contexts, with a different meaning in each, it cannot have a single definitive term in MAA02.

b. **Rule 2**: Terms will only be entered in MAA02 where they appear in more than one Overarching Document, Regulatory Article (RA) or Manual. Terms that only appear in one Overarching Document, RA or Manual will be defined in that document.

c. **Rule 3**: If a term or group of words is used in a specific manner in limited publications, but could have a wider and valid interpretation in the Regulated Community, the specific definition is to be limited to that publication and its daughter publication (ie For the purpose of this RA and RA XXXX the term … is defined as …).

[1] ►Some of these publications are no longer extant.◄

d. **Rule 4**: Where a term is defined in the COED, normally there is no requirement to define the term in MAA02 unless it has a specific meaning within the MRP which differs from the COED definition.

e. **Rule 5**: Abbreviations are not definitions; where abbreviations are used in the MRP, they should be spelt out in full for first usage in accordance with JSP 101.

f. **Rule 6**: ►Where the MAA has adopted the definition of terms used by other organizations (eg International Civil Aviation Organization, UK Civil Aviation Authority, North Atlantic Treaty Organization, etc), and has listed the term and definition within MAA02, the definition will identify their source at the end of the definition in brackets.◄

g. **Rule 7**: No obsolete terms will be defined in MAA02.

h. **Rule 8**: If a term is not found in the MRP, it will not be listed in MAA02.

i. **Rule 9**: When a term is used in the MRP, within the context of its definition in MAA02, it should be capitalised as shown in MAA02 (eg Maintenance).

►Gender Neutrality in terminology

6. The UK MOD has followed UK government guidance on incorporating gender inclusivity requirements within its documentation. As such the MRP has been updated to replace all gender terms with gender neutral terms. It is acknowledged that some organizations may still refer to gender specific terms (eg Unmanned Air Systems) rather than the gender neutral equivalent (eg Uncrewed Air Systems).◄

Contents of Glossary

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Undefined Abbreviations

This table has been created to separate the terms / abbreviations with definitions from the terms / abbreviations without definitions.

NOTE: There are examples where the same abbreviation is used, in different contexts, for different terms (ie SI is used for Service Inquiry, Servicing Instruction, and Structural Integrity).

Abbreviation	Term
A	
AAIB	Air Accident Investigation Branch
AAOS	Air Traffic Management Equipment Approved Organization Scheme
AAP	Allied Administrative Publication
ACAS	Assistant Chief of the Air Staff
ADF	Acceptable Deferred Faults
AERC	Airborne Equipment Release Certificate
AGE	Aerospace Ground Equipment (See Ground Support Equipment)
AIA	Aerospace Industries Association
AIP	Approval in Principle
Air Cmd	Air Command
ALWRC	Air Launched Weapon Release Certificate
AMM	Aircraft Maintenance Manual
ANO	Air Navigation Order
AoR	Area of Responsibility
ARCC	Aeronautical Rescue Co-ordination Centre
ARO	Aircraft Recovery Officer
ASD	Aerospace and Defence Industries
ASIMS	Air Safety Information Management System
AT	Air Transport
AvP	Aviation Publication
B	
BMAR	Baseline Military Airworthiness Review
C	
C2	Command and Control
CAA	Civil Aviation Authority
CAME	Continuing Airworthiness Management Exposition
CAMO	Continuing Airworthiness Management Organization
CAP	Civil Aviation Publication
CBRN	Chemical, Biological, Radiological and Nuclear
CCB	Configuration Control Board
CCO	Corporate Communications Officer
CFAOS	Contractor Flying Approved Organization Scheme
CHQ	Command Headquarters
CM	Composite Material
CFMO	Command Flight Medical Officer
CofU	Certificate of Usage
Continued Airworthiness	See Type Airworthiness

COTS	Commercial off the Shelf
CS	Certification Specifications
CSALMO	Chief Salvage and Mooring Officer
CWP	Contractor's / Civilian Working Party
D	
D&D Cell	Distress and Diversion Cell
DAIB	Defence Accident Investigation Branch
DAOS	Design Approved Organization Scheme
DAPS	Defence Aircrew Publications Squadron
DCDS DO	Deputy Chief of Defence Staff Duty Officer
DDP	Declaration of Design and Performance
DE&S	Defence Equipment & Support
Def Stan	Defence Standard
DM	Data Module
DML	Draft Modification Leaflet
DOSG	Defence Ordnance Safety Group
DSTL	Defence Science and Technology Laboratory
DT	Delivery Team
DTL	Delivery Team Leader
E	
ECLS	Engine Cyclic Life Supplement
ECU	Engine Change Unit
EHO	Environmental Health Officer
EOD	Explosive Ordnance Disposal
ER	Expedient Repair
ESVRE	Establish-Sustain-Validate-Recover-Exploit
F	
FLIR	Forward-Looking Infra Red
FRACAS	Fault Reporting and Corrective Action System
FRP	Fibre Reinforced Plastic
G	
GenHUMS	Generic Health and Usage Monitoring Systems
I	
ICAO	International Civil Aviation Organization
ICP	Incident Control Post
IFR	Instrument Flight Rules
J	
JAC	Joint Aviation Command
JADTEU	Joint Air Delivery Test and Evaluation Unit
JAP	Joint Air Publication
JBA	Joint Business Agreement
JSMCR	Joint Services Munitions Control Register
JSP	Joint Service Publication
L	
LOX	Liquid Oxygen
LTC	Local Technical Committee

M	
MAOS	Maintenance Approved Organization Scheme
MARC	Military Airworthiness Review Certificate
MAS	Manual of Air Safety
MFRI	Mandatory Fault Reporting Instructions
Mil AR	Military Airworthiness Review
MOB	Main Operating Base
MOD	Ministry of Defence
MOE	Maintenance Organization Exposition
MRCOA	Military Registered Civil Owned Aircraft
MRP	MAA Regulatory Publications
MRT	Mountain Rescue Team
N	
NATO	North Atlantic Treaty Organization
NSI	Non-Statutory Inquiry
NVD	Night Vision Devices
O	
OEM	Original Equipment Manufacturer
ORN	Originator's Reference Number
OSI	Occurrence Safety Investigation
P	
PBN	Performance Based Navigation
PFN	Penalty Factor Number
PO	Production Organization
PPE	Personal Protective Equipment
Q	
QOR	Quality Occurrence Report
R	
RADHAZ	Radiation Hazard
RAFCAM	Royal Air Force (RAF) Centre of Aerospace Medicine
RAFRLO	Royal Air Force (RAF) Regional Liaison Officer
RFC	Request for Change
RVSM	Reduced Vertical Separation Minima
S	
SAL	Service Amendment Leaflet
SAR	Search and Rescue
SDO	Service Design Organization
SI	Service Inquiry
SITREP	Situation Report
SME	Subject Matter Expert
SofS	Secretary of State
SOP	Standard Operating Procedure
T	
TCW	Tactical Communications Wing
TME	Test and Measuring Equipment
TASA	Type Airworthiness Safety Assessment

U	
UETF	Uninstalled Engine Test Facility
V	
VFR	Visual Flight Rules

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Glossary terms for 'A'

Term	Abbreviation	Definition
Acceptable Means of Compliance	AMC	AMC illustrate a means, but not the only means, by which Regulations can be met and the Regulated Entity may decide to show compliance by other means. AMC are written in the permissive sense in order to allow a Regulated Entity the opportunity to consider alternative approaches. As a consequence, AMC contain the permissive verb **should** (highlighted in bold for visual impact). This is the only place where this particular permissive verb is to be used. Where the Regulated Entity believes there is a more effective way of satisfying the intent of the Regulation, it may utilize the AAMC process outlined in MAA03 to apply to the MAA for Approval. However, AMC are strongly recommended practices; regardless of whether published AMC are used, or alternatives are proposed to the Regulator, the burden of proof that the Regulation is satisfied rests entirely with the Regulated Entity. Due to the many vagaries of Defence Aviation, there can be no presumption of compliance if a published AMC is followed inappropriately. The Regulated Entity should consult the Regulator as necessary to ensure that AMC are valid for local operating conditions. (Sourced from: MAA01)

Term	Abbreviation	Definition
Accident		An Air Safety related Occurrence which has resulted in any or all of the following conditions: 1. A person being killed or suffering a specified Injury[2, 3] lasting seven days or over; or, 2. An Air System sustaining damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the Aircraft, and would normally require major Repair or replacement of the affected component. Except for: engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the Aircraft skin (such as small dents or puncture holes) or minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike, (including holes in the Radome). Derived from ICAO Annex 13; or, 3. An assessment of Air System Repair Category 4 or (including provisional) Category 5[4]. (Source derived from: EU Regulation 996/2010).
Accountable Manager	AM	A single individual who has Accountability for ensuring that all activities within their Area of Responsibility can be resourced and carried out to the standard required. Within the Defence Air Environment, the AMs are those within: Aviation Duty Holder-Facing Organizations; Defence Contractor Flying Organization; Maintenance Approved Organizations; or Air Traffic Management Equipment Approved Organizations. The AM equivalent within Design Approved Organizations is the “Head of Design Organization”.
Accountable Manager (Military Flying)	AM(MF)	The individual within a Defence Contractor Flying Organization approved under Contractor Flying Approved Organization Scheme who is responsible for ensuring that all military flying management activities are carried out in accordance with the MRP. They are thus legally accountable for the safe operation of systems in their Area of Responsibility and for ensuring that Risks to Life are As Low As Reasonably Practicable and Tolerable.

[2] Injuries are defined in the Reporting of Injuries, Diseases and Dangerous Occurrence Regulations (RIDDOR) 2013 Regulation 4: http://www.hse.gov.uk/riddor and http://www.legislation.gov.uk/uksi/2013/1471/contents/made.
[3] Refer to JSP 375 ►◄ Volume 1 Chapter 16 Annex A – ►Safety occurrence◄ reporting and investigation https://www.gov.uk/government/collections/jsp-375-health-and-safety-handbook.
[4] Refer to RA 4815 – Maintenance Procedures and Safety and Quality Policy (MRP 145.A.65), Annex A – Air System Repair Categories and Definitions.

Term	Abbreviation	Definition
Accountable Manager (Military Flying)-Facing Organization	AM(MF)-Facing Organization	An organization that delivers or supplies aviation-related services[5] and / or resource directly or indirectly to an AM(MF), and whose activities and decisions could affect the Air Safety of an AM(MF)'s operations and / or the ability of an AM(MF) to mitigate associated operating Risk to Life to As Low As Reasonably Practicable and Tolerable.
Accountable / Accountability		Being liable for agreed results to be achieved; obligation to achieve in accordance with agreed standards.
Acquisition		The setting of requirements; the selection, development and manufacture of a solution to meet those requirements; the introduction into service and support of equipment or other elements of capability through life, and its appropriate disposal.
Aerial Delivery Equipment	ADE	Equipment and ancillary items, including an Airdrop Platform where used, to deliver Cargo to Drop Zones. (Sourced from: AAP-06)
Aerobatic Manoeuvres		Intentionally performed manoeuvres which involve angles of pitch or bank greater than 90º to the horizon or yawing through angles greater than 20º. Exceptions to this definition are: 1. Stalling and spinning. 2. Operational training manoeuvres stipulated by Aviation Duty Holders or Accountable Manager (Military Flying). 3. Yawing turns in helicopters and Vertical / Short Take-Off and Landing Aircraft. 4. Trials or air weapons range manoeuvres stipulated by appropriate authorities.
Aerodrome / Airfield		A defined area (including any buildings, installations and equipment) on land or water or on a fixed, fixed off-shore or floating Structure intended to be used either wholly or in part for the arrival, departure and surface movement of Aircraft. (Sourced from: UK Regulation (EU) No 923/2012))
Aerodrome Movement Area Incursion	AMA Incursion	The incorrect or unauthorized presence of an Air System, vehicle, person, animal or object within the boundary of an Aerodrome or para-drop site / zone that has the potential to affect Safety, security, disrupt operations or incur the Protected Area of a surface designated for the landing and take-off of Air Systems.

[5] This includes, but is not limited to, providers of aviation support and facilities such as: Aerodromes; aviation-capable Ships; Air Traffic Services (ATS) and other Air Traffic Management (ATM) Organizations; Medical / Occupational Health; Aeronautical Information; Fire & Rescue; Air System storage and Maintenance; Aerodrome landing aids and ground services; Heads of Establishment (HoE); Defence Equipment and Support; Design Organizations; Maintenance Organizations; Type Airworthiness Authorities / Managers; Military Continuing Airworthiness Managers; Delivery Teams; Defence Infrastructure Organization; Service career management agencies; and Top-Level Budget Capability and planning staffs.

Term	Abbreviation	Definition
Aerodrome Traffic		All traffic on the Manoeuvring Area of an Aerodrome and all traffic flying in the vicinity of an Aerodrome. Note: An Air System is in the vicinity of an Aerodrome when it is in, entering or leaving an Aerodrome Traffic Circuit.
Aerodrome Traffic Zone	ATZ	Airspace of defined dimensions established around an Aerodrome for the protection of Aerodrome Traffic. (Sourced from: ICAO Annex 2)
Aeronautical Ground Light		Any light specially provided as an aid to air navigation, other than a light displayed on an Air System.
Aeronautical Information Management	AIM	The dynamic, integrated management of aeronautical information through the provision and exchange of Quality-assured digital aeronautical data in collaboration with all parties.
Ageing Air System Audit	AAA	A periodic activity intended to provide Assurance that the Airworthiness Risks associated with ageing of a fleet's Air System are being managed appropriately.
Air Accident		An Accident that occurs during the Period of Operation of an Air System.
Air Combat Manoeuvring		One or more Aircraft conducting short range beyond visual range and within visual range tactics to defend against or engage one or more adversary Aircraft.
Air Defence		All measures designed to nullify or reduce the effectiveness of hostile air action.
Air Engineer Officer	AEO	Royal Navy, Royal Electrical and Mechanical Engineers or Royal Air Force engineering officer, who is qualified to work with Air Systems or holds Airworthiness delegation.
Air-ground Communications		One / Two-way communication between Air Systems and stations or locations on the surface of the earth.
Air Incident		An Incident that occurs during the Period of Operation of an Air System.
Air Launched Weapon	ALW	Those weapons Carried, Released (including launched, fired, or dispensed) and Jettisoned (CR&J) from an Aircraft. These comprise: all bombs, missiles, rockets, aerial mines / depth charges and torpedoes which have been designed for CR&J from external or internal armament installations on Aircraft. The definition covers both live and inert variants of the subject items, but excludes captive carriage (where the weapon is secured to the Aircraft and unable to be released or jettisoned), guns and ammunition up to 20 mm calibre, and countermeasures.
Air Publication	AP	Documentation provided to support an Air System. Various numbered Topics within an AP contain descriptive or procedural information.

Term	Abbreviation	Definition
Air Safety		Is the state of freedom from unacceptable Risk of Injury to persons, or damage, throughout the life cycle of military Air Systems. Its purview extends across all Defence Lines of Development and includes Airworthiness, Flight Safety, ►Human Factors,◄ Policy, Regulation and the apportionment of Resources. It does not address survivability in a hostile environment.
Air Safety Management System	ASMS	A Safety Management System specific to aviation, including activities such as the operation, control and Maintenance of Air Systems.
Air System		The Aircraft (whether Crewed or Uncrewed) and associated components vital to their safe operation. This may include components not on the Aircraft itself (for example, for ►Uncrewed Air Systems, the Command Unit◄ and datalinks essential for control of the Aircraft).
Air System Document Set	ADS	The documentation considered as essential for sustaining the Type Airworthiness, maintaining the Continuing Airworthiness, and for ensuring the safe operation of an Air System. The documentation is defined, developed, maintained and approved for use by one of the following: Type Airworthiness Authority, Commodity Chief Engineer, Operating Duty Holder / Accountable Manager (Military Flying), or Release To Service Authority.
Air System Release for Flight		The final signatory Responsibility to release the Air System to the Responsible Aircrew Member for Flight.
Air System Safety Case	ASSC	A structured argument, supported by a body of evidence that provides a compelling, comprehensible and valid case that an Air System is safe for a given application in a given environment. It is through-life, pan-Defence Lines of Development and addresses a combination of the physical components, procedures and human resources organized to deliver the capability.
Air Traffic		All Aircraft in flight or operating on the Manoeuvring Area of an Aerodrome. (Sourced from: ICAO Annex 2)
Air Traffic Control (ATC) Clearance		Authorization for an Aircraft to proceed under conditions specified by an ATC unit. Note 1: For convenience, the term 'ATC Clearance' is frequently abbreviated to 'clearance' when used in appropriate context. Note 2: The abbreviated term 'clearance' may be prefixed by the words 'taxi', 'take-off', 'departure', 'en route', 'approach' or 'landing' to indicate the particular portion of flight to which the ATC Clearance relates. (Sourced from: ICAO Annex 2)

Term	Abbreviation	Definition
Air Traffic Control (ATC) Unit Terrain Safe Level		The applicable level as published in ATC unit procedures that ensures Instrument Flight Rules terrain clearance requirements. Note: This may include; ATC Surveillance Minimum Altitude Areas, Radar Vector Charts Areas, Advisory Route levels, en-route ATC Safety Altitudes or Minimum Sector Altitudes. (Sourced from: UK CAA CAP 774)
Air Traffic Control (ATC) Surveillance Minimum Altitude Areas		A defined area in the vicinity of an Aerodrome, in which the minimum safe levels allocated by a Controller vectoring Instrument Flight Rules flights with Primary Surveillance Radar and / or Secondary Surveillance Radar or Automatic Dependant Surveillance Broadcast equipment have been predetermined. (Sourced from: UK CAA CAP 777) Note: This includes Wide Area Multilateration equipment.
Air Traffic Management	ATM	The dynamic, integrated management of Air Traffic and airspace including Air Traffic Services, airspace management and Air Traffic flow management, safely, economically and efficiently-through the provision of facilities and seamless services in collaboration with all parties and involving airborne and surface based functions.
Air Traffic Management Equipment	ATM Equipment	Equipment used for the provision of ATM, including equipment used in the Air Defence environment. ATM Equipment can be surface based or part of an Air System, ship or vehicular platform.
Air Traffic Service	ATS	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). (Sourced from: ICAO Annex 2)
Air Traffic Service Surveillance System		A generic term meaning variously, Automatic Dependant Surveillance Broadcast, Primary Surveillance Radar, Secondary Surveillance Radar (SSR) or any comparable ground-based system (Wide Area Multilateration) that enables the identification of Air Systems and determines the position of Air Systems in range and azimuth. A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology to have a level of Safety and performance equal to or better than monopulse SSR. (Sourced from: UK CAA CAP 493)
Airborne Equipment	AE	The generic term covering the wide variety of parachuting assemblies for personnel and equipment, Airdrop Platforms, supply dropping equipment and ancillary items that are used in the insertion of personnel and equipment onto Drop Zones. This equipment can be split into two areas: Airborne Forces Equipment and Aerial Delivery Equipment.

Term	Abbreviation	Definition
Airborne Forces Equipment	AFE	Equipment and ancillary items used to insert personnel into Drop Zones.
Aircraft	Ac	Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface. (Sourced from: UK CAA CAP 722D)
Aircraft Armament System	AAS	All those elements of the Air System concerned with the carriage and release of Explosive Armament Stores, including countermeasure systems that contain explosives. An AAS is made up of the Aircraft Armament Electrical Installation, Aircraft Armament Suspension Equipment and Armament Role Change Harness assemblies.
Aircraft Assisted Escape System	AAES	AAES means collectively: 1. The ejection seat complete with ejection gun, guide rail, operating and adjusting controls. 2. Connections between the ejection seat and other equipment fitted in the Aircraft. 3. Equipment fitted to the ejection seat, including emergency escape parachutes, personal survival packs and negative-g restraint systems. 4. Systems or sub-systems for clearing the ejection path from the Aircraft, including associated mechanisms operated by explosives.
Aircraft Classification Number	ACN	A number expressing the relative effect of an Air System on a pavement for a specified standard subgrade category.
Aircraft Commander		The Aircrew member designated by a Competent authority as being in command of an Air System and responsible for its safe operation and accomplishment of the assigned mission. (Sourced from: AAP-06) Note: For UK Regulations, "Competent authority" means the Aviation Duty Holder / Accountable Manager (Military Flying).
Aircraft Ground Engineer	AGE	An Aircraft technician who may accompany an Air System's flight crew to provide forward Maintenance support for the Air System with minimal assistance, usually when the Air System is away from its parent Sqn / Unit. In addition to flight servicing, the AGE is invariably trained to undertake, on the specific Air System type, certain forward Maintenance tasks outside their basic trade boundary (Royal Air Force only). Abbreviation AGE also used for Aerospace Ground Equipment.
Aircraft Identification		A group of letters, figures or a combination which is either identical to, or the coded equivalent of, the Air System callsign to be used in Air-Ground communications, and which is used to identify the Air System in ground-ground Air Traffic Services communications.

Term	Abbreviation	Definition
Aircraft Post Crash ►and Incident◄ Management	►APCIM◄	Those activities carried out at an Air System Accident site which encompasses the preservation of evidence, Health and Safety precautions, Corporate Communication and those activities undertaken to restore the Accident site to a satisfactory condition.
Aircraft Product Sample	APS	Assurance activity conducted by the MAA Operating Assurance Group on UK military-registered Air Systems. APS includes both a physical survey and records review to gain evidence to support a regulator assessment that the management of Continuing Airworthiness and Maintenance activity on an Air System is effective and meets the requirements of the MRP.
Aircraft Registration		The identification numbers and / or letters specific to a particular airframe. Registration may be civil or military, and the Regulatory authority for the Air System follows the type of Air System registration. Civil registration implies an Air System identification in the form of a national letter or letters followed by letters or numbers (for the UK, *G* and four other letters). UK military registration implies an Air System identification in the form of two letters followed by three numbers. Head of MAA Operating Assurance Group approves registration applications and maintains the UK Military Aircraft Register.
Aircraft Serial Number	Ac Ser No	See Military Aircraft Registration.
Aircraft Servicing Platform	ASP	See Apron.
Aircraft Stand		A designated area on an Apron intended to be used for parking an Air System.
Aircraft Store		Any device intended for internal or external carriage and mounted on Aircraft suspension and release equipment, whether or not the item is intended to be separated in flight from the Aircraft. Aircraft Stores are classified in two categories as follows: 1. Expendable store - An Aircraft Store normally separated from the Aircraft in flight such as an ALW, pyrotechnic device, sonobuoy, signal underwater sound device, or other similar items. 2. Non-expendable store - An Aircraft Store which is not normally separated from the Aircraft in flight such as a tank (fuel and spray), line-source disseminator, pod (refuelling, thrust augmentation, gun, electronic-countermeasures, data link, etc.), multiple rack, target, Cargo drop container, Drone or other similar items. (See also “Explosive Armament Store”). (Sourced from: AAP-06 Edition 2018)

Term	Abbreviation	Definition
Aircraft Structure		Consists of all load-carrying members including wings, fuselage (including some transparencies), empennage, engine mountings, landing gear, flight control surfaces and related points of attachment, control rods, propellers and propeller hubs if applicable and, for helicopters: rotor blades, rotor heads and associated transmission Systems.
Aircrew		Persons authorized to conduct duties concerned with operating or flying the Air System or; with the management of Passengers or Cargo when onboard or embarking / disembarking the Air System; and who are also qualified in accordance with RA 2101. Note: This excludes Open Category and S1 sub-category ►Uncrewed◄ Air Systems.
Aircrew Equipment Assembly	AEA	A generic term used to describe a range of equipment that is an integral part of the Air System operation. This includes but is not limited to, equipment that provides audio or visual acuity; respiratory enrichment or delivers counterpressure support to the Aircrew for safe operation of the Air System. AEA also embraces flying clothing provided for use by Aircrew and Aircraft Passengers such as: fire / environmental clothing; life preservers; immersion protection garments; Chemical, Biological, Radiological, and Nuclear clothing; and body armour systems.
Aircrew Examiner		Aircrew authorized to certify (but not instruct) other Aircrew to operate Air Systems within the Defence Air Environment.
Aircrew Instructor		Aircrew authorized to instruct and certify other Aircrew to operate Air Systems within the Defence Air Environment.
Aircrew Manual	AM	Manuals for use by Aircrew that inform and define Air System sub-systems, operating drills, and Air System limitations; they are part of the Air System Document Set.
Airdrop		Delivery of personnel or Cargo from Air Systems in flight.
Airdrop Platform		A base on which vehicles, Cargo or equipment are loaded for Airdrop or low Altitude extraction. (Sourced from: AAP-06)
Airfield Support Equipment	ASE	A combination of Airfield Vehicles and Ground Support Equipment. (Sourced from: JAP100E-10)
AIRPROX		An AIRPROX is a situation in which, in the opinion of a pilot or Air Traffic Services personnel, the distance between Air Systems as well as their relative positions and speed have been such that the Safety of the Air System involved may have been compromised.
Airspace Controlling Authority		The commander designated to assume overall Responsibility for the operation of an airspace control system in the Airspace Control Area.

Term	Abbreviation	Definition
Airway		A Control Area or portion thereof established in the form of a corridor. (Sourced from: ICAO Annex 2)
Airworthiness		The ability of an Air System or other Airborne Equipment or system to be operated in flight and on the ground without significant Hazard to Aircrew, ground crew, Passengers or to third parties; it is a technical attribute of materiel throughout its lifecycle. Note: See also Continuing Airworthiness and Type Airworthiness.
Airworthiness Directive	AD	A document issued or adopted by a civil or Military Aviation Authority which mandates actions to be performed on Products, Parts or Appliances to restore an acceptable level of Safety, when evidence shows that the Safety level of an Air System may otherwise be compromised.
Airworthiness Information Management	AIM	Management of Airworthiness information which includes information that contributes to the management of an Air System's Type and Continuing Airworthiness.
Allocation		Transfer of UK Military-Registered Air Systems by Allocation occurs for the purpose of Air System fleet management and / or Allocation to a specific task / event. The Accountability and Responsibility for the governance of the Air System's Air Safety arrangements are bespoke to the transfer context and are to be retained by the Operating Duty Holder / Accountable Manager (Military Flying).
Allotment		Transfer of UK Military-Registered Air Systems by Allotment occurs between Operating Duty Holders (ODH) / Accountable Managers (Military Flying) (AM(MF)), or Test and Evaluation activity under the same ODH / AM(MF), either on a Permanent or Temporary Basis. Note: Chock-to-Chock is a term used to describe the point at which the transfer of Accountability between ODHs / AM(MF)s occurs during a Temporary Allotment; generally employed when an Air System is being 'loaned' for specific Contracted activity (eg Test and Evaluation) that involves the operation of the Air System but not the scheduled Maintenance.
Alternative Acceptable Means of Compliance	AAMC	Acceptable Means of Compliance (AMC) represents the preferred means by which the MAA expects the intent of the Regulation to be met. Therefore, if the Regulated Entity 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.

Term	Abbreviation	Definition
Alternative Acceptable Means of Compliance, Waiver, Exemption	AWE	See: “Alternative Acceptable Means of Compliance” and “Regulatory Waiver / Exemption”.
Altitude		The vertical distance of a level, a point or object considered as a point, measured from mean sea level. (Sourced from: ICAO Annex 2)
Anti-Deterioration Maintenance	ADM	Maintenance required to prevent a deterioration in the condition of Air Systems or equipment being operated under adverse conditions, at below-average utilization rates, or which are in limited storage at operational units.
Approach Lights		Aeronautical lights indicating a desired line of approach to a Runway.
Approval		That which permits something to be done. Note: Approval may be granted to an individual or an organization verbally or in writing by an appropriately authorized person or authority.
Approved Data		The Air System Document Set and other data approved for use, by one of the following: the Type Airworthiness Authority Commodity Chief Engineer, Operating Duty Holder / Accountable Manager (Military Flying), or Release To Service Authority.
Approved Design Change Certificate	ADCC	The MAA-issued Certificate which signifies that a change to Type Design for a Legacy Air System has completed the Military Air System Certification Process satisfactorily.
Approved Maintenance Organization	AMO	A Contractor-run organization that maintains Air Systems and / or Air System components that is approved by the MAA under the Maintenance Approved Organization Scheme.
Apron		A defined area, on a land Aerodrome, intended to accommodate Air Systems for purposes of Loading or unloading Passengers or Cargo, fuelling, parking or Maintenance. Also known as an Aircraft Servicing Platform.
Areas of high population density		Gatherings where persons are unable to move away due to the density of the people present. (Source derived from UK CAA CAP 722 definition of “Assemblies of people”).
Armament Equipment		All weapons, system parts and equipment (including associated ground support and test equipment for such items) which carry, fire or contain any item of explosive ordnance as defined in Joint Warfare Publication 0-01.1 and also their inert replicas.

Term	Abbreviation	Definition
Armed Aircraft		Any Air System on the ground that is being loaded, is loaded, or is being unloaded with an Explosive Armament Store. The term is applicable irrespective of whether Safety devices have been set to the safe or live condition. The armed Air System states are: 1. Initially Armed. 2. Finally Armed. 3. Combat Armed.
►Armed Uncrewed Air System	Armed UAS	UAS are considered to be armed if they carry a kinetic or directed energy weapon and are designed to be launched and recovered to be used again. Armed UAS that are not designed to be recovered post-launch, may be considered One Way Attack Systems (OWAS) or One Way Effectors (OWE) and need not comply with MAA Regulation. OWAS and OWE are regulated by the Defence Ordnance, Munitions and Explosives (OME) Safety Regulator (DOSR). If the UAS is fitted for, but not with, the munition it can be operated as a non-Armed UAS. When fitted with a munition it is considered an Armed UAS and subject to additional restrictions. Note: The MAA recognizes that there may be some ambiguity when determining whether an armed system meets the criteria of UAS or OWAS or OWE. Examples may include cases whereby the munition can be removed (rather than built-in) but will never be re-used or in the case of a Loitering Munition that is designed to take an indirect route to target. Early engagement with the MAA, in conjunction with the DOSR, is encouraged to ensure the most appropriate Regulatory framework is applied.◄
Artefacts		An Airworthiness related document, either hard copy or electronic, that can be used as evidence in making an Airworthiness judgement.
As Low As Reasonably Practicable	ALARP	A Risk can be said to be reduced to a level that is ALARP when the sacrifice of further reduction is “grossly disproportionate” to the decrease in Risk that would be achieved; however, the potential impact of Societal Concern may also need to be considered. This cost may include more than just financial cost and will include the time and trouble involved in taking measures to avoid that Risk. Therefore, an ALARP argument must balance the “sacrifice” (in time, money or trouble) of possible further Risk reduction measures with their expected Safety benefit (incremental reduction in Risk exposure). The balance must be weighted in favour of Safety, with a greater “disproportion factor” for higher levels of Risk exposure.

Term	Abbreviation	Definition
Assurance		Adequate confidence and evidence, through due process, that the organization is compliant with relevant requirements and their Air Safety Management System is effectively managing safe operation. 1. 1st ►Line of Defence: Internal◄ Assurance conducted wholly within the same organization (eg within the same level Aviation Duty Holder (ADH) or ADH-Facing organization (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). 2. 2nd ►Line of Defence: External◄ Assurance conducted by an organization that is separated from the activities being assured but where a vested 'customer-supplier' interest remains (ie superior organizations 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). 3. 3rd ►Line of Defence: Independent◄ Assurance conducted by an organization that is separated from, and maintains no vested interest in (so far as practicable), the activity or output being assured. ►(Source derived from: JSP 815 Element 12).◄
Asymmetric Flight		Flight resulting in an offset thrust line under the following conditions: 1. Real Asymmetric Flight. Real Asymmetric Flight is flight with one or more Unserviceable engines shut down, (eg during a real time emergency), and the propeller(s) feathered (if applicable). 2. Practice Asymmetric Flight. Practice Asymmetric Flight is flight in which a Serviceable engine (or engines) is not immediately and fully available for use if required. 3. Simulated Asymmetric Flight. Flight with one or more engines retarded to give a condition of asymmetry, but where all engines are immediately and fully available for use if required.
Audit		Systematic, independent and documented process for obtaining and evaluating evidence objectively to determine the extent to which Audit criteria are fulfilled.
Authorization		Approval given to an individual and recorded in an appropriate record. Authorization is granted by individuals empowered to do so.

Term	Abbreviation	Definition
Auxiliary Power Unit	APU	An engine that does not supply motive power but supplies one or all of the following facilities: 1. Electrical or hydraulic power. 2. Start facilities for the Air System's main aero-engines.
Aviation Duty Holder	ADH	An accountable individual, who is a Crown Servant, with formal delegated Responsibilities for actively managing Air Safety via an effective Air Safety Management System to ensure that associated Risks to Life are As Low As Reasonably Practicable and Tolerable within their defined Areas of Responsibility. Note: The term ADH consists of three levels of Duty Holder (DH) coverage: Delivery DH, Operating DH and Senior DH.
Aviation Duty Holder-Facing Organization	ADH-Facing Organization	An organization that delivers or supplies aviation-related services[5] and / or resource directly or indirectly to an ADH, and whose activities and decisions could affect the Air Safety of an ADH's operations and / or the ability of an ADH to mitigate associated operating Risk to Life to As Low As Reasonably Practicable and Tolerable.
Aviation Duty Holder-Facing Organization and Accountable Manager (Military Flying)-Facing Organization	AA-Facing Organization	An inclusive term that denotes an Aviation Duty Holder-Facing Organization and / or an Accountable Manager (Military Flying)-Facing Organization.
Aviation Engineering Standing Orders / Aviation Engineering Routine Orders	AESO / AERO	Stn / Ship / Unit and Sqn / Unit AESOs and AEROs are a method of publicizing low level engineering instructions to a wider audience.

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Glossary terms for 'B'

Term	Abbreviation	Definition
Base Maintenance		Any Maintenance task falling outside the definition of Line Maintenance.
Basic Fighter Manoeuvres / Basic Helicopter Manoeuvres	BFM / BHM	Visual manoeuvring of a single Aircraft in a simulated engagement with a single adversary Aircraft.
Beyond Visual Line Of Sight	BVLOS	►◄ The operation of ►an Uncrewed◄ Aircraft beyond a distance where the Remote Pilot is able to respond to or avoid other airspace users by visual means. (Sourced derived from: UK CAA CAP 722).
Bonding		The process of connecting together metal parts so that they make low resistance electrical contact for direct current and lower frequency alternating currents.

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Glossary terms for 'C'

Term	Abbreviation	Definition
Cannibalization		The removal of Serviceable part(s) from an Air System or uninstalled assembly in order to make other Air System or uninstalled assemblies Serviceable.
Cargo		Commodities and supplies in transit. (Sourced from: AAP-06)
Cause		A Cause is a factor which leads directly to an Occurrence.
Centre of Gravity	C of G or CG	The point at which the weight of a body of mass (including a complete Air System with all items fitted) is assumed to act.
Certificate of Competence	CofC	A certificate or signature in a record that shows that an individual is qualified to carry out the specific duties to be authorized.
Certificate of Conformity	CoC	The certified document released by the manufacturer of a new Product, Part or Appliance that states that the Product, Part or Appliance conforms to a specified standard.
►Certificate of Design	CofD	Identifies the extent to which the requirements of the specification have been achieved and details any related exceptions and Airworthiness limitations. In complex items (eg Air System), some sub-assemblies will be outside the scope of the overarching CofD. Complex sub-assemblies will have a specific CofD issued by the Approved Original Equipment Manufacturer Design Organization.◄
Certificate of Qualification on Type	CQT	A certificate or signature in a Flying Logbook showing the individual to be qualified on a specified Air System type and mark (where a type consists of multiple marks).
Certification		The systemic, independent Airworthiness process used to demonstrate that the Type Design of an Air system (or Product, Part or Appliance) meets the applicable Airworthiness requirements, as agreed with the Certifying authority.
Certification of Air System Release		The final signatory Responsibility to release an Air System from specified Maintenance activities.
Certification of Component Release		The final signatory Responsibility confirming the serviceability of a component which has been maintained off the Air System

Term	Abbreviation	Definition
Certification Specifications for Airworthiness		A document, often referencing a number of associated Design Standards, that comprises hundreds of Certification Requirements against which a designer must satisfactory comply in order to establish a minimum level of Airworthiness for their Air System and thereby assure an Airworthiness Regulator to issue a Type Certificate.
Certification Programme	CP	Established during Military Air System Certification Process Phase 3, the Certification Programme is a document that allows the Type Airworthiness Authority (TAA) and the MAA to manage and control the evolving Type Design, as well as the process of compliance demonstration against each requirement of the agreed Type Certification Basis by the TAA and its Verification by the MAA when required. The CP will define the Means of Compliance Codes and associated Levels of Involvement for the TAA and MAA.
Certification Strategy		The Type Airworthiness Authority's document that defines their approach to the Military Air System Certification Process (MACP); this strategy will be shared with, and agreed by, the MAA. Whilst this Strategy could be defined within the wider Airworthiness Strategy, a separate MACP-focused document is preferred.
►◄		►◄
Chief Air Engineer	CAE	The Suitably Qualified and Experienced Person, who is a Crown Servant, providing specialist technical support to Aviation Duty Holders.
Civilian Operated		See Defence Air Environment Operating Categories.
Clearance with Limited Evidence	CLE	A clearance within ►an Air System's◄ Release To Service (RTS) or Military Permit To Fly (MPTF) (In-Service) for ►◄ when a fully substantiated Type Airworthiness Safety Assessment is not available to support a full RTS or MPTF (In-Service) clearance but, on the balance of available evidence, the clearance is judged to ►remain within the required Design Safety Target.◄
Cloud Base		The Heights of the base of the lowest observed or forecast cloud element in the vicinity of an Aerodrome or operating site or within a specified area of operations, normally measured above Aerodrome Elevation or, in the case of maritime operations, above mean sea level.
Cloud Ceiling		The Heights above the ground or water of the base of the lowest layer of cloud below 20,000 ft covering more than half the sky (ie 'BKN' (5-7 Octas) or 'OVC' (8 Octas)).

Term	Abbreviation	Definition
Cockpit Voice Recorder	CVR	A device used to record the audio environment in the flight deck for Accidents and Incident investigation purposes. (See also “Cockpit Voice and Flight Data Recorder”).
Cockpit Voice and Flight Data Recorder	CVFDR	A system with the combined functions of a “Cockpit Voice Recorder” and a “Flight Data Recorder”. Other functions may also be present. (See also “Cockpit Voice Recorder” and “Flight Data Recorder”).
Command and Control link		The data link (comprising both the Command Link and Return Link) between the ►Uncrewed◄ Aircraft and the ►Command Unit◄ for the purposes of directing the flight.
►Command Unit	CU	A facility or device from which Uncrewed Air Systems are controlled, and / or monitored during all phases of flight.◄
Commanding Officer	CO	Service person in charge of a specific Establishment or Unit.
Commands / Groups		The highest level of authority empowered to promulgate orders relating to the operation of UK Military Air Systems under their command.
Commodity Chief Engineer	Commodity CE	Commodity CE, as a Letter of Air Safety Notification (LoAN) holder, is a generic title for the suitably qualified and experienced individual within the Commodity Delivery Team (DT) responsible for Safety Management of the equipment or commodity items provided. For some Commodity DTs, this role may be held by a Type Airworthiness Authority, Commodity DT Leader or Principal Engineer. This role may also be held by a Type Airworthiness Manager.
Commodity Delivery Team	Commodity DT	The Defence Equipment and Support (DE&S) organization responsible for the management of equipment or commodity items which are provided to support operation of an Air System. This may be a bespoke Commodity DT, or an Air System DT which acts in the role of a Commodity DT to provide support to another organization.
Competence		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.
Competency		The ability to undertake Responsibilities and to perform activities with regard to specific standards to meet the authorized mission or task.
Competent		Having the ability to carry out the authorized mission or task.

Term	Abbreviation	Definition
Competent Person		A Competent person is someone who has sufficient training and experience or knowledge that allows them to carry out the assigned mission or task.
Concession		Permission to use, embody, deliver or release a product that does not conform in full to contract requirements. Note: A Concession can also apply prior to production / realisation (This process was formerly known as a Production Permit / Deviation). (Sourced from: Defence Standard 05-61)
Configuration		The functional and physical characteristics of materiel as described in technical documents.
Configuration Control	CC	The Maintenance of effective control of the approved configuration of materiel. (Sourced from: Defence Standard 05-057)
Configuration Management	CM	A key discipline in the through-life management of defence materiel. It is the cornerstone of Air System 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.
Configuration Management Plan	CMP	How the Configuration Management requirements of an item, both hardware and software, are to be managed throughout the life cycle of the item. (Sourced from: Defence Standard 05-057)
Configuration Status Record	CSR	The indexes to master sets of drawings, amendments, Modifications, ancillary equipment and Service-supply items. It is kept up-to-date throughout the life of the equipment, on behalf of the Delivery Team, by either the Design Organization or an agent. The CSR provides a baseline for defining the as-fitted and Modification state throughout the life of equipment. Normally a CSR is produced for each item of equipment for which a Certificate of Design is required.
Congested Area		Any area in relation to a city, town or settlement which is substantially used for residential, industrial, commercial, or recreational purposes. (Sourced from: UK ANO 2016 Schedule 1)
Constituted		Properly crewed / structured as required.
Continuing Airworthiness	CAw	All of the processes ensuring that, at any time in its operating life, an Air System complies with the Airworthiness requirements in force and is in a condition for safe operation.
Continuing Airworthiness Management Organization	CAMO	The organization that manages Continuing Airworthiness of military-registered Air Systems in accordance with RA 1016.

Term	Abbreviation	Definition
Continuous Charge		The period between custody of an Air System being passed from the Maintenance organization until when that ►control◄ is returned to them which allows for either multiple flights ►by◄ a single suitably qualified Aircrew or the passing of ►control◄ between suitably qualified Aircrew for the purpose of one or multiple flights.
Continuous Friction Measuring Equipment	CFME	A continuous plot of the friction value over a length of travel. Typical devices in this category are the Mu-Meter and the GripTester. Currently the Mu-Meter is the only Air Headquarters Air Traffic Control approved CFME for friction classification of MOD Airfields.
Contracted		First party organization (provided Regulations allow) arranges for an appropriately approved second party to conduct a task that is certified / released by the second party (Contracted organization). The second party activities are conducted under the second party's own Quality System.
Contractor		A firm (or person employed by a firm) holding a contract directly let by the MOD. For Defence Contractor Flying Organizations operating under RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems, the Contractor need not hold a contract directly let by the MOD.
Control Area	CTA	Controlled Airspace (CAS) extending upwards from a specified limit above the earth. CAS which has been further notified as a CTA and which extends upwards from a notified Altitude or Flight Level. (Sourced from: The Air Navigation Order 2016)
Controlled Airspace	CAS	Airspace of defined dimensions within which Air Traffic Control service is provided in accordance with the airspace classification. (Reg (EU) 923/2012 Article 2(58)) Note: CAS is a generic term which covers Air Traffic Service Airspace Classes A, B, C, D and E. (GM1 Article 2(58)) (Sourced from: UK CAA CAP 774)
Controlled Flight Into Terrain	CFIT	An Accident that occurs when an airworthy Aircraft, under the control of a pilot or Remote Pilot, is flown into terrain (water or Obstacles). (Source derived from: UK CAA CAP 780) NB: All other examples of flight into terrain is considered to be Uncontrolled Flight Into Terrain.
Controller		An individual certified to provide services associated with the control and surveillance of Air Systems. A generic term encompassing civil and MOD Air Traffic Controllers, Air Surveillance and Control System weapons Controllers, and any other military personnel who are trained, authorized and certified.

Term	Abbreviation	Definition
Co-ordinating Design Organization	CDO	The approved organization responsible for the overall design or through-life Configuration Management of the design of the Air System, and for co-ordinating the design and integration of the products, parts and appliances designed by other Design Organization(s) and CDO(s).
Corporate Memory		The way the intellectual assets of an organization are preserved and effectively utilized. In practice, Corporate Memory is realized by a combination of individuals, procedures, records, equipment and culture.
Corrective Maintenance		The Maintenance carried out after Fault recognition and intended to put an item into a state in which it can perform its required function. (Sourced from: BS 3811)
Cover Modification		A Design Organization Cover Modification is the adoption of a Modification by the ►Air System◄ DO of an Alternative DO Modification (ADOM). Note that the term ADOM incorporates the legacy term “Service Modifications”. A Cover Modification may be conducted to make the Modification a permanent change, to update the Aircraft Document Set and / or to ensure long term provisioning of spares.
Crew Escape System	CES	A CES provides emergency exit for Aircrew.
Critical Area		An area of defined dimensions extending around the ground equipment of a precision Instrument Approach within which the presence of vehicles or Aircraft will cause unacceptable disturbance of the guidance signals. (Sourced from: UK Regulation (EU) 923/2012)
Crown Servant		A person employed by, or in the service of, the Government of the United Kingdom. (Sourced from: Armed Forces (Service Inquiries) Regulations 2008)
Cyber Security for Airworthiness	CSA	An activity focused around ensuring Safety and Airworthiness. It is the application of Cyber Security principles to manage Cyber Security Risks without compromising aviation Safety, security, or resilience.

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Glossary terms for 'D'

Term	Abbreviation	Definition
Danger Area		An airspace of defined dimensions within which activities dangerous to the flight of an Air System may exist at specified times. Military flights within Danger Areas are permitted only in the following circumstances: 1. When access is necessary to enable the pilot to perform the duty for which the flight was authorized. 2. When the pilot is flying in accordance with the Air Traffic Control procedures approved for the penetration of the area.
Decision Altitude – Precision Approach		A specified Altitude or Heights in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. Note 1: Decision Altitude is referred to mean sea level and Decision Height is referred 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 Air System 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 references are those specified for the particular procedure and operation.
Decision Height – Precision Approach		See Decision Altitude – Precision Approach.
Defence Air Environment	DAE	Encompasses all military and civilian organizations undertaking Defence Aviation activities relating to UK military-registered Air Systems and Airborne Equipment.

Term	Abbreviation	Definition
Defence Air Environment Operating Categories		The DAE operating categories are defined as: 1. **In-Service**. Activity related to a UK military-registered Air System where the Air System itself and all Role Equipment and / or Equipment Not Basic to the Air System (ENBAS) are being used to deliver the capability for which they were intended, be that training or operations. This includes supporting activity, such as post-Maintenance test flying or crew training. 2. **Development**. Activity related to a UK military-registered Air System where the Air System itself or any Role Equipment and / or ENBAS is being trialled, tested, evaluated or assessed. This may be for: Certification, flight clearance or other Safety evidence-gathering; post-production testing; or for experimentation, innovation or research purposes. Development activity may include essential enabling functions that directly support the trial activity itself, such as test crew training or positioning flights. 3. **Military Operated (Development)**. All UK military-registered Development Air Systems operated under an Aviation Duty Holder (ADH) or ►Uncrewed◄ Air System (►UAS◄) Responsible Officer (RO). 4. **Military Operated (In-Service)**. All UK military-registered In-Service Air Systems operated under an ADH or ►UAS◄ RO. 5. **Civilian Operated (Development)**. All UK military-registered Development Air Systems operated under an Accountable Manager (Military Flying) (AM(MF)) or ►UAS◄ Accountable Manager (►UAS◄ AM) in the interest of the MOD. 6. **Civilian Operated (In-Service)**. All UK military-registered In-Service Air Systems operated under an AM(MF) or ►UAS◄ AM in the interest of the MOD. 7. **Special Case Flying**. All UK military-registered Air Systems operated under an AM(MF) or ►UAS◄ AM which are not being operated in the interest of the MOD, but the activity is deemed in the interests of the wider UK Government. Special Case Flying may encompass both Development and In-Service activity.

Term	Abbreviation	Definition
Defence Aviation	DA	Encompasses all activities relating to the Certification, operation, utilization, control and Maintenance of Air Systems and Airborne Equipment: 1. Undertaken by or on behalf of the MOD; or 2. Not undertaken by or on behalf of the UK MOD, but where the Air System concerned has been issued a certificate on behalf of the Secretary of State to be treated as a UK military-registered Air System; or 3. Undertaken by foreign military-registered Air Systems in the UK. This includes engagement, planning and regulating these activities.
Defence Contractor Flying Organization	DCFO	A Contractor organization that is approved under the Contractor Flying Approved Organization Scheme (CFAOS) or CFAOS (Basic ►Uncrewed Air System◄) to operate Air Systems on the UK Military Aircraft Register. For DCFOs operating under RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems, the Contractor need not hold a contract directly let by the MOD.
Defence Line of Development	DLoD	The purpose of DLoD is to provide a pan-Defence taxonomy to enable the coherent, through life development and management of Defence capability. The DLoDs are not in order of importance and have equal value. To create authoritative coherence, this harmonised set of 8 DLoDs have been endorsed by the Defence Management Board (DMB) and consist of: 1. Training, 2. Equipment, 3. Personnel, 4. Information, 5. Doctrine and Concepts, 6. Organization, 7. Infrastructure, and 8. Logistics.
Defence Systems Approach to Training	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. (Sourced from: JSP 822 ►Volume 1◄)
►Depth Maintenance		Extensive and in-depth Maintenance tasks that go beyond the capabilities of Maintenance staff at operating organizations.◄

Term	Abbreviation	Definition
Design Modification	DM	A Modification that provides a permanent change to the build standard of materiel. Changes are incorporated into the Air System Document Set and the Modification is fully supported with spares and special tools, etc.
Design Organization	DO	The approved organization responsible for the overall design or through-life Configuration Management of the design of each Product, Part or Appliance installed in an Air System.
Design Records		All the Technical Information necessary to define the design, manufacture, packaging, testing, installation and servicing of equipment.
Design Standard		This is a statement of the issue state of master records usually expressed in terms of the Configuration status record issue number.
Design Specification		The document which specifies the design criteria, meets the agreed Type Certification Basis, and overall performance requirements of an item of materiel.
Detect and Avoid		The capability to see, sense or detect conflicting traffic or other Hazards and take the appropriate action to comply with the applicable rules of flight. (Sourced from: ICAO) NB: A "Detect and Avoid capability" is a combination of equipment, Maintenance procedures, training, operating procedures, etc.
Development		See Defence Air Environment Operating Categories.
Display Flying		Any flying activity designed to demonstrate an Air System's 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.
Display Sequence		The Display Sequence is a complete list of all the individual manoeuvres, in chronological order, that are intended to be demonstrated by a participant during a Flying Display.
Drone		See ►Uncrewed◄ Aircraft.
Drop Zone	DZ	Notified portion of airspace and associated area of ground within which Airborne Equipment drops are made.
►Dropping of materiel		Articles intentionally separated from the Aircraft that are under the pull of gravity only. Operations that intentionally involve Uncrewed Air Systems dropping materiel will need to be detailed in the Categorization Submission.◄

Term	Abbreviation	Definition
Duty Holder	DH	DH have a personal level duty of care for the personnel under their command; those who, by virtue of their temporary 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 Risks to Life are As Low As Reasonably Practicable and Tolerable.

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Glossary terms for 'E'

Term	Abbreviation	Definition
Earthing		The act of electrically connecting conductors or other metalwork to earth; that is, to the conductive mass of the earth, conventionally taken to have zero voltage, so as to limit their voltages with respect to earth.
Electrical Firing Circuit	EFC	The conducting path in an Air System, armament store or system, by means of which the Electro-Explosive Device is initiated.
Electrical Wiring Interconnection System	EWIS	Includes any wire, wiring device or combination of these including terminations installed in any area of an Air System for the purpose of transmitting electrical energy or data between two or more termination points. Term interchangeable with Aircraft Electrical Wire.
Electro-Explosive Device	EED	Any device that is initiated electrically to provide an explosive or pyrotechnic effect; such devices may be associated with, or form part of, an Explosive Armament Store or may be an Explosive Component in an Air System or equipment system (eg an explosive cartridge in a fire extinguisher or a Miniature Detonating Cord).
Electro-Magnetic Compatibility	EMC	The ability of a system to meet its design parameters when in a specified electromagnetic environment.
Electronic Signature		Data in electronic form which is attached to or logically associated with other data in electronic form and which is used by the Signatory to sign. (Sourced from: UK Regulation (EU) No 910/2014).
Elevation		The vertical distance of a point or level, on or affixed to the surface of the earth, measured from sea level.
Enforcement		The power of sanction that may be applied by a regulator to Aviation Duty Holders, Accountable Managers (Military Flying), and defence activities that fail to meet mandated requirements.
Enforcement Action		The authorized implementation of mechanisms of Enforcement or sanction.
Engine Safety Critical Part		A part which is required to achieve and maintain a high degree of integrity, as its failure has been identified as having the potential to result in a Hazardous Engine Effect.
Engineering Authority	EA	The engineering staff responsible for exercising engineering judgement in support of a range of Air Systems or other technical equipment.

Term	Abbreviation	Definition
Engineering Development and Investigation Team	EDIT	A discrete organization within a Delivery Team (DT) that undertakes those engineering tasks that a DT considers more suitable for satisfaction within the Service, rather than through Post Design Services or other external arrangements, particularly in operational circumstances.
Engineering Record Card	ERC	A method of maintaining a permanent technical record of significant events in the In-Service life of airframes, aero-engines and other specified equipment.
Equipment Capability Customer	ECC	The customer prior to the point when equipment becomes available to the user and for upgrades to In-Service equipment that reflect a change to the user's requirement.
Equipment Contribution Log	ECL	See Hazard Log.
Equipment Not Basic to the Air System	ENBAS	Equipment Not Basic to the Air System comprises items which are carried onboard / attached to the Air System to support delivery of the required capability but are not included within either the Air System design drawings or Certification of the Type Design.
Exposition		The document or documents that contain the material specifying the scope of work deemed to constitute Approval and showing how the organization complies with Regulation(s).
Explosive Armament Store		Any Air System missile, rocket, bomb, mine, torpedo, ammunition, countermeasure flare, or other store, including a practice store, which has an explosive or pyrotechnic content. It does not include Acquisition missiles, pyrotechnic devices used solely for signalling purposes, or Explosive Components associated with the operation of an Air System's sub-system (eg explosive bolts, cartridges in Aircraft Assisted Escape Systems, explosive start valves and ejector release units)
Explosive Component		Any explosive device or other component containing an explosive or pyrotechnic substance that is associated with the operation of an Air System's sub-system (eg explosive bolts and cartridges in Aircraft Assisted Escape Systems), explosive start valves, explosively-operated fire extinguishers and ejector release units.
►◄	►◄	►◄

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Glossary terms for 'F'

Term	Abbreviation	Definition
Failure Modes Effects and Criticality Analysis	FMECA	A qualitative method of reliability analysis that involves Fault modes and effects analysis, together with a consideration of the probability of their Occurrence and the ranking of the seriousness of the Fault. (Sourced from: BS 4778)
Fault		The state of an item characterized by the inability to perform a required function, excluding the inability during Preventive Maintenance or other planned actions, or due to a lack of external resources. (Sourced from: BS 3811)
Final Approach - Instrument		That part of an Instrument Approach which commences at the specified final approach fix or point, or where such a fix or point is not specified: 1. At the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified, or 2. 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: a. A landing can be made; or b. A missed approach procedure is initiated. (Sourced from: ICAO)
Finally Armed		An armed Air System is in the Finally Armed state when all Safety devices required to be in the live condition before the Aircraft Commander accepts the Air System for flight have been set to that condition. Note: The physical setting of individual Safety devices may not alter between armed Air System states.
Flight Data Monitoring	FDM	A systematic, pro-active use of flight data to improve Air Safety through effective integration with Air Safety Management Systems within an intrinsically just Air Safety culture.

Term	Abbreviation	Definition
Flight Data Recorder	FDR	A device used to record specific Air System performance parameters for Incident / Accident investigation and exploitation purposes. May be either a crash-protected device that receives and records data from a variety of sources onto a medium that is designed to survive an Accident, or a device with quick access media to support general investigation and data exploitation activities. (See also “Cockpit Voice and Flight Data Recorder”). Note: Previously known as “Accident Data Recorder”.
Flight Information Region	FIR	Airspace of defined dimensions within which Basic Service and Alerting Service are provided.
Flight Levels	FL	Surfaces of constant atmospheric pressure related to a specified pressure datum, 1013.2hPa (29.92 inches), and are separated by specific pressure intervals.
Flight Plan		Specified information provided to Air Traffic Service units, relative to an intended flight or portion of a flight of an Air System.
Flight Reference Cards	FRC	Cards, or electronic presentations, designed to be used by Aircrew in flight, which contain checks and drills for normal and emergency operation of the Air System and its systems. See also Aircrew Manual.
Flight Safety		A collective endeavour to operate in the Air environment safely, it embraces any activity that contributes to the safe operation of military airworthy systems in flight or on the ground.
Flight Test Schedule	FTS	The Technical Information detailing those parts of the Air System and its equipment that cannot be checked for proper operation on the ground following Maintenance activities.
Flutter		The phenomenon of unstable and possibly catastrophic oscillation of a control surface or Structure when aerodynamic, inertia and damping forces on the Structure interact adversely.
Flying Display		Any event at which Display Flying is deliberately performed for the purpose of providing an exhibition or entertainment.
Flying Hours	Fg Hr	A metric used to record and monitor the usage of Air Systems and lifed equipment, as determined by the appropriate Delivery Team.
Flying Logbook		An electronic or hard copy document in which the details of all flights flown and associated personal flying attributes (such as medical category, specialist flying qualifications, etc) are recorded.
Flying Unit		An organization or sub organization whose role is to fly.

Term	Abbreviation	Definition
Flypast		Military registered Aircraft flying, either singly or in formation, over or past a gathering of spectators along a pre-planned route without manoeuvring, other than when necessary for safe and accurate navigation or repositioning. Accordingly, Flypasts will not include Aerobatic Manoeuvres but may include up to 3 pre-planned passes.
Foreign Object Damage / Debris	FOD	Any item or material, other than birds or wildlife, that originates from any source, either external to or part of an Air System, and which then has the potential to Cause damage.
Formation Flying		Air Systems are considered as being in formation when 2 or more Air Systems are flying in company under the command of a leader.
Formation Leader		The individual designated and authorized as being responsible for any given formation.
►◄	►◄	►◄
Front Line Command	FLC	The single-Service Commands (Navy, Land or Air) responsible for operating, administering or training its forces outside the requirements of joint operations. (Sourced from: JDP 3-52)
Functionally Significant Item	FSI	An item the loss of function of which would have significant Safety, operational or economic consequences.

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Glossary terms for 'G'

Term	Abbreviation	Definition
General Air Traffic	GAT	Flights conducted in accordance with the Regulations and procedures for flight promulgated by the State civil aviation authorities and operating under the control or authority of the civil Air Traffic Service organization.
Government Aerodrome		Any Aerodrome in the United Kingdom, which is in the occupation of any Government department or force, therefore all military Airfields are so designated.
Government Furnished Assets	GFA	Any asset owned by the Government and supplied to a Contractor; this includes loan items.
Government Furnished Equipment	GFE	Any equipment owned by the Government and supplied to a Contractor, including loan equipment.
Government Property		Land, His Majesty ships, Royal Fleet Auxiliary ships, Objects or Artefacts belonging to the UK state.
Government Quality Assurance Representative	GQAR	An individual, or organization, approved and registered by the MOD Quality Assurance Authority (QAA) to undertake tasked Government Quality Assurance surveillance on contracts / subcontracts placed in the UK. Note: Registered Quality Assurance Representatives are not authorized to sign Flight Authorization Certificates or approve the running of Air System aero-engines / taxiing unless specifically trained and authorized to do so by the MOD QAA.
Ground Control Station	GCS	See ►Command Unit.◄
Ground Support Equipment	GSE	Any equipment necessary on the ground to conduct Maintenance on the Air System, engine, Airborne Equipment and support equipment.
Guidance Material	GM	Typically developed to accompany Acceptable Means of Compliance in order to provide additional explanation to help illustrate and assist the application of the Regulation. In seeking to assure compliance with the Regulations the Regulator may refer to GM as illustrating good practice. In GM, the word "must" is used for citing legislative or Regulatory requirements (eg HSWA 1974 or other MRP RAs) and has to be complied with. (Sourced from: MAA01)
Guided Weapon	GW	A weapon whose trajectory can be controlled after launch (Defence Standard 07-085). The definition covers all cases where the weapon's flight path can be modified by any guidance systems.

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Glossary terms for 'H'

Term	Abbreviation	Definition
Hang-up		An unintended retention of the weapon or store after the release sequence has been completed.
Hardened Aircraft Shelter	HAS	Building providing dispersed protection for Air Systems and essential resources and allowing Maintenance to continue during hostilities.
Hazard		An intermediate state where potential for harm exists.
Hazard Analysis		The process of describing in detail the Hazards and Accidents associated with a system, and defining Accident sequences.
Hazard Observation		A report used to provide information on a specific situation or set of circumstances which did not actually result in an Air Safety Incident but where the potential for an Air Safety Incident to occur in the future was identified.
Hazard Log	HL	The continually updated record of the Hazards, Accident sequences and Accidents associated with a system. It includes information documenting Risk Management for each Hazard and Accident. See Risk Register.
Hazard Risk Matrix	HRM	An HRM, used in Defence Aviation, enables classification according to each Single Risk's assessed severity and likelihood. It is designed to enable Hazards to be assessed on a like-for-like basis and to assist with the determination of appropriate levels of Aviation Duty Holder Risk ownership.
Head of Establishment	HoE	The person holding legal Health and Safety Responsibilities for Defence establishments; or The person[6] formally appointed, by the Top-Level Budget Holder or Chief Executive of an Executive Agency[7], with day-to-day authority: a. over the access to or egress from a specified permanent, building, group of buildings within an establishment, group of establishments, a garrison or garrisons, base or training area forming an establishment or estate; and b. to stop any or all activities conducted therein, where the safe place or safe activity is compromised.
Heading		The direction in which the longitudinal axis of an Air System is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).

[6] Including Station Commanders or a Regional Commander, responsible for multiple locations.
[7] Including Trading Entities.

Term	Abbreviation	Definition
Health and Usage Monitoring System	HUMS	An Air System subsystem for the Acquisition, monitoring, processing and, in some applications, display of health and usage data and transfer to a dedicated ground support system.
Height		The vertical distance of a level, point or object considered as a point, measured from a specific datum.
Helicopter Landing Area		The general areas used for landing personnel and / or materiel from helicopters.
Helicopter Landing Point		A point within a landing site where one helicopter can land.
Helicopter Landing Site	HLS	A nominated site, which may be crewed or uncrewed, containing one or more Helicopter Landing Points.
Helicopter Under-Slung Load Equipment	HUSLE	Equipment that is Not Basic to the Air System, but which is associated with stores, supplies, packages and personnel, which are delivered by helicopter by drop or under-slung load. Includes a variety of strops, slings, nets, shackles and other devices associated with particular suspension points on the Air System.
Heliport		A defined area or Structure designated specifically for the permanent basing, servicing, arrival, departure and surface movement of Rotary Wing Air Systems and which may contain one or more landing spots.
High Intensity Radio Transmission Area	HIRTA	An airspace of defined dimensions within which there is radio energy at intensity levels which may affect weapon systems and interfere with or, on occasion, Cause damage to communications and navigation equipment.
Historic Aircraft		Aircraft belonging to the Battle of Britain Memorial Flight.
Holding Point		A specified location, identified by visual or other means, in the vicinity of which the position of an Air System in flight is maintained in accordance with Air Traffic Control Clearance. Or A speech abbreviation used in radiotelephony phraseology having the same meaning as (Runway) Holding Position.
Holding Position		A location on the Manoeuvring Area of an Aerodrome at which a vehicle is held, or an Air System carries out an engine run-up or is held before entering a Runway for take-off.
Holding Procedure		A predetermined manoeuvre which keeps an Air System within specified airspace whilst awaiting further clearance.
Hostile Action		A deliberate, aggressive act by unfriendly forces.

Term	Abbreviation	Definition
Hover Taxi / Air Taxi		Airborne movement of an Air System within the Manoeuvring Area at a Height of not more than 15 ft (5 m).
Human Factors	HF	The interaction between; people and people, people and machine, people and procedures and people and the environment. 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 organizations.
Husbandry		The control, care and Maintenance required to preserve the Quality and integrity of Products, Parts and Appliances throughout its life.

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Glossary terms for 'I'

Term	Abbreviation	Definition
Identification Beacon		An aeronautical beacon emitting a coded signal by means of which a particular point of reference can be identified.
Immersion		The result of any contamination with salt or fresh water.
In-Service		See Defence Air Environment Operating Categories.
In-Service Date	ISD	The date by which the equipment will first be operated In-Service by either the MOD or Civilian operator.
Inadvertent Release		All Incidents in which any towed target or weapon is released, discharged or dropped from an Air System and falls outside the recognized dropping area.
Incident		An Air Safety related Occurrence which has not resulted in an Accident but has resulted in any or all of the following conditions: 1. An assessment of Air System Repair Category 1, 2 or 3 damage[4]; or, 2. A person receiving a specified Injury lasting less than seven days; or, 3. An event which compromises Air Safety.
Independent Assessor / Independent Body / Independent Examining Body		An individual, unit or organization that is not unduly influenced by commercial, operational, peer or rank / status pressures.
Independent Inspection		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 Air System.
Independent Safety Auditor	ISA	A Competent and suitably qualified individual or team responsible for reviewing the operation of Safety related management systems and Safety related process compliance. They are to be independent of the Safety processes they are auditing. This represents a formal role in any Safety Management System, and is distinct from any Safety related advisory or assessment tasks. (Sourced from: ASG ISA Guidance[8])

[8] https://www.gov.uk/guidance/knowledge-in-defence-kid.

Term	Abbreviation	Definition
Independent Technical Evaluator	ITE	A Competent suitably qualified individual or team responsible for reviewing the specific outcome of Safety related processes or activities. They are to be independent of the outcome they are evaluating (particularly of design or manufacture), and recognized as a Subject Matter Expert in the field which is being reviewed. (Sourced from: ASG ITE Guidance[8])
Information System	IS	A computer-based system for recording, storing and analysing data.
Initially Armed		An armed Air System is in the Initially Armed state when all Safety devices, other than those set to the live condition in accordance with an approved schedule before or during Loading, have been set to the safe condition. Note: The physical setting of individual Safety devices may not alter between armed Air System states.
Injury		The Occurrence of harm to an individual. A list of specified injuries requiring reporting action under Health and Safety at work legislation is defined in RIDDOR (http://www.hse.gov.uk/riddor/reportable-incidents.htm).
Instructions for Sustaining Type Airworthiness	ISTA	The methods, inspections, processes, and procedures necessary to keep Air Systems and / or products airworthy.
Instrument Approach		A descent in an Airfield environment under Air Traffic Control (ATC) using a specified aid or aids to carry out a published ATC procedure.
Instrument Flying	IF	Where an Aircraft is not controlled by reference to external visual cues and all manoeuvres are carried out solely by reference to the Aircraft instruments. It is further divided into Actual and Simulated IF conditions.
Instrument Meteorological Conditions	IMC	Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for Visual Meteorological Conditions. (Sourced from: ICAO Annex 2)
Instrument Runway		A Runway intended for the operation of Air Systems using non-visual aids providing at least directional guidance in azimuth adequate for a straight-in approach. (Sourced from: ICAO, Annex 14)

Term	Abbreviation	Definition
Integrated Logistic Support	ILS	The management and technical process through which supportability and logistic support considerations are integrated into the design. The process is taken into account throughout the life cycle of the system / equipment and is the means by which all elements of logistic support are planned, acquired, tested and provided in a timely and cost-effective manner.
Internal Quality Audit	IQA	An Audit conducted by an organization on itself to ensure compliance with the Quality Management System and to assess the effectiveness of that system. It may form the basis for an organization's self-declaration of conformity. As such it equates to ►1st Line of Defence.◄
Investigating Organization		The organization tasked by the Tasking Organization to investigate a specific Quality Occurrence Report and raise a subsequent Quality Occurrence Investigation Report.
Issue Centre		A controlled storage facility from which hand tools and / or tool kits are issued for use on Air Systems or equipment.

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Glossary terms for 'K'

Term	Abbreviation	Definition
Knowledge in Defence	KiD	Online resource which provides a structured source of information, guidance and instruction for everyone who works in Acquisition, whether they are MOD or Industry. The KiD is a set of documents that explain how Acquisition business is conducted. See: https://www.gov.uk/guidance/knowledge-in-defence-kid.

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Glossary terms for 'L'

Term	Abbreviation	Definition
Landing Area		That part of a Movement Area intended for the landing or take-off of an Air System.
►◄		►◄
Legacy Air System		In general, a Legacy Air System is one that was already In-Service prior to the introduction of the Military Air Systems Certification Process (MACP) in 2011. Therefore, noting that the MACP was not retrospective, these Legacy Air Systems have not undergone MACP Type Design Assurance by the MAA.
Letter of Airworthiness Authority	LoAA	The LoAA is issued to a named individual within DE&S, setting down the individual's Airworthiness authority.
Letter of Appointment	LoA	The LoA is issued to a named individual within a Design Organization, setting down the individual's Airworthiness authority.
Letter of Air Safety Notification	LoAN	The formal Notification to an individual of their Air Safety Responsibilities. LoANs will be issued to individuals within DE&S who have Responsibility for providing equipment (excluding Air Systems) and / or services in the Defence Air Environment.
Letter of Delegation	LoD	Letters empowering Responsibility to individuals traceable from the Secretary of State.
Letter of Endorsed Categorization	LEC	Formal MAA Notification of the ►Uncrewed Air System◄ endorsed categorization: specifications, MAA approved AWEs, registration details, operating limitations, and armed status.
Letter of Endorsement	LoE	Operating Centre Directors, Type Airworthiness Authorities and any intermediate Line Managers, Type Airworthiness Managers, and Commodity Chief Engineers requiring delegation of Airworthiness Authority should apply to the MAA for endorsement of their suitability to hold a Letter of Airworthiness Authority (LoAA) or Letter of Appointment (LoA), using the process detailed in MAA03. Once satisfied, the MAA will issue a personal LoE recognizing the suitability of the applicant. The applicant should not be awarded a LoAA or LoA before their LoE is received.
Line Maintenance		Any Maintenance that is carried out before flight to ensure that an Air System is fit for the intended flight.
Line Replaceable Unit	LRU	Any readily accessible Air System unit normally consisting of sub-assemblies or modules mounted together and designed for ease of replacement normally at the Service operating unit. (Sourced from: Defence Standards 00-970 and 00-049)

Term	Abbreviation	Definition
Loading		The attachment of items of explosive and non-explosive stores to an Air System.
Logistic Information System	LIS	Any Information System that holds and processes logistic data, such as Air System Maintenance records or asset tracking data. (Example systems are Enhanced Health and Usage Diagnostic System, Logistics Information Technology System and GOLDesp.
Logistic Information Technology System	LITS	A generic electronic system that supports a number of Royal Air Force Air System fleets and is used to manage Assets, Reference Data and Data Applications.
►Loitering Munition		A system carrying a munition able to remain in position over a target area to find, fix, and attack a target and / or be reassigned a target whilst in flight. (Source derived from: NATO) Note 1: They are intended to be expended in an attack (eg not intended to return) and has a built-in warhead. Note 2: They are regulated by the Defence Ordnance, Munitions and Explosives (OME) Safety Regulator (DOSR). Note 3: Not to be confused with One Way Attack Systems or One Way Effectors.◄
Lost link ►◄		The loss of Command and Control Link contact with the ►Uncrewed◄ Aircraft such that the Remote Pilot can no longer direct the Air System's flight.

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Glossary terms for 'M'

Term	Abbreviation	Definition
Maintenance		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. (Sourced from: BS 4778) Note: It includes: inspection, testing, servicing, and classification as to serviceability, Repair, rebuilding and reclamation. (Sourced from: JWP 0-01.1)
Major Change		A change that has appreciable effect on the mass, balance, structural strength, operational characteristics, armament system, or other characteristics affecting the Airworthiness of the Air System.
Manoeuvring Area		That part of an Aerodrome to be used for the take-off, landing and taxiing of Air Systems, excluding Aprons.
Master Minimum Equipment List	MMEL	A document that describes the Serviceable equipment which an Authority (such as the USA Federal Aviation Administration or UK Civil Aviation Authority for civil Aircraft, and the Type Airworthiness Authority and Type Airworthiness Manager for MOD Aircraft including military-registered Civilian-Owned Aircraft) deems to be the minimum necessary for the safe operation of an Air System.
Maximum Take-Off Weight	MTOW	The maximum weight of the Air System at which the pilot is permitted to attempt to make a take-off. Includes airframe weight, Aircraft Stores, fuel and payload.
Medical Certificate		An official written or printed statement detailing the medical standard achieved by Aircrew or an ►Uncrewed◄ Air System Operator during their annual medical. This may take the form of a signature in the Flying Logbook or in the individual's medical records.

Term	Abbreviation	Definition
Military Aerodrome Traffic Zone	MATZ	At certain military Aerodromes, zones have been established which comprise: 1. The airspace within 5 nm radius of the mid-point of the longest Runway, from the surface to 3,000 ft above Aerodrome level. 2. The airspace within a stub or stubs projected from the above airspace, having a length of 5 nm along the centreline(s), aligned with a selected final approach path and a width of 4 nm (2 nm either side of the centreline(s)) from 1,000 ft to 3,000 ft above Aerodrome level. In some zones, the stubs may be absent or reduced in size. 3. Carrier Control Zone, the equivalent to a MATZ which may be established around an Aircraft Carrier.
Military Air System Certification Process	MACP	The six-phase MACP consists of a demonstration that the Type Design meets appropriate Airworthiness requirements together with the generation of Release To Service Recommendations Report, supported by evidence, that the Air System is safe to operate in the Service Environment.
Military Aircraft		The UK's Air Navigation Order (ANO) defines military Aircraft as any of the below: a. The naval, military or air force Aircraft of any country. b. Any Aircraft being constructed for the naval, military or air force of any country under a contract entered into by the Secretary of State (SofS). c. Any Aircraft for which there is in force a certificate issued by SofS that the Aircraft is to be treated for the purposes of this Order as a military Aircraft.
Military Aircraft Registration		An Air System identification in the form of two letters followed by three numbers, unique to the airframe concerned.
Military Certification Review Item	MCRI	A tool for any occasion where Certification issues require clarification and / or interpretation. A MCRI records the reason why a Certification requirement is under review, how it will be addressed and the final outcome of agreement between the MAA and Type Airworthiness Authority.
Military Continuing Airworthiness Manager	Mil CAM	The head of the Continuing Airworthiness Management Organization in accordance with RA 1011.

Term	Abbreviation	Definition
Military Maintenance Organization	MMO	A military-run organization that maintains Air Systems and / or Air System components. MMOs are regulated under the RA 4800-4849 series (MRP Part 145), but are not required to gain an Approval from the MAA to conduct such Maintenance.
Military Operated		See Defence Air Environment Operating Categories.
Military Permit To Fly (Development)	MPTF (Development)	The flight release and limitations document designed to enable Test and Evaluation activity prior to the Air System being In-Service, or when the Air System is undergoing design change or upgrade which requires the Air System to be evaluated or assessed in order to generate evidence in support of the Air System Safety Case. It will be applicable to Air Systems operating in the Military Operated (Development), Civilian Operated (Development) and Special Case Flying Operating Categories.
Military Permit To Fly (In-Service)	MPTF (In-Service)	The flight release and limitations document applicable to Air Systems being operated by a Contractor Flying Approved Organization Scheme (CFAOS) in the Civilian Operated (In-Service) Operating Category.
Military Permit To Fly (Single Task)	MPTF (Single Task)	The flight release and limitations document for bespoke circumstances when an Air System is required to operate outside its extant MPTF (In-Service) or MPTF (Special Case Flying). An example being a ferry flight following damage to the Air System. It will apply for a single flight (or a series of multi-sector ferry flights) and will reflect the defined conditions under which the Air System is deemed safe to operate.
Military Permit To Fly (Special Case Flying)	MPTF (Special Case Flying)	The flight release and limitation document applicable to Air Systems being operated by a CFAOS in the Civilian Operated (Special Case Flying) Operating Category.
Military Type Certificate	MTC	Recognition that a product complies with the applicable Airworthiness requirements.
Minimum Equipment List	MEL	An MEL may be produced by an Air System operator or manufacturer, and its provisions must lie within those of the Master Minimum Equipment List (MMEL). For Military-Registered Air Systems, an MEL is a published document agreed by the Release To Service Authority or Sponsor and the Type Airworthiness Authority or Type Airworthiness Manager, giving a minimum standard of Serviceable equipment and associated operating and engineering procedures with which the Air System is permitted to take-off and / or operate within the provisions of the Release; where there is an MMEL, an MEL must not exceed it but can be more restrictive. The purpose of an MEL is to allow Corrective Maintenance to be deferred, but only within specific operating and engineering procedures before Repair or replacement of equipment.

Term	Abbreviation	Definition
Minimum Separation Criteria	MSC	The authorized Minimum Separation Distance (MSD) in all directions, between any part of the Air System in flight or any attached Under-Slung Load, and any Obstacle excluding the ground or water vertically beneath the Air System. MSC is measured in feet and is always applied in conjunction with a minimum Height Above Ground Level or Above Sea Level. MSC does not apply to the separation between Air Systems in the same formation.
Minimum Separation Distance	MSD	When flying at less than 2,000 ft above the surface, MSD is the authorized minimum separation, in all directions, between any part of an Air System in flight and the ground, water or Obstacle. MSD does not apply during take-off or landing or to the separation between Air Systems in the same formation.
Minor Change		A change that has no appreciable effect on the mass, balance, structural strength, operational characteristics, armament system, or other characteristics affecting the Airworthiness of the Air System.
Modification		An approved design change to a build standard after the production drawings have been sealed.
Modification Proposal Form	MPF	A Modification which may or may not result in the Contractor and / or customer Service(s) needing to physically alter the existing items.
Mountainous Terrain		An area of changing terrain profile where the changes of terrain Elevation exceed 3,000 ft (900 m) within a distance of 10 nm (18.5 km).
Movement Area		That part of an Aerodrome intended for the surface movement of Air Systems, including the Manoeuvring Area and Apron(s).
MRP Part M		Collective term for the 4900 series of Continuing Airworthiness RAs.

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Glossary terms for 'N'

Term	Abbreviation	Definition
NATO Standardization Agreement	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.
►Near Miss		An aviation Incident where two or more Aircraft / Uncrewed Aircraft / Airborne Equipment come dangerously close to colliding but avoid contact. These events may occur both on the ground and in the air, and are triggered by various factors, including: Pilot error, Air traffic controller error, Mechanical failure, Weather conditions, System failures, etc.◄
Night		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.
No Volts Safety Test	NVST	A test in which an approved voltage detector is applied to the power source side of an accessible break to confirm that no voltage is present in the Electrical Firing Circuit.
Non-Destructive Testing	NDT	A range of methods employed to determine the condition of equipment without causing damage.
Non-Instrument Runway		A Runway intended for the operation of Air Systems using visual approach procedures or an Instrument Approach procedure to a point beyond which the approach may continue in Visual Meteorological Conditions. (Sourced from: ICAO, Annex 14)
Non-precision Approach Runway		An Instrument Runway served by visual aids and a non-visual aid providing at least directional guidance adequate for a straight-in approach. (Sourced from: ICAO, Annex 14)

Term	Abbreviation	Definition
Notice to Aviation	NOTAM	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.
Notification		The passing, by the operating Station / Ship / Unit / Squadron / Organization, of details of a proposed Air System movement (in the air or on the ground) to the Aerodrome Air Traffic Control (ATC) section for onward transmission, where necessary, to other Aerodromes and / or ATC Centres.
Not-In-Use (Equipment)	NIU	Equipment that has not been put to its intended use. The term embraces new, reconditioned, recalibrated, or Repaired equipment (except equipment Repaired by the user) up to the stage of satisfying any initial visual, dimensional, functional or installation checks, including flight testing where appropriate, following its issue from store.

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Glossary terms for 'O'

Term	Abbreviation	Definition
Obstacle		All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of Air Systems or that extend above a defined surface intended to protect Air Systems in flight, or stand outside those defined surfaces and that have been assessed as being a Hazard to air navigation.
Obstacle Clearance		The vertical distance between the lowest authorized Height for flight and a prescribed surface within a specified area.
Obstacle Free Zone	OFZ	The airspace above the inner approach surface, inner transitional surfaces, and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed Obstacle other than a low-mass and frangible mounted one required for air navigation purposes.
Obstruction Light		An aeronautical light used to indicate an obstruction.
Occurrence		An unplanned event associated with the operation of an Air System in which: a person is injured; an Air System sustains damage or structural failure which adversely affects its structural strength, performance or flight characteristics, or requires major Repair or component replacement; an Air System is missing or completely inaccessible; or which Hazards or could Hazard Air System operations (including logistical issues).
Operating Data Manual	ODM	A manual giving definitive performance data on the Air Systems concerned, for aspects such as take-off, climb, manoeuvre, descent and landing. This information is normally presented in the form of performance graphs, which are used by Aircrew in planning the flight concerned. The ODM is a part of the Air System Document Set for the Air System.
Operating Fleet		The number of Air Systems needed to undertake the mandated task. This number includes an allowance for Aircrew training and Air System Maintenance.
Operational Air Traffic	OAT	Flights conducted under the control or authority of the Military Air Traffic Service organization or the authority of the military Air Surveillance and Control System organization.

Term	Abbreviation	Definition
Operational Data Recording	ODR	ODR is an in-flight measurement programme undertaken to validate the In-Service usage of a helicopter in terms that relate to Structural Integrity. Metrics such as the frequency of Occurrence of fatigue-significant events and their associated severity are derived, using representative flight data, for comparison against the design assumptions and substantiation evidence.
Operational Emergency Clearance	OEC	A clearance ►◄ within ►an Air System's◄ Release To Service (RTS) for ►when there is likely to be an increased Risk to Life associated with the Air System's usage, compared to the Risk identified within the◄ Design Safety Target. This judgement may be substantiated by an appropriate Safety Assessment or based on limited available evidence. An OEC will only be authorized by the RTS Authority once it is assured that any operating Risks have been communicated to, and accepted by, the appropriate Aviation Duty Holder.
Operational Evaluation Unit	OEU	A specialist unit formed for an individual defence system tasked with providing Operational Test and Evaluation facilities. An OEU will assess equipment and capabilities and formulate advice on operations and tactics.
Operational Low Flying	OLF	OLF is permitted at Heights between 250 ft and 100 ft Minimum Separation Distance (MSD), but no lower, in specially designated Tactical Training Areas within the UK. OLF is also conducted during exercises and operational work-up training in other NATO and allied countries. In exceptional circumstances MOD may authorize OLF training to a specified Heights below 100 ft MSD.
Out of Service Date	OSD	The date of de-registration from the UK Military Aircraft Register of the last Air System of type.

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Glossary terms for 'P'

Term	Abbreviation	Definition
Parachutist		Any person authorized to make a parachute descent.
Passenger		All personnel, military or civilian, who are not authorized as the Air System's Aircrew or as Supernumerary Crew for a flight are deemed to be Passengers. Due to the broad nature of the method in which Passengers are carried, the following sub-divisions are to be used: 1. Routine Air Transport Passengers. Those Passenger flights governed by JSP800 Defence Movement and Transport Regulations. 2. Tactical Passengers. Passenger flights, not governed by JSP800, where Passengers are required to fly on or in support of operations or exercises, to meet essential tasking or as essential elements of training. 3. Familiarization Flight Passengers. A flight designed to familiarize Aircrew, who do not hold a Certificate of Qualification on Type (CQT) for the Air System, with the characteristics of an Air System or its systems. The Passenger is permitted to handle Air System controls or operate systems and occupy a crew position that routinely requires a CQT, provided that the Passenger is qualified Aircrew. 4. Air Experience Flight Passengers. A flight designed to give the recipient airborne experience where the Passenger occupies a seat that does not demand an Aircrew occupant. Such flights can include the handling of Air System flying controls by the Passenger but are subject to greater restrictions than Familiarization Flights.
Payload		Instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is installed in or attached to the Aircraft, and is not used or intended to be used in operating or controlling an Aircraft in flight, and is not part of an airframe, engine, or propeller. (Sourced from: UK CAA CAP 722D)
Period of Operation		For crewed Air Systems it is from the time Aircrew start pre-flight checks for the purpose of flight until the time when shut-down checks have been completed. For ►Uncrewed◄ Air Systems (►UAS◄) it is from the time that the ►UAS◄ is released to the ►UAS◄ Commander with an intent to fly until the time that the ►UAS◄ has finally come to rest and, where appropriate, engine shutdown has taken place.

Term	Abbreviation	Definition
Post Design Services	PDS	Further services such as on-going development and Modification of equipment, subsequent to acceptance of the equipment off contract. Used after an initial design contract in order to update the equipment in accordance with changing circumstances and requirements since the original design contract was placed.
Practice Emergency		Where the performance of a system is degraded, such that it is not immediately and fully available for use if required.
Precision Approach Runway		An Instrument Runway intended for the operation of Air Systems using precision Instrument Approach aids (Precision Approach Radar or Instrument Landing System) that meet the Facility Performance requirements defined in ICAO Annex 10 appropriate to the Category of Operations. These Runways are divided into three categories as follows: 1. Category I Operation. A precision Instrument Approach and landing with a decision Heights not lower than 200 ft and with either a visibility not less than 800 m, or a Runway Visual Range (RVR) not less than 550 m. 2. Category II Operation. A precision Instrument Approach and landing with a decision Heights lower than 200 ft but not lower than 100 ft, and a RVR not less than 300 m. 3. Category IIIA Operation. A precision Instrument Approach and landing with either a decision Heights lower than 100 ft, or with no decision Heights and a RVR not less than 175 m. 4. Category IIIB Operation. A precision Instrument Approach and landing with either a decision Heights lower than 50 ft or with no decision Heights and a RVR less than 175 m but not less than 50 m. 5. Category IIIC Operation. A precision Instrument Approach and landing with no decision Heights and no RVR limitations. (Sourced from: ICAO, Annex 14)
Preventive Maintenance		Maintenance carried out at predetermined intervals or according to prescribed criteria and intended to reduce the probability of failure or the degradation of the functioning of an item. (Sourced from: BS 4778)

Term	Abbreviation	Definition
Products, Parts and Appliances		►Product is the item that is subject to Type Certification. For the UK MOD the Product is the Air System; however, in civilian terms the Product can be the Aircraft, engine or propeller (as each are Type Certified). Part is any element of a product, as defined by that product's Type Design. Appliance is any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an Aircraft in flight, is installed in or attached to the Aircraft and is not part of an airframe, engine or propeller. (Source derived from: EU Regulation 2018/1139 (EASA): Chap 1 - Principles, Article 3)◄
Programmable Element		Software or programmable hardware, which includes any device and data that can be customised.
Proof Installation	PI	A formal demonstration that a Modification can be embodied, operated and / or tested retrospectively, without amendment, utilizing the Modification instructions (a Modification set from the 1st production batch is normally used). (Sourced from: Defence Standard 05-057/4)
Propulsion Integrity	PI	The ability of a Propulsion System, designed, certified, operated and maintained to defined standards, to retain, at an appropriate level of Safety, its function, within defined limits and without failure or adverse effect on other systems during its Service Life through operation in accordance with the Air System Document Set.
Propulsion System		The source of propulsive effort for the Air System, and comprises the engine and engine control systems which includes those components and equipment necessary for the functioning and control of the engine or any device which limits or monitors engine operation and is necessary for continued Airworthiness of the engine. For IM purposes, Auxiliary Power Units are either considered as part of Propulsion Integrity or Systems Integrity.
Protected Area		A surface designated for the landing and take-off of Air Systems. This is to be interpreted as the Runway Strip up to and including Holding Points appropriate to the type of Runway. It also refers to those portions of an Aerodrome used for the take-off and landing of Air Systems such as flight decks and helicopter operation areas other than designated Runways. This will in addition include Instrument Approach aid Critical Areas, at all times and Instrument Landing System or Precision Approach Radar Sensitive Areas during Low Visibility Procedures operations. (Sourced from: ICAO, Annex 14)

Term	Abbreviation	Definition
Provost Marshal's Prohibited Area	PMP Area	Airspace of defined dimensions established by the Royal Air Force Provost Marshal within which the flight of military Air Systems is prohibited.
Provost Marshal's Restricted Area	PMR Area	An airspace of defined dimensions established by the Royal Air Force Provost Marshal within which flight of military Air Systems is restricted in accordance with specified conditions.
Public Display Authority	PDA	A document or appropriate record detailing the Display Sequence or individual manoeuvres a Display Pilot is authorized to conduct in a specific UK military-registered Aircraft, together with any limitations and other specific endorsements.
Publication Organization	PO	The organization responsible for producing approved Technical Information.
Pyrotechnics		Any article containing a substance, or mixture of substances, which when initiated undergo an energetic chemical reaction at a controlled rate intended to produce effects such as light, smoke, sound, or a combination of these effects. (Sourced from: JSP 482)

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Glossary terms for 'Q'

Term	Abbreviation	Definition
Qualified Aircrew Instructor	Qualified AI	Qualified Ais are Aircrew Instructors who have been trained using a Central Flying School (CFS) approved process and awarded a CFS Instructor Category. Note: The Military Manual of Aircrew Instruction (MMAI) details the full list of Qualified AI types (eg Qualified Flying Instructor (QFI)).
Quality		Degree to which a set of inherent characteristics of any object fulfils requirements. (Sourced from: ISO EN 9000:2015)
Quality Assurance	QA	The part of Quality management focused on providing confidence that Quality requirements will be fulfilled. (Sourced from: ISO EN 9000:2015) (Abbreviation QA also used for Quality Audit)
Quality Audit	QA	A systematic, independent and documented process for obtaining objective evidence and evaluating it objectively to determine the extent to which Audit criteria are fulfilled. (Sourced from: ISO EN 9000:2015) (Abbreviation QA also used for Quality Assurance)
Quality Management System	QMS	A structured and documented system for evaluating and ensuring the robustness of an organization's Quality System.
Quality Manual		Specification for the Quality Management System of an organization. (Sourced from: ISO EN 9000:2015)
Quality Policy		Policy related to Quality that is consistent with the organizations overall policy, vision and mission and provides a framework for the setting of Quality objectives. (Sourced from: ISO EN 9000:2015)
Quality System	QS	A structured and documented system detailing policies, objectives, principles, Responsibilities, Accountability, and implementation plan of an organization for ensuring Quality in its work processes, products (items), and services.
Quality Verification Tests	QVT	An essential Quality Assurance procedure that is applied to new and overhauled engines and associated equipment to provide confidence that they are produced or overhauled to the required standard.

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Glossary terms for 'R'

Term	Abbreviation	Definition
Rationale		The Rationale provides the origin or reason for the subsequent text in the specific Regulatory Article. The Rationale is written in such a way that it enables future users of the MRP to understand why a particular Regulation has been created.
Recognition		The structured process used by the MAA to evaluate a foreign Military Airworthiness Authority and assess the potential to use their Airworthiness organizational Approvals or Certification Artefacts within the MRP. A time-limited Recognition Certificate, containing the scope of the Recognition, is issued by the MAA after the successful conclusion of the Recognition process. Recognition can be undertaken on a reciprocal basis, known as 'Mutual', or alternatively on a 'One-way' basis.
Reconditioning		The process, under which an item is completely overhauled, restored, reassembled and inspected to specified Quality requirements.
Regulated Community	RC	Those that operate in or support the Defence Air Environment to which the MRP applies.
Regulated Entity	RE	An individual or organization that is required to comply with the MRP. (Sourced from: MAA01)
Regulation		Regulation is defined as a "prescribed rule or authoritative direction". Within the context of the MRP, the Regulations are defined as overarching mandatory activities which have to be followed without exception (unless a waiver or exemption has been formally issued). They will contain the executive verb **shall** (highlighted in bold for visual impact) and this is the only place where this particular executive verb will be used. Where a Regulation states that a person **"shall"** do something, the Regulated Entity has no choice but to do it. Whenever possible, Regulations will be written in the positive sense. If this is not feasible then where the provision states that a person **"shall not"** do something, the Regulated Entity is prohibited from doing a certain act. The MAA, as the Regulatory body, must be notified if a Regulated Entity considers that they cannot comply with a Regulation. (Sourced from: MAA01)

Term	Abbreviation	Definition
Regulatory Instruction	RI	RIs will be issued by the MAA to provide direction, and have the same authority as MAA Regulation. Typical usage will include the promulgation of new or amended Regulation at short notice, or to provide authority for deferred compliance with new or amended Regulation. (Sourced from: MAA01)
Regulatory Notice	RN	RNs will be issued by the MAA to notify the Regulated Community of changes in MAA owned process, or provide operational or engineering guidance. They may promulgate planned MAA activity and are administrative in nature. RNs do not constitute Regulatory requirements. (Sourced from: MAA01)
Regulatory Waiver / Exemption		Waivers, for a specified period, or permanent Exemptions from extant Regulations may be employed at the request of a Regulated Entity and when agreed by the Regulator (the Signatory level will be dependent upon type, complexity or whether the request is novel and / or contentious). The process outlined in MAA03 is to be used. Notwithstanding that Exemptions are permanent, they will be periodically reviewed by the MAA. (Sourced from: MAA01)
Release To Service	RTS	The document, issued on behalf of the Senior Duty Holder, which authorizes Service use of an Air System within set limits and defined Configurations. The limitations of the RTS are the definitive limits for the Air System in Service-regulated flying.
Release To Service Authority	RTSA	The Competent authority issuing the Release To Service for an Air System type.
Remote Pilot	RP	The person who directly controls a ►Uncrewed◄ Aircraft during flight time, using varying levels of automated functions.
Remote Pilot Station	RPS	►See Command Unit.◄
Remotely Piloted Aircraft	RPA	►See Uncrewed Aircraft.◄
Remotely Piloted Air System	RPAS	►See Uncrewed Air System.◄
Remotely Piloted Air System Accountable Manager	RPAS AM	►See Uncrewed Air System Accountable Manager.◄
Remotely Piloted Air System Ground Operator	RGO	►See Uncrewed Air System Ground Operator.◄

Term	Abbreviation	Definition
Remotely Piloted Air System Responsible Officer	RPAS RO	►See Uncrewed Air System Responsible Officer.◄
Repair		The elimination of damage and / or restoration to an airworthy condition and approved Configuration. See also: Temporary Repair.
Repair Organization	RO	An organization that can Repair, overhaul and recondition Products, Parts and Appliances, that are beyond the scope or capacity of the parent Maintenance Organization.
Responsibility		The opportunity or ability to act independently and take decisions without Authorization. A thing which one is required to do as part of a job, role, or legal obligation. This does not include the legal Accountability for Risk to Life.
Responsible Aircrew Member		The Aircrew member, designated by the flight authorizing officer, who completes the relevant MOD Form 705 to accept Responsibility for an Air System for a particular sortie or mission, in accordance with the appropriate Instructions for Use. This may be the Aircraft Commander.
Risk		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).
Risk Assessment		Assessment of the likelihood and severity related to a Hazard.
Risk Management	RM	Process that encompasses: Hazard identification; Risk Assessment; Hazard Risk Matrix; Risk reduction; and Risk monitoring and review.
Risk Register	RR	The RR, as owned by the Aviation Duty Holder or Accountable Manager (Military Flying), is a continually updated record of the Risk to Life associated with a system. It includes information documenting Risk Management for each Air System type pan Defence Lines of Development.
Risk to Life	RtL	RtL addresses fatality and Injury, but excludes damage to assets or the environment where no harm results. People should only be exposed to Risk of harm where some defined benefit is expected and where the Risks are adequately controlled.
Role Demonstration		Any flying activity designed to demonstrate an Air System's performance commensurate with that normally carried out during the routine operations and training.
Role Equipment		That equipment which is fitted to enable a specific role or operation in a particular environment to be carried out.

Term	Abbreviation	Definition
Routine Technical Instruction	RTI	Issued by the relevant Delivery Team or Type Airworthiness Manager, an RTI can be used to inform units of a potential Fault, to Audit the extent of a potential problem and, on occasion, to give instructions for remedial action and to effect technical administration action. It may be issued in response to an Incident or Serious Fault raised by an operating unit and may be of a recurrent or non-recurrent nature. See also Urgent Technical Instruction (UTI).
Runway		A defined rectangular area, on a land Aerodrome prepared for the landing and take-off run of Air Systems along its length. (Sourced from: ICAO, Annex 14)
Runway Friction Classification Survey		A survey to establish, using approved Continuous Friction Measuring Equipment (CFME) under controlled self-wetting conditions, the overall friction characteristics of a Runway and to identify those Runways that have low friction values when wet.
Runway Friction Monitoring Survey		A survey to establish, using approved Continuous Friction Measuring Equipment, the friction characteristics of a Runway under natural (rain) wetted conditions. Similar procedures are used when pavements are covered by snow, ice or slush.
Runway Incursion		Any Occurrence at an Aerodrome involving the incorrect presence[9] of an Air System, vehicle or person on the Protected Area of a surface designated for the landing and take-off of Air System[10]. (Sourced from: UK CAA CAP 168)
Runway Strip		An area of specified dimensions enclosing a Runway and Stopway, if required, intended to reduce the Risk of damage to an Air System running off the Runway and to protect Air Systems flying over it when taking-off or landing. (Sourced from: ICAO, Annex 14)

[9] Unsafe, unauthorized or undesirable presence or movement.
[10] Where Low Visibility Procedures (LVP) are in force this should include the surface area up to and including any LVP Holding Points.

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Glossary terms for 'S'

Term	Abbreviation	Definition
Safe Life		A specified Service Life for airframe and engine components susceptible to fatigue cracking, which requires parts to be removed from service prior to the development of an unsafe condition (ie crack initiation).
Safe Operating Environment	SOE	An environment within which any Air System operating in the air or on the ground is not exposed to undue Hazards, danger or Risk of harm. A SOE will be achieved through appropriate and effective management of factors within and influencing the environment such as airspace, Aircraft operating surfaces, infrastructure, facilities, personnel, equipment, procedures and services.
Safety		The freedom from unacceptable Risks of personal harm.
Safety Assessment	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 Air System Safety Case.
Safety Audit		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 objectives and are implemented effectively. The Safety Audit may be used to make recommendations to improve the subject activity.
Safety Critical Part		A part, the failure of which could have a catastrophic effect on the Air System in which it is installed.
Safety Management	SM	The application of organizational, management and engineering principles in order to achieve Safety. (Sourced from: Defence Standard 00-056)
Safety Management Plan	SMP	A document that defines the strategy for addressing Safety and documents the Safety Management System.
Safety Management System	SMS	The organizational Structure, processes, procedures and methodologies that enable the direction and control of the activities necessary to meet Safety requirements and Safety policy objectives. (Sourced from: Defence Standard 00-056)
Safety of Flight Structure		Structure whose failure would Cause direct loss of the Air System, or whose failure if undetected would result in loss of the Air System.

Term	Abbreviation	Definition
Safety Services		A generic term used to cover the Aerodrome Rescue and Fire-Fighting Services, medical personnel and equipment at a place from or to which Air Systems operate.
Safety Targets		Criteria for the desired Safety of an activity or component part of that activity. These can be set in numerical terms or be described qualitatively.
Segregated Airspace		Airspace of specified dimensions allocated for exclusive use to a specific user(s), ►with operations that are not able to be safely integrated with other airspace users.◄ (Sourced from: ►UK CAA CAP 2533) Note: The UK CAA has introduced an overarching term "Special Use Airspace", defined as: "A generic term used for airspace volumes designated for specific operations, such as military training, exercises and operations, of a nature such that required limitations on airspace access may be imposed on other Aircraft not participating in those activities. These may include, but are not limited to, restricted, danger and prohibited areas or temporary Segregated Areas (TSA) and Temporary Reserved Areas (TRA)." (Sourced from UK CAA CAP 2533) Special Use Airspace encompasses: Controlled Airspace, Cross Border Areas, Danger Areas, Flight Plan Buffer Zones, Prohibited Areas, Restricted Areas, Restricted Areas (Temporary), Segregated Airspace, Temporary Danger Areas, TRAs, TSAs, etc.◄
Self-supervision		The authority for an individual to discharge the Responsibilities of both 1st and 2nd signature as they apply to a task solely undertaken by that individual. Note: The authority to self-supervise does not invoke the managerial Responsibilities of a supervisor.
Senior Responsible Owner	SRO	The single individual with overall Accountability for ensuring that a programme meets its objectives and delivers the projected benefits. (Sourced derived from: Cabinet Office Efficiency and Reform Group (ERG) 4 programme management methodology)
Sense and Avoid		See Detect and Avoid.
Sensitive Area		An area extending beyond the Critical Area within which the parking or movement, or both parking and movement, of Aircraft or vehicles will affect the guidance signal to the extent that it may be rendered as an unacceptable disturbance to Aircraft using the signal. (Sourced from: UK Regulation (EU) 923/2012)

Term	Abbreviation	Definition
Serious Fault		A Fault that may have immediate and serious implications to a Product, Part or Appliance.
Service Bulletin	SB	A document issued by the manufacturer or type certificate holder to communicate instructions for improvements, corrective actions or to increase Safety levels. A Service Bulletin does not contain mandatory action.
Service Level Agreement	SLA	Agreement between 2 parties in MOD covering key outputs, resources and support to be provided by one party to the other (eg between DE&S and a TLB).
Service Life		The time during which, in specified storage conditions and when subsequently used in its specified operational / training conditions, an explosive item may be expected to remain safe and Serviceable. A Service Life often depends upon the environmental influences to which the explosive will be / has been exposed (see DSA 03.OME). For explosives entering service, it is often necessary to assess an initial Service Life which is subsequently subject to extension. (Sourced from: STANAG 4315 and AOP-46)
Service Regulated Flying		Flying to the limitations of the Release To Service under the following conditions: 1. Flying of MOD-owned or Contractor-owned Air Systems by Service Aircrew under the control of the Service command chain and the relevant Service Orders and Procedures. 2. Flying of MOD-owned or Contractor-owned Air Systems on tasks directly Contracted for or by one of the 3 Services.
Service Supplied Items		An item that is supplied to a Contractor from a Service source.
Serviceable		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).
Short Pattern Circuit	SPC	An Air System overshooting from an Instrument Approach and precluded by weather conditions or other reasons from carrying out a visual circuit or normal pattern radar circuit can be repositioned using the SPC procedure with the minimum expenditure of fuel. A recovering Air System may also request a SPC in order to be positioned to intercept the SPC profile.
Signatory		An individual authorized to sign either on their own behalf or on behalf of the person or entity that they represent.

Term	Abbreviation	Definition
Simulated Emergency		Where the performance of a system is not degraded, such that it is immediately and fully available for use if required.
Societal Concern		Is a recognized factor in Risk Management when there is potential for public condemnation arising from Accidents, particularly those involving significant numbers of people and / or vulnerable groups. This factor is generally significant in the context of aviation Risks and, in the wake of the Nimrod Review, acutely so for the management of Risks to Life in UK military aviation.
Special Case Flying		See Defence Air Environment Operating Categories.
Special Conditions		Special Conditions are included in the Certification Basis of the Air System when the design features of a particular product or the experience in operation render any of the Airworthiness code provisions inadequate or inappropriate to ensure conformity with essential requirements.
Special Flying Instruction	SFI	Issued to notify Aircrew urgently of important changes to the way in which Air Systems or their equipment are to be operated. The issuing authority is the relevant Type Airworthiness Authority who will follow appropriate procedures before issuing the instruction. For Air Systems categorized as Special Case Flying this will be managed by the Type Airworthiness Manager.
Special Friction Survey		A survey to investigate any specific area(s) of a Runway that may be causing concern or to investigate Incidents where friction may be a contributory factor.
Special Instruction (Technical)	SI(T)	An instruction, issued by the Delivery Team that gives instructions to undertake a work package to Repair or prevent a potential Fault.
►Special Purpose Clearance	SPC	SPCs are situation dependant and bound by time (length of approval period) and airspace in which the operation will be conducted. They are not to be viewed as an alternative to long-term compliance. SPCs are comparable to Specific S2 sub-category and Certified Category Operational Emergency Clearances (OEC) and will only be used for flight under the following circumstances: 1. In conditions of actual or potential hostile enemy action, or; 2. In other conditions of operational imperative, to include training for actual or planned operations, when enabled by the Uncrewed Air System Responsible Officer.◄

Term	Abbreviation	Definition
Special Visual Flight Rules (VFR) Flight		A flight made at any time in a control zone which is Class A airspace or made in any other control zone in Instrument Meteorological Conditions 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 (iaw) special instructions given by that unit instead of iaw the Instrument Flight Rules; and in the course of which the Air System complies with any instructions given by that unit and remains clear of cloud and with the surface in sight. (Sourced from: UK CAA CAP 694)
Sponsor		The Sponsor of Civilian-Owned and / or Civilian Operated UK Military-Registered Air Systems should be a Crown Servant at 2* level or above with an appropriate delegation from the relevant service Chief of Staff or Defence Equipment and Support Chief Executive Officer.
Stage Check		A check carried out at a pre-defined stage, or number of stages, in a Maintenance process to verify the satisfactory completion of a particular Maintenance operation or calculation. A stage check is not an Independent Inspection.
Standard Part		Parts that are manufactured in complete compliance with an established industry, Agency, Competent authority or other government specification which includes design, manufacturing, test and acceptance criteria, and uniform identification requirements. The specification should include all the information that is necessary to produce and verify conformity of the Part. It should be published so that any party may manufacture the Part. Examples of Standard Parts are Aircraft general spares such as nuts, bolts, washers, split pins, etc.
Standard Serviceability Test	SST	A test devised and promulgated by an accredited authority to confirm that an item under test can perform its intended function.
Standby Life		For explosives: an element of operational life, often expressed in days; it represents a period of time that a weapon may be exposed to conditions outside the normal storage conditions prior to use operationally or for training. Examples include a weapon that has been fitted to a launcher or an All-up Round which is removed from storage (or its storage container) and held forward ready for use. (Sourced from: STANAG 4315 and AOP-46)
Standardization		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.

Term	Abbreviation	Definition
Statement of Operating Intent	SOI	A statement giving details of the intended Service usage.
Statement of Operating Intent and Usage	SOIU	A statement giving details of the current and intended Service usage. Note: A Statement of Operating Intent is converted into a SOIU once sufficient In-Service usage data has been gathered and analysed.
Static Display		A display of an Air System and related equipment which does not include flight, taxiing or engine start.
Station	Stn	The collective name for an establishment, including the Aerodrome, technical site, domestic site, personnel and equipment.
Steer		Directional information provided by a Controller that gives the pilot a direct bearing to a specific point. A Steer is not a radar vector and the Controller accepts no Responsibility for terrain clearance unless this is implicitly stated, or when the steer is provided as part of a published Instrument Flight Rules recovery procedure.
Stopway		A defined rectangular area beyond the end of the Take-off Run Available, suitably prepared and designated as an area in which an Air System can be safely brought to a stop in the event of an abandoned take-off. (Sourced from: ICAO, Annex 14)
Storage Life		For explosives: the time for which an item, in given storage conditions, may expect to remain safe and suitable for service.
Structure		Air System Structure consists of all load-carrying members and fixed provisions for systems and equipment, including; wings, fuselage (including some transparencies), empennage, engine mountings, landing gear, flight control surfaces and related points of attachment, control rods, propellers and propeller hubs if applicable; and for Rotary Wing: rotor blades, rotor heads and associated transmission systems. The actuating portion of items such as landing gear, flight controls and doors will be subject to System as well as Structure considerations.
Structural Integrity	SI	The ability of an Air System Structure, designed, certified and maintained to defined standards, to retain its strength, function and shape within acceptable limits, without failure when subjected to the loads imposed during its Service Life through operation in accordance with the Air System Document Set.

Term	Abbreviation	Definition
Structural Significant Item	SSI	Any detail, element or assembly, which contributes significantly to carrying flight, ground, pressure or control loads and whose failure could affect the Structural Integrity necessary for the continued safe and controlled flight of the Air System.
Subcontracted		First party organization task or activity arranged to be accomplished by second party (which may or may not be an approved organization) provided it is within the limitation of the appropriate Approval of the first party, and overseen and managed by the first party's Quality System, with any Certification / release made under first party's Approval.
Suitably Qualified and Experienced Person	SQEP	A designated individual who – by virtue of their training, experience, recency in role and personal characteristics – is expected to be Competent to fulfil a specified role. This individual will be appropriately empowered to act within the context of their SQEP Responsibilities. Individual Regulatory Articles will provide additional guidance where appropriate, else this will be assessed by the Aviation Duty Holder, Accountable Manager (Military Flying), ►Uncrewed◄ Air System (►UAS◄) Responsible Officer, ►UAS◄ Accountable Manager.
Supernumerary Crew		An individual, military or civilian, who is employed on an Air System and authorized to carry out a specific duty (that does not require an Aircrew qualification) while in flight or ground taxiing. This specific duty is to have an active role in achieving the purpose of the authorized flight and may involve the operation of Air System equipment / systems or authorized Equipment Not Basic to the Air System under the supervision of the Air System's Aircrew.
Supernumerary Support Crew		An individual, military or civilian, carried on an Air System to conduct specific duties essential to the execution of the Air System's mission or task, but not required to carry out those duties while in flight or ground taxiing. The specific duty is not to have an active role in achieving the purpose of the authorized flight but is to contribute to its overall conduct through pre or post flight activity.
Supplemental Type Certificate	STC	A document issued or endorsed by an Authority which certifies a Major Change to the Type Design by an organization other than original Design Organization.

Term	Abbreviation	Definition
Support Policy Statement	SPS	The executive document specifying all the support arrangements for ►an Air System◄ or equipment throughout its life. It contains details of the responsible authorities, Maintenance and logistic policies, support equipment and facilities, personnel training requirements and security issues. ►◄
Survival Equipment	SE	A generic term used to describe a range of equipment used by Aircrew and Aircraft passengers as an aid to survival in the event of an Air System Accident or Incident. Additionally, it includes certain equipment associated with supporting normal Air System operation, Air System role configuration, and Aircrew Training. NB: Also known as Airborne Life Support Equipment.
►Swarm		The operation of more than one Uncrewed Aircraft controlled collaboratively rather than individually. Uncrewed Air System Swarming operations are likely be categorized as Specific S1, Specific S2, or Certified according to the assessed RtL. (Source derived from: UK CAA CAP 722E)◄
Systems		A System is defined as a set of devices and interconnected elements, encompassing hardware, firmware and software that, when functioning correctly, results in a desired outcome. This includes the actuating and dynamic components of hardware, such as landing gear and flight controls. However, it does exclude such elements as flight control attachment fittings, which are commonly treated as Structure.
System Integrity	SysI	The ability of an Air System, designed, certified and maintained to defined standards, to retain, at an appropriate level of Safety, the function of its systems, within defined limits and without unacceptable levels of failure during its Service Life, through operation in accordance with the Air System Document Set.

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Glossary terms for 'T'

Term	Abbreviation	Definition
Tasking Organization		The organization that has Responsibility and / or control of the subject matter of a Quality Occurrence Report and for determining the requirement for further investigation.
Technical Information	TI	Descriptive or procedural information necessary to operate, maintain, Repair, support and dispose of equipment throughout its life. It includes paper, microfiche, drawings, Computer Aided Design (CAD) data, electronic text and non-textual data (eg graphics, video).
Technical Information Sponsor	TI Sponsor	By virtue of its terms of reference, the individual or organization most directly concerned with the subject matter of the Technical Information (TI). For equipment TI the TI Sponsor will be the equipment Type Airworthiness Authority / Commodity Chief Engineer. The TI Sponsor is responsible for the overall coherence of the publication and integration of individual instructions. The TI Sponsor may appoint a Subject Matter Expert to assist with formation and Maintenance of specialist policy, but remains ultimately accountable for the published information.
Temporary Repair[11]		Repairs that are life limited, to be removed and replaced by a permanent Repair after a limited service period. These Repairs are to be classified under RA 5865(3) and the service period defined at the Approval of the Repair, and recorded in the Technical Log. See also: Repair.
Test Pilot		A pilot who has successfully graduated from one of the recognized Test Pilot schools. Such pilots are normally qualified and approved to captain Air Systems throughout the full range of the flight test / trials tasks.

[11] Temporary Repair may include the application of Aircraft Battle Damage Repair Techniques. Refer to AP101A-1500-0 – Joint Service Aircraft Battle Damage Repair Manual.

Term	Abbreviation	Definition
Tolerable		Tolerable (*as related to ALARP and Tolerable*) refers to a willingness by society as a whole to live with a Risk so as to secure certain benefits and in the confidence that the Risk is one that is worth taking and that it is being properly controlled. (Sourced derived from: HSE) In Defence Aviation, ADHs should be able to satisfy themselves that the Risk exposure is Tolerable such that people are only exposed where some defined benefit is expected, where the Risk exposure is proportional to the expected benefit and where the Risks are adequately controlled. Therefore once ALARP the ADH must be satisfied that the benefit of conducting the activity outweighs the Risk of so doing.
Track		The projection on the earth's surface of the path of an Air System, the direction of which at any point is usually expressed in degrees from North (true, magnetic or grid).
Transit Flight		A flight of an Air System between specified points at one or more of which the Air System is planned to land.
Transponder Mandatory Zone	TMZ	A volume of airspace where Air Systems wishing to enter or fly within the defined area will be required to have and operate secondary surveillance radar equipment.
Trial Installation	TI	The physical and / or functional proof of a proposed design change. (Sourced from: Defence Standard 05-057/4)
Type Airworthiness	TAw	All the actions associated with the upkeep of a Type Design and the associated Approved Data through life. Type Airworthiness Authorities or Type Airworthiness Managers, in line with their delegation, are responsible for all aspects of Type Airworthiness. Note: Previously known as Continued Airworthiness.
Type Airworthiness Authority	TAA	The individual within DE&S, who can also be the Delivery Team Leader, who on behalf of the Secretary of State, oversees the Airworthiness of specified Air System types. The TAA's Responsibilities are as laid down and agreed in their Letter of Airworthiness Authority from their respective Operating Centre Director.
Type Airworthiness Manager	TAM	The individual, within a Design Approved Organization Scheme approved organization who has been assessed by the MAA as Competent to hold the MRP delegable Type Airworthiness Responsibilities as laid down and agreed in their Letter of Appointment from the Air System's Sponsor.

Term	Abbreviation	Definition
Type Certification Basis	TCB	The agreed set of Certification requirements, including Airworthiness codes and Special Conditions, that are applicable to the Air System Type Design and will be demonstrated in the compliance activity in order to obtain a Military Type Certificate.
Type Certification Exposition	TCE	The TCE will consist of a claim (or number of claims), a structured and explicit argument, and a supporting body of evidence (as detailed in the Certification Programme), that together provide a compelling, comprehensible and valid case that the Air System's Type Design is compliant with the agreed Type Certification Basis.
Type Certification Report	TCR	The outcome of the MAA's review of the Type Certification Exposition to provide independent Assurance that the Type Design has been shown to meet Airworthiness requirements through satisfactory completion of the Military Air System Certification Process.
Type Design		The minimum set of approved design information necessary to define the product type.
Typed Air Station	TAS	The Royal Naval Air Station nominated as the main support base for specified Air System type(s).

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Glossary terms for 'U'

Term	Abbreviation	Definition
Uncommanded Flying Control Movement	UFCM	Any unexplained change of Air System in-flight attitude without a legitimate flying control input, or any movement of flying control input controls when there should be none, or any movement of flying control surfaces or systems without a corresponding legitimate input.
►Uncrewed Aircraft	UA	Overarching term encompassing both Autonomous Aircraft and Remotely Piloted Aircraft. UA at autonomy Level 1 are Remotely Piloted Aircraft. UA at autonomy Level 5 are Autonomous Aircraft. 1. **Level 1** – Human Operated. 2. **Level 2** – Operator Assistance. The system assists the Operator. 3. **Level 3** – Task Autonomy. The system can carry out Operator initiated pre-set tasks independently. 4. **Level 4** – Conditional Autonomy. The Operator selects action(s) to be carried out under supervision in specified conditions. 5. **Level 5** – Highly Autonomous. The system makes independent decisions within human-defined goals. **Autonomous Aircraft**: A UA that does not allow pilot intervention in the management of the flight. **Remotely Piloted Aircraft**: A UA which is piloted from a Command Unit. (Source derived from: Defence AI Strategy Jun 2022, JDP 0-30 Chapter 2, and the UK CAA CAP 722D) Note: It is recognized that the terms Drone, Remotely Piloted Aircraft, UA, and Uncrewed Air Vehicle are used interchangeably.◄

Term	Abbreviation	Definition
Uncrewed Air System	UAS	►Overarching term encompassing both Autonomous Air Systems and Remotely Piloted Air Systems. UAS at autonomy Level 1 are Remotely Piloted Air Systems. UAS at autonomy Level 5 are Autonomous Air Systems. 1. **Level 1** – Human Operated. 2. **Level 2** – Operator Assistance. The system assists the Operator. 3. **Level 3** – Task Autonomy. The system can carry out Operator initiated pre-set tasks independently. 4. **Level 4** – Conditional Autonomy. The Operator selects action(s) to be carried out under supervision in specified conditions. 5. **Level 5** – Highly Autonomous. The system makes independent decisions within human-defined goals. **Autonomous Air System**: An autonomous aircraft, its associated Command Unit, the required Command and Control links, and any other components as specified in the Type Design. **Remotely Piloted Air System**: A Remotely Piloted Aircraft, its associated Command Unit, the required Command and Control links, and any other components as specified in the type design. (Source derived from: Defence AI Strategy Jun 2022, JDP 0-30 Chapter 2, and the UK CAA CAP 722D) Note: It is recognized that the terms Drone, Remotely Piloted Air System, UAS, and Uncrewed Air Vehicle are used interchangeably.
Uncrewed Air System Accountable Manager	UAS AM	The individual within a Defence Contractor Flying Organization approved under Contractor Flying Approved Organization Scheme (Basic Uncrewed Air System) who is responsible for ensuring the safe operation of UAS in the Open Category and Specific S1 sub-category. They are thus legally accountable for the safe operation of such UAS in their Area of Responsibility and for ensuring that Risks to Life are As Low As Reasonably Practicable and Tolerable.
Uncrewed Air System Ground Operator	UGO	Suitably qualified and experienced Aircraft Ground Technician, approved by the Aviation Duty Holder / Accountable Manager (Military Flying), who acts on behalf of the Aircraft Commander to conduct acceptance checks and ensure the Safe Operating Environment of the Specific S2 sub-category or Certified Category Uncrewed Aircraft on the ground.

Term	Abbreviation	Definition
Uncrewed Air System Observer	UAS Observer	A person, positioned alongside the Remote Pilot (RP), who assists the RP, by unaided visual observation of the airspace in which the Uncrewed Aircraft (UA) is operating for any potential hazard in the air, in keeping the UA in Visual Line Of Sight and safely conducting the flight. (Source derived from: UK CAA CAP 722D) Note: This is a combination of the UK CAA terms: RPAS Airspace Observer, RPAS Unmanned Aircraft Observer, RPAS Visual Observer, and RPAS combined Observer.
Uncrewed Air System Responsible Officer	UAS RO	The accountable individual, who is a Crown Servant, with formal delegated Responsibilities for ensuring the safe operation of Uncrewed Air Systems in the Open Category and Specific S1 sub-category and for actively managing Air Safety via an effective Air Safety Management System to ensure that associated Risks to Life are As Low As Reasonably Practicable and Tolerable within their defined Areas of Responsibility.◄
Under Ministry Control	UMC	The point when the Responsibility for authorizing changes to a design is transferred from a Design Organization to a MOD or Type Airworthiness Manager controlled committee.
Uninvolved Person		In relation to ►Uncrewed◄ Air System (►UAS◄) operations, an individual, or group of individuals, who either: 1. Are not, in any way, participating in an ►UAS◄ operation; or 2. Have not received clear instructions and Safety precautions from the Remote Pilot, the ►UAS◄ operator or a person nominated by the ►UAS◄ operator, to follow the operation of the ►UAS◄ throughout normal manoeuvring and / or in the event that the ►UAS◄ exhibits any unplanned behaviour. (Sourced derived from: UK CAA CAP 722)

Term	Abbreviation	Definition
►Unsafe Condition		An 'unsafe' condition exists if there is factual evidence (from In-Service experience, analysis or tests) that: 1. An event may occur that would result in an increased Risk to Life, or reduce the capability of the Air System or the ability of the crew to cope with adverse operating conditions to the extent that there would be: a. A large reduction in Safety margins or functional capabilities, or b. Physical distress or excessive workload such that the flight crew cannot be relied upon to perform their tasks accurately or completely; or c. Serious or fatal Injury to one or more occupants unless it is shown that the probability of such an event is within the limit defined by the applicable Certification Specification; or 2. There is an unacceptable Risk of serious or fatal Injury to persons other than occupants; or 3. Design features intended to minimize the effects of survivable Accidents are not performing their intended function.◄
Unsatisfactory Feature Report	UFR	Report used to notify unsatisfactory features and to document subsequent actions relating to proposed amendments to Technical Information (TI) and forms used in the Defence Air Environment.
Unserviceable		Technical equipment that is unfit for immediate use and incapable of performing its designed function.
Urgent Technical Instruction	UTI	Issued by the relevant Delivery Team, a UTI can be used to inform units of a potential Fault, to Audit the extent of a potential problem and, on occasion, to give instructions for remedial action, and to effect technical administration action. A UTI may be issued in response to an Incident or Serious Fault Signal raised by an operating unit and may be of a recurrent or non-recurrent nature. See also Routine Technical Instruction.
User Authenticator		The person responsible for considering, from the operator's perspective, production and amendment proposals relating to Aircrew publications. Typically the standarisation / evaluation office for the Air System type.
User Requirements Document	URD	An all-embracing expression of the user needs for a bounded operational capability. It is generated from the Single Statement of Need identified through the equipment capability strategy process. The URD is owned by the respective Front Line Command Capability Senior Responsible ►Owner◄ and consists of a complete set of individual user requirements supported by other documents.

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Glossary terms for 'V'

Term	Abbreviation	Definition
Validation		A process which confirms that all the information in the materiel concerned, is accurate, safe in application and meets the required specification[12].
Verification		A process by which the approver satisfies themselves (using a service user where required), that the information contained within the validated Air System Document Set meets the service requirement, can be used for its intended purpose by operators and maintainers under normal service conditions and is coherent with authorised limitations[13, 14].
Visual Committal Height	VCH	The lowest Heights, for a specific Air System type, in an engine(s)-out Configuration, to which a visual approach should be made unless the pilot has decided that it is safe to continue to land.
Visual Line Of Sight	VLOS	An operation in which the Remote Pilot (RP) maintains ►continuous◄ unaided visual contact with the ►Uncrewed Aircraft (UA), allowing the RP to control the flight path of the UA in relation to other Aircraft, people, and Obstacles for the purpose of avoiding collisions. (Sourced derived from: UK CAA CAP 722D) Note: Maintaining VLOS ensures the RP can monitor the Aircraft's position, orientation, and the surrounding airspace at all times. This is important in order to ensure the UA can be manoeuvred clear of anything that might pose a collision hazard. Note: While corrective lenses and Night Vision Devices may be used; the use of binoculars, telescopes, or any other forms of image enhancing devices are not permitted.◄
Visual Meteorological Conditions	VMC	Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima. (Sourced from: ICAO Annex 2)

[12] This would typically be undertaken by a Compliance Verification Engineer (CVE) within a Design Organization.
[13] Such as the Release To Service.
[14] See DAPS Guidance for further info.

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Glossary terms for 'Z'

Term	Abbreviation	Definition
Zonal survey / inspection		An examination of a specified zone to detect damage, deterioration and discrepancies and assess the general condition of the zone.