NPA/26/11

Title of Proposal: MAA Master Glossary

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

Organizations and / or business sectors affected: The whole UK Defence Air Environment Regulated Community

RFC Serial No: MAA/RFC/2024/366, 2025/049, 2025/058, 2025/115, 2025/122, 2025/123, 2025/124, 2025/125, 2025/127, 2025/128, 2025/135, 2025/146, 2025/151, 2026/005, 2026/009, 2026/010

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MAA LegAd (if required)

Post	Name	Rank	Signature
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: The amendment process incorporates outstanding Requests For Change and updates terminology (references, terms, abbreviations, and obsolete phrases).

Changes made: The MAA has reviewed and amended MAA02 to incorporate RFCs related to:
- Delete the terms: Hang-up and Quality System,
- Include most terms defined from the rest of the MRP (due to the change in MAA02 Inclusion Rule 2),
- Include new Uncrewed Air System related terms,
- Include new terms: Airborne Collision Avoidance System, Forward Maintenance, Ground Collision Avoidance System, Ground Proximity Warning System, Safety Altitude, Specialized Services, Terrain Awareness and Warning System, and Work Assistance,
- Update the Air Safety definition to include Cyber Security for Airworthiness,
- Update the Aircraft Armament System definition to include carriage, release, and jettison,
- Update the Aircrew definition to include reference to RA 2101,
- Update the Allotment definition to remove the first reference to Test and Evaluation,
- Update the Human Factors definition to align with the NATO definition,
- Update the Quality Management System definition,
- Update the Segregated Airspace definition regarding Special Use Airspace, and
- Update the Visual Line Of Sight definition to include Night Vision Devices.

In addition, the MAA has conducted a terminology source review, which:
- Introduced a terminology source hierarchy,
- Checked that defined terms, with identified sources, are still defined in their source documents (eg: UK CAA CAPs, the UK ANO, etc) and that the definitions still align,
- Checked if defined terms, with no identified sources, align with the definitions in source documents,
- Checked if undefined terms have a definition in source documents, and
- Undefined terms with no definition have been removed for brevity.

Impact Assessment: Medium

Consultation Period Ends: 16 July 2026

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-Eng	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[1].

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[2] Master Glossary and JSP 816[3].

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Conflicting Terms

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

MAA02 Terminology 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 one or more Overarching Document, Regulatory Article (RA), or Manual. If a term does not appear in the MRP, it may not be listed in MAA02. Terms in the Manual of Airworthiness Maintenance – Process (MAM-P) may appear in MAA02 for contextual purposes.

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 ►will◄ be limited to that publication and its ►sub-publication◄ (ie For the purpose of this RA and RA XXXX the term … is defined as …).

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 organisations (eg International Civil Aviation Organization (ICAO), UK Civil Aviation Authority (CAA), North Atlantic Treaty Organization (NATO), etc), and has listed the term and definition within MAA02, the definition will identify their source at the end of the definition in brackets ►(ie “Sourced from”, “derived from”).◄

[1] Refer to MAA01: Military Aviation Authority Regulatory Policy.
[2] Refer to JSP 418 – Management of Environmental Protection in Defence.
[3] Refer to JSP 816 – Defence Environmental Management System.

g. **Rule 7**: 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 organisations may still refer to gender specific terms (eg Unmanned Air Systems) rather than the gender neutral equivalent (eg Uncrewed Air Systems).

►**Terminology source hierarchy**

7. Where the MAA has adopted the definition of terms used by other organisations (eg ICAO, UK CAA, NATO, etc), in the MAA context, below is the hierarchy of MAA02 incorporation:

a. 1st option - UK legislation.
b. 2nd option - NATO definition.
c. 3rd option - Defence Safety Authority (DSA).
d. 4th option - UK CAA.
e. 5th option - ICAO.
f. 6th option - Other MOD.
g. 7th option - European Union Aviation Safety Agency (EASA).
h. 8th option - Other (eg Health and Safety Executive, International Organization for Standardization (ISO), Radio Technical Commission for Aeronautics (RTCA), etc).◄

Contents of Glossary

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 (RE) may decide to show compliance by other means. AMC are written in the permissive sense in order to allow a RE 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 ►will◄ be used. Where the RE believes there is a more effective way of satisfying the intent of the Regulation, it may utilise 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 RE. Due to the many vagaries of Defence Aviation, there can be no presumption of compliance if a published AMC is followed inappropriately. The RE 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, 2. ►A person suffering a specified Injury[4, 5] lasting over seven days, not applicable to injuries from parachuting activity unless they have been classified as Seriously Ill[6], or Very Seriously Ill[6]. In the event that an Injury severity is not known or confirmed (eg not immediately determinable, awaiting a medical examination, etc) when initially reported, then the Injury should be assumed to last for over seven days and be reported accordingly. When the Injury severity is confirmed the report should be updated accordingly; or, 3. A crewed◄ Air System, ►Specific S2 sub-category Uncrewed Air System (UAS), or Certified Category UAS◄ 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, tyres, 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, 4. ►A crewed Air System, Specific S2 sub-category UAS, or Certified Category UAS with an◄ assessment of Air System Repair Category 4 or (including provisional) Category 5. (Derived from: ►UK Regulation (EU)◄ No 996/2010)
Accountable Manager	AM	►A nominated person who has the authority◄ for ensuring that all activities within their Area of Responsibility ►are◄ carried out ►in accordance with the applicable requirements and Regulations. The AM is also Responsible for establishing and maintaining an effective Safety Management System. (Derived from: UK CAA CAP 722D)◄ Within the Defence Air Environment, ►◄ AMs are those within: Aviation Duty Holder-Facing Organisations; ►Accountable Manager (Military Flying)-Facing Organisations; Continuing Airworthiness Management Organisations;◄ Defence Contractor Flying Organisation; Maintenance Approved Organisations; or Air Traffic Management Equipment Approved Organisations. The AM equivalent within Design Approved Organisations is the “Head of Design Organisation”.

[4] 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.
[5] Refer to JSP 375 Volume 1 Chapter 16 Annex A – Safety occurrence reporting and investigation.
[6] ►Classed as Seriously Ill or Very Seriously Ill; Refer to JSP 751 Part 1 Volume 3: Overseas Compassionate Travel at Public Expense.◄

Term	Abbreviation	Definition
Accountable Manager (Military Flying)	AM(MF)	The individual within a Defence Contractor Flying Organisation approved under Contractor Flying Approved Organisation 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.
Accountable Manager (Military Flying)-Facing Organisation	AM(MF)-Facing Organisation	►See Aviation Duty Holder-Facing Organisation and Accountable Manager (Military Flying)-Facing Organisation◄
Accountable / Accountability		Being liable for agreed results to be achieved; obligation to achieve in accordance with agreed standards.
Acquisition		►The process of requirement setting, procurement management, support management and termination / disposal, implying a whole-life approach to defence capability. (Sourced from: Def Stan 05-057)◄
►Advanced Parachute Training Device	APTD	A virtual reality trainer or vertical wind tunnel which provides realistic simulation of the activity.◄
Aerial Delivery Equipment	ADE	Equipment and ancillary items, including an Airdrop Platform where used, to deliver Cargo to Drop Zones. ►◄
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 unauthorised 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.
Aerodrome Traffic		All traffic on the Manoeuvring Area of an Aerodrome and all ►Aircraft◄ flying in the vicinity of an Aerodrome. Note: An ►Aircraft operating◄ in the vicinity of an Aerodrome ►includes but is not limited to Aircraft◄ entering or leaving an Aerodrome Traffic Circuit. ►Sourced from: UK Regulation (EU) No 923/2012)◄

Term	Abbreviation	Definition
Aerodrome Traffic Zone	ATZ	Airspace of defined dimensions established around an Aerodrome for the protection of Aerodrome Traffic. (Sourced from: ►UK Regulation (EU) No 923/2012◄)
Aeronautical Ground Light		Any light specially provided as an aid to air navigation, other than a light displayed on an ►Aircraft. (Sourced from: UK Regulation (EU) No 923/2012)◄
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. ►(Sourced from: UK CAA CAP 779)◄
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Aerospace Ground Equipment ►◄	AGE	►See Ground Support Equipment◄
►Ageing		The degradation of the system (equipment, knowledge or information) potentially leading to an increased Safety Risk.◄
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.
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Air Combat Manoeuvring	ACM	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. ►(Sourced from: NATOTerm Database)◄
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 Communication Service (Military)	AGCS(Mil)	A service provided to pilots at specific MOD Aerodromes. However, it is not viewed as an Air Traffic Service because it does not include an Alerting Service as part of its content. The term AGCS(Mil) is used to distinguish it from a civilian provided AGCS. Whilst both provide an equivalent level of service, the AGCS(Mil) is provided in support of military tasks. Note: Also referred to as Term Military Air Ground Communication Service (MAGCS).◄
Air-ground Communications		►A method or means of conveying information between Aircraft in flight and ground stations. (Derived from: NATOTerm database)◄
►◄		►◄

Term	Abbreviation	Definition
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.
►◄	►◄	►◄
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Air Publication	AP	Documentation provided to support an Air System. Various numbered Topics within an AP contain descriptive or procedural information.
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, ►Cyber Security for Airworthiness,◄ Policy, Regulation and the apportionment of Resources. It does not address survivability in a hostile environment.
Air Safety Information Management System	ASIMS	►An MOD software tool used for the reporting, management and exploitation of Air Safety occurrence and investigation information.◄
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 ►enabling systems◄ vital to their safe operation. This may include ►enabling systems◄ 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.

Term	Abbreviation	Definition
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 organised to deliver the capability. ►(Derived from: UK CAA CAP 779)◄
Air Traffic		All Aircraft in flight or operating on the Manoeuvring Area of an Aerodrome. (Sourced from: ►UK Regulation (EU) No 923/2012◄)
Air Traffic Control ►◄ Clearance	►ATC Clearance◄	Authorization for an Aircraft to proceed under conditions specified by an ATC unit. ►(Sourced from: UK Regulation (EU) No 923/2012)◄ Note: For convenience, the term 'ATC Clearance' is frequently abbreviated to 'clearance' when used in appropriate context. Note: 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)
Air Traffic Control ►◄ Unit Terrain Safe Level	►ATC UTSL◄	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. (►Derived◄ from: UK CAA CAP ►1430◄)
Air Traffic Management	ATM	►The aggregation of the airborne and ground-based functions (Air Traffic Services, airspace management and Air Traffic flow management) required to ensure the safe and efficient movement of Aircraft during all phases of operations. Note: The use of the term 'Aircraft' above includes UAS; thus ATM includes the management of these Aircraft which has been referred to as 'UAS Traffic Management (UTM)'. (Sourced from: UK CAA CAP 1430)◄
Air Traffic Management Equipment	ATM Equipment	Equipment used for the provision of ATM, including equipment used in the Defence Air Environment. ATM Equipment can be surface based or part of an Air System, ship or vehicular platform.
Air Traffic Management Equipment Approved Organisation Scheme	AAOS	►A means by which the MOD can assess the Competency of organisations wishing to provide ATM Equipment and services within the scope of RA 1027.◄

Term	Abbreviation	Definition
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: ►UK Regulation (EU) No 923/2012) 1. **Flight Information Service**. A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights by means of radio signals to Aircraft. In the case of an Aerodrome, this also includes the granting or refusal of permission to Aircraft flying in or intending to fly within the Aerodrome Traffic Zone of that Aerodrome. 2. **Alerting Service**. A service provided to notify appropriate organisations regarding Aircraft in need of Search and Rescue aid and assist such organisations as required. 3. **Air Traffic Control Service**. A service provided for the purpose of preventing collisions between Aircraft (and, on the Manoeuvring Area between Aircraft and obstructions) and expediting and maintaining an orderly flow of Air Traffic. Note: An Air Traffic advisory service is a service provided within Class F airspace which is not currently established in the UK. Note: Refer to the UK Air Navigation Order 2016. Note: Refer to the UK Civil Aviation Authority Civil Aviation Publication 493 Part 1.◄
Air Traffic Service Surveillance System	►ATS 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. (►Derived◄ from: UK CAA CAP ►1430◄)
►◄	►◄	►◄
►Airborne Collision Avoidance System	ACAS	An Aircraft system based on Secondary Surveillance Radar (SSR) transponder signals which operates independently of ground based equipment to provide advice to the pilot on potential conflicting Aircraft that are equipped with SSR transponders. (Sourced from: UK CAA CAP 1430 and UK Regulation (EU) No 923/2012)◄
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: 1. Airborne Forces Equipment, 2. Aerial Delivery Equipment.
►◄	►◄	►◄

Term	Abbreviation	Definition
►Airborne Equipment Safety Case	AESC	A structured argument, supported by a body of evidence, that provides a compelling, comprehensible and valid case that AE 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 organised to deliver the capability.◄
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 Regulation (EU) No 923/2012◄)
Aircraft Armament System	AAS	All those elements of the Air System concerned with the ►carriage, release, and jettison◄ 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 ►Rating◄	►ACR◄	A number expressing the relative effect of an Air System on a pavement for a specified standard subgrade category. ►Note: The ACR is calculated with respect to the Centre of Gravity (CofG) position which yields the critical loading on the critical gear. Normally the aftmost CofG position appropriate to the maximum gross apron (ramp) mass is used to calculate the ACR. In exceptional cases the forwardmost CofG position may result in the nose gear loading being more critical. (Derived from: UK CAA CAP 168)◄
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. (►Derived◄ from: NATOTerm database) 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.

Term	Abbreviation	Definition
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.
►Aircraft Last Look Checks		A dedicated role / task to supplement the provision of an Aerodrome Service by providing additional Safety checks for Aircraft using, or about to use, the Manoeuvring Area.◄
►◄	►◄	►◄
►Aircraft Operator		The person who at the relevant time has Responsibility for the management of the UK military-registered Aircraft. This might be an Aviation Duty Holder or Accountable Manager (Military Flying).◄
Aircraft Post Crash and Incident Management	APCIM	Those activities carried out ►following an Accident / Incident which encompass: 1. Health and Safety precautions in accordance with the Health and Safety at Work etc Act 1974 (HASAWA). 2. Environmental Protection precautions taken to minimise the pollution of land, surface water and groundwater (including drinking water), and local sensitive ecological receptors. 3. Preservation of evidence. 4. Corporate Communications. 5. Those activities undertaken to restore any Accident / Incident site to a satisfactory condition. APCIM does not encompass either activation of emergency services (emergency response) or Accident / Incident investigation.◄
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 ►Aerodrome◄ to be used for parking an ►Aircraft. (Sourced from: UK CAA CAP 168)◄

Term	Abbreviation	Definition
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 Air Launched Weapon, pyrotechnic device, sonobuoy, signal underwater sound device, ►chaff; flares;◄ 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.), ►electronics and electromagnetic countermeasures equipment,◄ multiple rack, target, Cargo drop container, Drone or other similar items. (See also “Explosive Armament Store”). (Derived from: NATOTerm database)
Aircraft 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 Aircraft Structure considerations.
►Aircraft Systems		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 Aircraft Structure.◄
Aircrew		►Includes Pilot(s) and other personnel on-board the Aircraft and / or the Uncrewed Air System Command Unit with Responsibilities to ensure the safe conduct of the flight. (Derived from: European Military Airworthiness Document 1) Note: Aircrew are◄ qualified in accordance with ►RA 2101(1).◄ 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 authorised to certify (but not instruct) other Aircrew to operate Air Systems within the Defence Air Environment.

Term	Abbreviation	Definition
Aircrew Instructor		Aircrew authorised to instruct and certify other Aircrew to operate Air Systems within the Defence Air Environment.
►Aircrew Instructor Training Organisation	AI TO	An organisation which is neither a Central Flying School nor Civil Approved Training Organisation that deliver training to qualify Aircrew.◄
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. ►(Derived from: NATOTerm database)◄
Airdrop Platform		A base on which vehicles, Cargo or equipment are loaded for Airdrop or low Altitude extraction. (Sourced from: NATOTerm database)
Airfield Support Equipment	ASE	A combination of Airfield Vehicles and Ground Support Equipment ►(GSE). ASE is defined as those items of non-airborne mechanical and electrical equipment that are used in the Maintenance or operational support of Aircraft and associated systems, weapon systems, airfield facilities, mechanical transport, synthetic trainers, and ground radio installations. GSE includes standard and Special-To-Type (STT) ASE, but it does not include Electrical Engineering Test Equipment. For JAMES Managed Equipment (JME), ASE items are categorised in one of the following JAMES Equipment Family Groups: 1. Ground Effect Vehicles. 2. GSE. (Derived◄ from: JAP100E-10)
AIRPROX		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. ►(Derived from: UK CAA CAP 780)◄
Airspace Controlling Authority		The commander designated to assume overall Responsibility for the operation of an airspace control system in the Airspace Control Area.
Airway		A Control Area or portion thereof established in the form of a corridor. (Sourced from: ►UK Regulation (EU) No 923/2012◄)
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 ►First Parties, Second Parties,◄ or to Third Parties; it is a technical attribute of materiel throughout its lifecycle. ►(Derived from: NATOTerm Database)◄ Note: See also Continuing Airworthiness and Type Airworthiness.

Term	Abbreviation	Definition
Airworthiness Directive	AD	►A notification to owners and operators of certified Aircraft that a known Safety issue with a particular model of Aircraft, engine, avionics, or system exists and must be corrected. Therefore, it is mandatory for an Aircraft Operator to comply with the instructions within an AD. ADs are only published by competent authorities. Note: "Competent authorities" here means National or Military Aviation Authorities. (Derived from: UK CAA CAP 722)◄
►Airworthiness Information		Information that directly contributes to the day-to-day management of an Air System's Type Airworthiness (TAw) and Continuing Airworthiness. Airworthiness information is comprised of Airworthiness Static Data (ASD) and Airworthiness Dynamic Data (ADD): 1. ASD describes the approved data sourced from the Air System Document Set (ADS) that defines the Type Design and is used to sustain TAw of an Air System, such as providing the approved Configuration and implementing the Maintenance policy. 2. ADD describes the Airworthiness data captured and recorded that changes as the Air System is operated or maintained, such as the "as-flown" Configuration, Maintenance records and accumulation of component life. ADD is the main output for data exploitation in accordance with RA 1207.◄
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.
Allied Administrative Publication	AAP	►Provides guidance, essential terms and processes necessary to those developing Allied joint publications, joint doctrine publications and other joint operational-level doctrines. (Sourced from: MOD Glossary) Note: An official North Atlantic Treaty Organization (NATO) standardization document which some or all NATO nations agree to use as a common implementing document and which is distributed down to user level.◄
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 ►will◄ 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)) ►◄ 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.

Term	Abbreviation	Definition
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. ►(Sourced from: MAA01)◄
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: ►UK Regulation (EU) No 923/2012◄)
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		►The formal and final agreement by a Competent authority without reference to another authority. (Sourced from: NATOTerm Database)◄
►◄	►◄	►◄
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, or changes to Type Design for a Legacy Air System, have been satisfactorily processed through the Military Air System Certification Process. ►(Sourced from: Manual of Military Air System Certification)◄
Approved Maintenance Organisation	AMO	A Contractor-run organisation that maintains Air Systems and / or Air System components that is approved by the MAA under the Maintenance Approved Organisation 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. ►(Derived from: UK Regulation (EU) No 923/2012)◄
►Area Navigation	RNAV	A navigation method that permits Aircraft operation on any desired flight path using ground and space based or on board navigation aids. This allows efficiencies over legacy direct Track navigation where the Aircraft was required to Track between ground based navigation aids as waypoints on a route.◄
►◄	►◄	►◄

Term	Abbreviation	Definition
Areas of high population density	►◄	►For Uncrewed Air Systems (UAS):◄ Gatherings where persons are unable to move away due to the density of the people present. ►Note: There are no strict numbers defined above which a group of people would turn into an 'high population density' as different situations would result in different conclusions. A group of people must be evaluated qualitatively, based on the ability of people within that group to escape from any Risk posed by the UAS operation (eg Sporting events, cultural events, religious events, political events, Music festivals, concerts, marches, rallies, parties, carnivals, fêtes, a busy shopping street, kids in a school playground, etc).◄ (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.
Armed Aircraft		Any ►Aircraft◄ 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 ►Aircraft◄ 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) ►◄. Armed OWAS and OWE are regulated by the Defence Ordnance, Munitions and Explosives (OME) Safety Regulator (DOSR). Unarmed OWAS and OWE are regulated by the MAA. If the UAS is fitted for, but not with, the munition it can be operated as a ►unarmed◄ UAS. When fitted with a munition it is considered an Armed UAS and subject to additional restrictions. Note: The MAA recognises 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. OWAS and OWE are closely related terms, often used interchangeably, but have some subtle differences. ►◄

Term	Abbreviation	Definition
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	►When Risk has been reduced to a level where applying further control measures would be grossly disproportionate to the benefit that would be gained. (Sourced from: JSP 375)◄
►◄	►◄	►◄
Assurance		Adequate confidence and evidence, through due process, that the organisation is compliant with relevant requirements and their Air Safety Management System is effectively managing safe operation. ►◄ (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.
Auxiliary Power Unit	APU	►A self-contained power unit on an Aircraft providing ancillary services during ground operations or in flight, separate from the propulsion engine(s). (Derived from: ICAO Annex 16)◄
Aviation Duty Holder	ADH	►The term ADH consists of three levels of Duty Holding: 1. Senior Duty Holder (SDH). 2. Operating Duty Holder (ODH). 3. Delivery Duty Holder (DDH). (Sourced from: JSP 375)◄
Aviation Duty Holder-Facing Organisation	ADH-Facing Organisation	►See Aviation Duty Holder-Facing Organisation and Accountable Manager (Military Flying)-Facing Organisation◄

Term	Abbreviation	Definition
Aviation Duty Holder-Facing Organisation and Accountable Manager (Military Flying)-Facing Organisation	AA-Facing Organisation	An inclusive term that denotes an Aviation Duty Holder (ADH)-Facing Organisation and / or an Accountable Manager (Military Flying) (AM(MF))-Facing Organisation, ►which has the following subsidiary definitions: 1. AA-Facing Organisation (Internal). Any AA-Facing Organisation: a. That is part of the MOD (including those regulated by any other Regulatory body(s) (eg the UK Civil Aviation Authority, Defence Maritime Regulator, etc)), or b. That is part of a Contractor Flying Approved Organisations Scheme (CFAOS) organisation, or c. Where there is a direct contract in place with an MOD / CFAOS organisation and the MOD / CFAOS organisation is the sole or primary recipient of services provided. 2. AA-Facing Organisation (External). Any AA-Facing Organisation that is not an AA-Facing Organisation (Internal). An organisation who impacts the ASSC / Safety Argument or affects the Air Safety of an ADH's / AM(MF)'s operations and / or the ability of an ADH / AM(MF) to mitigate associated operating Risks to Life so that they are As Low As Reasonably Practicable and Tolerable. This includes but is not restricted to providers of aviation support and facilities such as: 1. Aerodrome landing aids and ground services; 2. Aerodromes; 3. Aeronautical Information; 4. Air System storage and Maintenance; 5. Air Traffic Services; 6. Air Traffic Management Organisations; 7. Aviation-capable Ships; 8. Defence Equipment and Support; 9. Defence Infrastructure Organisation; 10. Delivery Teams; 11. Design Organisations; 12. Digital and IT services; 13. Financial / Military Capabilities; 14. Fire & Rescue; 15. Heads of Establishment; 16. Maintenance Organisations; 17. Medical / Occupational Health; 18. Military Continuing Airworthiness Managers; 19. National Armaments Director Group; 20. Service career management agencies; 21. Top-Level Budget Capability and planning staffs; 22. Type Airworthiness Authorities / Managers; and 23. Other Defence enabling organisations. (Derived from: JSP 375)◄

Term	Abbreviation	Definition
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.
►◄	►◄	►◄

Glossary terms for 'B'

Term	Abbreviation	Definition
Base Maintenance		►◄ Maintenance ►tasks◄ falling outside the ►criteria for◄ Line Maintenance. ►(Sourced from: European Military Airworthiness Document 1)◄
►◄	►◄	►◄
Basic Fighter Manoeuvres / Basic Helicopter Manoeuvres	BFM / BHM	Visual manoeuvring of a single Aircraft in a simulated engagement with a single adversary Aircraft.
►Basic Ground Training Apparatus	BGTA	A training aid other than an Advanced Parachute Training Device which facilitates parachute training where a complete environmental simulation is not necessary.◄
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. (Derived from: UK CAA CAP 722)
Bonding		►In electrical engineering,◄ the process of connecting together metal parts so that they make low resistance electrical contact for direct current and lower frequency alternating currents. ►(Sourced from: NATOTerm Database)◄

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: NATOTerm database)
Cause		►Actions, omissions, events, conditions, or a combination thereof, which led to the Accident or Incident. The identification of causes does not imply the assignment of fault or the determination of administrative, civil, or criminal liability. (Derived from: UK Regulation (EU) No 996/2010)◄
►Central Flying School Approved Training Organisation	CFS ATO	An ATO approved by CFS in accordance with the Manual of Military Aircrew Instruction.◄
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 authorised.
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 Organisation.
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 Programme	CP	Established during Military Air System Certification Process Phase 3, the CP 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. ►(Sourced from: Manual of Military Air System Certification)◄
Certification Specifications	CS	►See Certification Specifications for Airworthiness.◄
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 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. ►(Sourced from: Manual of Military Air System Certification)◄
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. ►(Sourced from: Manual of Military Air System Certification)◄
►◄	►◄	►◄
Chief Air Engineer	CAE	The Suitably Qualified and Experienced Person, who is a Crown Servant, providing specialist technical support to Aviation Duty Holders.
►Civil Approved Training Organisation	Civil ATO	A European Aviation Safety Agency, UK Civil Aviation Authority or US Federal Aviation Authority approved ATO.◄
►◄	►◄	►◄
►◄	►◄	►◄
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 height of the base of any cloud above Aerodrome elevation, or other suitable and understood reference elevation (eg over the sea, over Danger Areas / ranges[7], etc). (Sourced from: UK CAA CAP 493)◄

[7] ►Refer to DSA 03.OME Part 3 (Formerly JSP 403 Volume 2) - Defence Code of Practice (DCOP) for Ranges.◄

Term	Abbreviation	Definition
Cloud Ceiling		The Heights above the ground or water of the base of the lowest layer of cloud below 20,000 ft ►(6,000 m)◄ covering more than half the sky (ie 'BKN' (5-7 Octas) or 'OVC' (8 Octas)). ►(Derived from: UK Regulation (EU) No 923/2012)◄
Cockpit Voice Recorder	CVR	►See◄ "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. ►A device used to record: 1. The audio environment in the flight deck for Accident and Incident investigation purposes. 2. Specific Air System performance parameters for Accident and Incident investigation and exploitation purposes. A CVFDR 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 / Incident, or a device with quick access media to support general investigation and data exploitation activities.◄
►◄	►◄	►◄
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. (Derived from: UK CAA CAP 722D)
►◄	►◄	►◄
►◄	►◄	►◄
Command Unit	CU	►The equipment or system of equipment to control Uncrewed Aircraft (UA) remotely which supports the control or the monitoring of the UA during any phase of flight, with the exception of any infrastructure supporting the Command and Control link service. Note: Command Unit is now the preferred term and replaces Ground Control Station and Remote Pilot Station.◄ (Derived from: UK CAA CAP 722D)
Commanding Officer	CO	►A◄ Service person in charge of a specific ►◄ unit, ►estate (site), or platform. (Sourced from: JSP 375)◄
Commands / Groups		The highest level of authority empowered to promulgate orders relating to the operation of UK Military Air Systems under their command.
Commercial Off The Shelf	COTS	►An item commercially available that can be bought on the open market. (Sourced from: MOD Glossary)◄

Term	Abbreviation	Definition
Commodity Chief Engineer	Commodity CE	Commodity CE, as a Letter of Air Safety Notification 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. ►◄ This role may be held by a Type Airworthiness Authority, ►Type Airworthiness Manager,◄ Commodity DT Leader, or Principal Engineer. ►◄
Commodity Delivery Team	Commodity DT	The Defence Equipment and Support organisation 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 organisation.
Competence		►The combination of training, skills, experience, and knowledge that a person has and their ability to apply them to perform a task safely. (See www.hse.gov.uk/competence/what-is-competence.htm for information on competence). (Sourced from: JSP 375)◄
Competency		►A dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviours that mobilise the relevant knowledge, skills, and attitudes to carry out activities or tasks under specified conditions. (Sourced from: ICAO Annex 1)◄
Competent		Having the ability to carry out the authorised mission or task.
Competent Person		►A person who has the training, skills, experience, and knowledge necessary to perform a task safely and is able to apply them. Other factors, such as attitude and physical ability, can also affect someone's competence. (See www.hse.gov.uk/competence/what-is-competence.htm for information on competence). (Sourced from: JSP 375)◄
Compliance Verification Engineer	CVE	An Engineer, employed within the Design Organisation, to carry out an independent Verification function to ensure compliance with the applicable Certification requirements. ►(Sourced from: Manual of Military Air System Certification)◄
►◄	►◄	►◄
Concession		►The permission to use or release a Product that does not conform to specified requirements. Note: Some organisations may further define concessions in terms such as: 1. "deviation" (concession before production); 2. "waiver" (concession after production); 3. "variance" (authorization to depart from a requirement for a period of time). Note: Concessions will not be confused with approved alternates or substitutes which are in the configuration baseline. (Derived from: NATOTerm Database)◄

Term	Abbreviation	Definition
Configuration		►The interrelated functional and physical characteristics of a product defined in Product configuration information. (Sourced from: NATOTerm Database)◄
Configuration Control	CC	►A systematic process that ensures that changes to released Configuration documentation are properly identified, documented, evaluated for impact, approved by an appropriate level of authority, incorporated, and verified. (Sourced from: European Military Airworthiness Document 1)◄
►◄	►◄	►◄
Configuration Management	CM	►A discipline applying technical and administrative direction and surveillance to the following activities: 1. Configuration identification and documentation; 2. Configuration change management; 3. Configuration status accounting and Configuration data management 4. Configuration Audit. (Sourced from: Def Stan 05-057)◄
Configuration Management Plan	CMP	►The document that formally describes the scope, organisation, and procedures of Configuration Management (CM) for the programme as mutually agreed by all stakeholders and those responsible for CM. (Sourced from: Defence Standard 05-057)◄
Configuration Status Record	CSR	►The record produced by the Configuration status accounting process; it is the source database of Configuration information to support through life programme activities including programme management, system engineering, manufacturing, software development, logistic support, Maintenance and Modification. The CSR describes the status of the Configuration item at any stage in its life cycle, including where appropriate, the current version of each Configuration item. (Derived from: Def Stan 05-057)◄
Congested Area		Any area in relation to a city, town or settlement which is substantially used for residential, industrial, commercial, or recreational purposes. (►Derived◄ from: UK Air Navigation Order 2016) ►Note: For planning purposes and clarification, a golf course attached to a Congested Area is considered part of that Congested Area and must be treated as such when considering overflight restrictions.◄
Constituted		Properly crewed / structured as required.
Continued Airworthiness		See Type Airworthiness.
Continuing Airworthiness	CAw	►The system of management of the Air System and the scheduling and actioning of ongoing preventative and Corrective Maintenance to confirm correct functioning and to achieve safe, reliable and effective system capability for operation. (Sourced from: UK CAA CAP 722)◄
►◄	►◄	►◄

Term	Abbreviation	Definition
Continuing Airworthiness Management Organisation	CAMO	The organisation that manages Continuing Airworthiness of military-registered Air Systems in accordance with RA 1016.
Continuous Charge		The period between custody of an Air System being passed from the Maintenance organisation 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 organisation (provided Regulations allow) arranges for an appropriately approved second party to conduct a task that is certified / released by the second party (Contracted organisation). 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 Organisations 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.
Contractor Flying Approved Organisation Scheme	CFAOS	►The mechanism by which competence of defence contractor flying organisations is Assured in accordance with RA 1028.◄
►◄	►◄	►◄
Control Area	CTA	Controlled Airspace (CAS) extending upwards from a specified limit above the earth. ►(Sourced from: UK Regulation (EU) No 923/2012)◄ CAS which has been further notified as a CTA and which extends upwards from a notified Altitude or Flight Level. (Sourced from: UK Air Navigation Order 2016)
Controlled Airspace	CAS	►Airspace which has been notified as Class A airspace, Class B airspace, Class C airspace, Class D airspace or Class E airspace. (Sourced from UK Air Navigation Order 2016)◄
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). (Derived from: UK CAA CAP 780) Note: All other examples of flight into terrain ►are◄ 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, authorised and certified.

Term	Abbreviation	Definition
Co-ordinating Design Organisation	CDO	The approved organisation 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 Organisation(s) and CDO(s).
►Co-ordinating Staff / Certifying Staff		Competent and Authorised staff[8, 9] holding Authorization within the Maintenance organisation to endorse the appropriate Certification of Air System Release and / or Component Release[10] (Air System coordination / Work Order coordination). This role may also be known as the 3rd Signature within Military Maintenance Organisations. Note: "Certifying Staff" must not be confused with the term "certifying staff" used uncapitalised; "certifying staff" is the collective noun for Maintenance personnel with Responsibilities for signing Maintenance documentation as either Tradesperson, Supervisor or Coordinating / Certifying Staff.◄
►◄	►◄	►◄
Corporate Memory		The way the intellectual assets of an organisation are preserved and effectively utilised. In practice, Corporate Memory is realised by a combination of individuals, procedures, records, equipment and culture.
Corrective Maintenance		►◄ Maintenance carried out after Fault recognition and intended to ►restore equipment to◄ a state in which it can perform its required function. (Sourced from: ►NATOTerm Database◄)
Cover Modification		A Design Organisation 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 Air System 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) No 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.

[8] ►Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).
[9] Refer to RA 4801(1): Certifying Staff.
[10] Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50).◄

Glossary terms for 'D'

Term	Abbreviation	Definition
Danger Area		►An◄ airspace of defined dimensions within which activities dangerous to the flight of ►Aircraft◄ may exist at specified times. ►◄ (Sourced from: Reg (EU) 923/2012 Article 2(65))◄
►◄	►◄	►◄
Decision Altitude		►An altitude related to the elevation in the touchdown zone, specified for a glide slope approach, at which a missed-approach procedure has to be initiated if the required visual reference has not been established. (Derived from: NATOTerm Database)◄ Note: Decision Altitude is referred to mean sea level and Decision Height is referred to the threshold Elevation. Note: The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the ►Aircraft◄ position and rate of change of position, in relation to the desired flight path. In Category III operations with a Decision Height the required visual references are those specified for the particular procedure and operation.
Decision Height		►In relation to the operation of an Aircraft at an Aerodrome means the Height in a precision approach at which a missed approach has to be initiated if the required visual reference to continue that approach has not been established. (Sourced from: UK Air Navigation Order 2016) Note: Decision Altitude is referred to mean sea level and Decision Height is referred to the threshold Elevation. Note: The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the Aircraft position and rate of change of position, in relation to the desired flight path. In Category III operations with a Decision Height the required visual references are those specified for the particular procedure and operation.◄
►◄	►◄	►◄
Defence Accident Investigation Branch	DAIB	►Provides Defence with an Accident and Safety Incident investigation capability independent of the single Services and the Defence Safety regulators. Note: The DAIB forms part of the Defence Safety Authority (DSA), with the Head of DAIB reporting directly to the Director General DSA. (Sourced from: MOD Glossary)◄

Term	Abbreviation	Definition
Defence Air Environment	DAE	►Encompasses: 1. All activities relating to the governance, Assurance, Certification, Continuing Airworthiness, control, Design, Disposal, operation, Type Airworthiness, and utilization of: a. Airborne Equipment; b. Aircraft Stores; or c. Air Systems: i. Being operated by the MOD or in MOD Interest on the UK Military Aircraft Register; ii. Not being operated by the MOD or in MOD Interest as a UK military-registered Air System, 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 (iaw RA 1163); or iii. Being operated by a foreign military when participating at a UK Flying Display on behalf of the UK MOD (iaw RA 2335). 2. The Assurance, control, operation, and utilization of UK civil registered Aircraft when operated by the UK MOD (iaw para 145 of the UK ANO and RA 1166). 3. The Assurance and operation of aviation related Safe Operating Environments. 4. Managing the impacts and adverse effects on the natural environment from aviation activities (iaw RA 1800 Series). 5. All activities relating to the governance, Assurance, control, Maintenance, operation, and utilization of civilian registered Air Systems and foreign military-registered Air Systems at Flying Displays, Display Flying, Display Parachuting, Role Demonstrations, and Flypasts held over MOD-Occupied Property[11]. NB: The UK MOD does not regulate, but has a DoC, for UK military personnel in the course of their duties: 1. Onboard civilian registered Air Systems not regulated by RA 1166. 2. Using equipment not detailed above (eg: Paramotors, Jet Packs, etc). 3. Onboard foreign military-registered Air Systems being operated inside and outside of the UK. NB: Foreign military-registered Air Systems operating inside UK airspace require a Diplomatic Clearance.◄

[11] ►The term 'over MOD-Occupied Property' refers to Display Flying, Display Parachuting, Role Demonstration, or Flypast activity conducted for personnel located within the boundaries of an MOD site even if the activity is conducted over civilian land or water.◄

Term	Abbreviation	Definition
Defence Air Environment Operating Categories		The DAE operating categories are defined as: 1. ►◄ 2. ►◄ 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.
►◄	►◄	►◄
►◄	►◄	►◄
Defence Contractor Flying Organisation	DCFO	A Contractor organisation that is approved under the Contractor Flying Approved Organisation 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 Equipment and Support	DE&S	►DE&S equips and supports the UK's armed forces for current and future operations. It acquires and supports through-life, including disposal, equipment and services ranging from ships, Aircraft, vehicles and weapons, to electronic systems and information services. DE&S satisfies ongoing requirements including food, clothing, medical supplies, Maintenance, and temporary accommodation, as well as operating HM Naval Bases and the joint supply chain for land, sea and air. (Sourced from: MOD Glossary)◄

Term	Abbreviation	Definition
Defence Line of Development	DLoD	►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. Organisation, 7. Infrastructure, and 8. Logistics.
►◄	►◄	►◄
Defence Science and Technology Laboratory	DSTL	►DSTL is part of the Ministry of Defence and provides the Government with a wide programme of scientific and technical support, delivered from internal and external resources, supporting UK military operations now and in the future. (Sourced from: MOD Glossary)◄
►◄	►◄	►◄
►◄	►◄	►◄
►Delivery Duty Holder	DDH	An Accountable individual who has been appointed by the Senior Duty Holder or the Operating Duty Holder (ODH) through a Letter of Appointment and has formally accepted that appointment. The DDH must be able to demonstrate that they have the ability to manage the Risk to Life within their defined Area of Responsibility, have direct access to their ODH and are suitably qualified and experienced to undertake their Duty Holding Responsibilities.◄
Delivery Team	DT	►A multi-disciplinary pool of resource that delivers an element of acquisition business on a cradle to grave basis. Typically a DT will deliver Acquisition business through a combination of programmes, projects and business-as-usual activities (formerly Project Team). (Sourced from: MOD Glossary)◄
►◄	►◄	►◄
Depth Maintenance		Extensive and in-depth Maintenance tasks that go beyond the capabilities of Maintenance staff at operating organisations.
►◄	►◄	►◄
Design Approved Organisation Scheme	DAOS	►Provides an independent assessment of the competence of defence contractors and service organisations involved in the design of Aircraft systems, associated equipment and airborne explosive ordnance and armament equipment.◄
Design Assurance Level	DAL	►An indicator of the Safety-criticality of a software or hardware item, with DAL A being the most Safety critical and DAL E having no Safety impact. (Sourced from: RTCA DO-178C / EUROCAE ED-12C)◄

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 Organisation	DO	►The organisation entrusted to design the materiel to approved specifications. (Sourced from: Def Stan 05-057)◄
Design Records		►All information necessary to define the design, manufacture, packaging, testing, installation, operation, and servicing of a product. (Sourced from: Def Stan 05-057)◄
Design Specification		The document which specifies the design criteria, meets the agreed Type Certification Basis, and overall performance requirements of an item of materiel.
Design Standard		This is a statement of the issue state of master records usually expressed in terms of the Configuration Status Record issue number.
Detect and Avoid	DAA	The capability to see, sense or detect conflicting traffic or other Hazards and take the appropriate action to comply with the applicable rules of the air. (Sourced from: UK CAA CAP 722D) Note: A "Detect and Avoid capability" is a combination of equipment, Maintenance procedures, training, operating procedures, etc.
►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.◄
►◄		►◄
►◄		►◄
►◄	►◄	►◄
Drone		See Uncrewed Aircraft.
Drop Zone	DZ	►A specified area upon which airborne troops, equipment, or supplies are airdropped. (Sourced from: NATOTerm Database)◄
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 Categorisation Submission.

Term	Abbreviation	Definition
Duty ►Holding◄	DH	►DH has to be applied for military activities that the Defence organisation's most senior leader considers: 1. Are justified and present a credible and reasonably foreseeable Risk to Life (RtL); and 2. The Duty of Care, or other statutory arrangements and / or the control of Risks are considered to be inadequate and require enhanced Safety Management arrangements; or 3. Are mandated through Regulation. The Secretary of State for Defence requires that the Defence organisation's most senior leader is appointed as the Senior Duty Holder (SDH) and is ultimately Accountable for RtL for the military activities for which the SDH has decided to apply DH. DH in Defence cannot be conflated with 'duty holding' as outlined in Health and Safety at Work etc. Act 1974. (Derived from: JSP 375)◄

Glossary terms for 'E'

Term	Abbreviation	Definition
Earthing		►The process of making a satisfactory electrical connection between the Structure, including the metal skin, of an object or vehicle, and the mass of the earth, to ensure a common potential with the earth. (Sourced from: NATOTerm Database)◄
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	►A one-shot electrically initiated explosive component. (Sourced from: NATOTerm Database)◄
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 ►mean◄ sea level. ►(Sourced from: NATOTerm Database)◄
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 authorised implementation of mechanisms of Enforcement or sanction.
►Engaged Air Safety Culture		That set of enduring values and attitudes, regarding Air Safety issues, shared by every member, at every level, of an organisation. It refers to the extent to which each individual and each group of the organisation: is aware of the Risks induced by its activities; is continually behaving so as to preserve and enhance Safety; is willing and able to adapt when facing Safety issues; is willing to communicate Safety issues; and continually evaluates Safety related behaviour.◄
►◄	►◄	►◄
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 organisation 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.
►◄	►◄	►◄
►Environmental Impact		An adverse or beneficial change to the environment resulting from the organisation's environmental aspects.
Environmental Protection	EP	EP is defined in the UK Environment Act[12] as: 1. Protection of the natural environment from the effects of human activity; 2. Protection of people from the effects of human activity on the natural environment; 3. Maintenance, restoration or enhancement of the natural environment; and 4. Monitoring, assessing, considering, advising or reporting on anything above. (Sourced from: UK Environment Act 2021)
Environmental Risk		The chance, however large or small, that an item, event, activity, or situation could cause damage to the environment.◄
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	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.
►◄	►◄	►◄
European Military Airworthiness Requirements	EMAR	A set of Airworthiness Requirements developed by the European Defence Agency Military Airworthiness Authorities (MAWA) Forum. These requirements form the basis of the Regulations issued by several National Military Airworthiness Authorities. ►◄
►◄	►◄	►◄
Exposition		The document or documents that contain the material specifying the scope of work deemed to constitute Approval and showing how the organisation complies with Regulation(s). ►(Derived from: European Military Airworthiness Document 1)◄

[12] https://www.legislation.gov.uk/ukpga/2021/30/section/45.

Term	Abbreviation	Definition
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		►In a munition, a discrete item that contains an energetic material. (Sourced from: NATOTerm Database)◄
►◄	►◄	►◄

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 characterised 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: ►NATOTerm Database◄)
►◄	►◄	►◄
►◄	►◄	►◄
Final Approach		►That part of an Instrument Approach procedure which commences at the specified Final Approach fix or point, or where such a fix or point is not specified at the: 1. End of the last procedure turn, base turn, or inbound turn of a racetrack procedure, if specified, or 2. 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. Missed approach procedure is initiated. (Sourced from: UK CAA CAP 1430)◄ There are two types of Final Approach: Visual and Instrument: Visual Final Approach: Requires the pilot to have the Runway in sight and be able to navigate visually to the Runway. Instrument Final Approach: 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. (Derived from: ICAO)
Finally Armed		►See Armed Aircraft.◄
►First Party / Second Party Third Party		In the context of involvement in Aircraft, individuals are grouped into: 1. **First Party**. Aircrew. 2. **Second Party**. Supernumerary Crew, Supernumerary Support Crew, ground crew, and Passengers. 3. **Third Party**. Everyone else.◄

Term	Abbreviation	Definition
►First Person View Uncrewed Air System	FPV UAS	UAS fitted with video cameras downlinking live video to the Remote Pilot (RP) via the Command Unit or through video goggles. This capability provides the RP with a pseudo pilot's eye view from the UAS.◄
Flight Data Monitoring	FDM	A systematic, pro-active use of flight data to ►enhance the delivery of operational capability by improving◄ Air Safety through effective integration with Air Safety Management Systems within an intrinsically just Air Safety culture.
►Flight Data Monitoring Programme	FDMP	It includes the people, processes, tools and documentation which form a coherent system for delivering the required outputs from FDM. An FDMP allows an ADH / AM(MF) to compare their Standard Operating Procedures with those actually achieved in everyday flights, identify areas of Risk and measure current Safety margins; more mature programmes can also enable improved Maintenance and operating efficiencies.◄
Flight Data Recorder	FDR	►See◄ "Cockpit Voice and Flight Data Recorder" Note: Previously known as "Accident Data Recorder".
Flight Information Region	FIR	Airspace of defined dimensions within which ►flight information◄ service and Alerting Service are provided. ►(Sourced from: UK Regulation (EU) No 923/2012))◄
Flight Levels	FL	Surfaces of constant atmospheric pressure related to a specified pressure datum, 1013.2 hPa (29.92 inches), and are separated by specific pressure intervals. ►(Derived from: UK Regulation (EU) No 923/2012)◄
Flight Plan		Specified information provided to Air Traffic Service units, relative to an intended flight or portion of a flight of an Air System. ►(Derived from: UK Regulation (EU) No 923/2012)◄
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. ►◄
►◄	►◄	►◄
►Flight Test Instrumentation		All items which are fitted temporarily to an Air System specifically for carrying out flight trials which will be subsequently removed.◄
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.
►◄		►◄

Term	Abbreviation	Definition
►Flying Display Validation		An assessment, conducted by a suitably experienced individual, that a foreign military Display participant's authorised public Display Sequence is regulatory compliant. Note: This definition of Validation is relevant to Display Flying only.◄
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.
►◄		►◄
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. ►Note: Refer to UK CAA CAP 403 for the definition of a civilian flypast.◄
►Foreign Military Airborne Forces Equipment	Foreign Military AFE	Parachute systems (static line and freefall) and associated equipment that is in the inventory of a foreign military organisation and used under that organisation's orders and instructions. Note: It is not in the Compendium of Airborne Equipment Release Certificates.◄
Foreign Object Debris ►◄	FOD	►An inanimate object within the movement area which has no operational or aeronautical function and which has the potential to be a Hazard to Aircraft operations. (Sourced from: NATOTerm Database)◄
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 authorised as being responsible for any given formation.
►Forward Maintenance		Those engineering processes and functions that are within the capabilities of Maintenance staff at Air System operating organisations.◄
►◄	►◄	►◄
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: ►JSP 375◄)
Functionally Significant Item	FSI	An item the loss of function of which would have significant Safety, operational or economic consequences.

Glossary terms for 'G'

Term	Abbreviation	Definition
General Air Traffic	GAT	►All movements of civil Aircraft and state Aircraft carried out in conformity with the procedures of the International Civil Aviation Organization. (Sourced from: UK Regulation (EU) No 2018/1139)◄
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. ►(Derived from: UK Air Navigation Order 2016)◄
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 organisation, 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 GQARs are not authorised to sign Flight Authorization Certificates or approve the running of Air System aero-engines / taxiing unless specifically trained and authorised to do so by the MOD QAA.
►Ground Collision Avoidance System	GCAS	A Safety system that prevents Aircraft from crashing into the ground by using onboard data to detect an imminent collision and, if necessary, automatically take control of the Aircraft to perform an avoidance manoeuvre. These Systems continuously monitor the Aircraft's trajectory and compare it to digital terrain data. If a collision is predicted, the System will either alert the pilot or, if the pilot doesn't respond, execute a recovery manoeuvre like an abrupt pull-up to avoid impact. Note: Term used by the UK CAA, but not defined.◄
Ground Control Station	GCS	See Command Unit.
►Ground Proximity Warning System	GPWS	Equipment that provides a warning to the pilot about the potentially hazardous proximity of the ground or water. (Sourced from: The UK Air Navigation Order 2003)◄
Ground Support Equipment	GSE	►Equipment needed to carry out servicing and Maintenance of an Aircraft and its associated mission systems. (Sourced from: NATOTerm Database)◄
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)

Term	Abbreviation	Definition
Guided Weapon	GW	A weapon whose trajectory can be controlled after launch ►◄. The definition covers all cases where the weapon's flight path can be modified by any guidance systems.

Glossary terms for 'H'

Term	Abbreviation	Definition
►◄		►◄
Hardened Aircraft Shelter	HAS	Building providing dispersed protection for Air Systems and essential resources and allowing Maintenance to continue during hostilities.
Hazard		►An item, event, activity, or situation with the potential to cause: 1. Injury, ill-health, or death; 2. Damage to or loss of equipment or property; or 3. Damage to the environment. (Sourced from: JSP 375)◄
Hazard Analysis		►The process of analysing in detail the Hazards and Accidents associated with a system. (Sourced from: JSP 375)◄
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 ►Accident or◄ Incident but where the potential for an Air Safety ►Accident or◄ Incident to occur in the future was identified. ►Air Safety related Hazard Observations reported on Unit Level Forms need to be transferred to a Defence Air Safety Occurrence Report.◄
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. ►(Sourced from: Def Stan 00-056 Part 01)◄
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	►Appointed Accountable Person who has◄ authority: 1. 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 2. To stop any or all activities conducted therein, where the safe place or safe activity is compromised. ►Note: 'safe place' means the space personnel will be in when performing an activity, including any surrounding areas and areas where other people might be affected by the activity. The activity-specific Risk Assessment should consider the proposed use of the space and any control measures put in place. (Derived from: JSP 375)◄
Heading		The direction in which the longitudinal axis of an ►Aircraft◄ is pointed, usually expressed in degrees from North (true, magnetic, compass or grid). ►(Sourced from: UK Regulation (EU) No 923/2012)◄

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, a point or an object considered as a point, measured from a specific datum. ►(Sourced from: UK Regulation (EU) No 923/2012)◄
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 facility designated for operating, basing, servicing, and maintaining helicopters. (Sourced from: NATOTerm Database)◄
High Intensity Radio Transmission Area	HIRTA	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, ►flight critical equipment, etc.◄
Historic Aircraft		Aircraft belonging to the Battle of Britain Memorial Flight.
Holding Point		►A geographically or electronically defined location used in stationing Aircraft in flight in a predetermined pattern in accordance with Air Traffic Control clearances. (Sourced from: NATOTerm Database)◄
Holding Position		►A specified location on the Aerodrome, close to the active Runway and identified by visual means, at which the position of a taxiing Aircraft is maintained in accordance with Air Traffic Control instructions. (Sourced from: NATOTerm Database)◄
Holding Procedure		A predetermined manoeuvre which keeps an ►Aircraft◄ within specified airspace whilst awaiting further clearance. ►(Sourced from: UK CAA CAP 1430)◄
Hostile Action		A deliberate, aggressive act by unfriendly forces.
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	►A body of scientific facts about human characteristics. The term covers all biomedical and psychosocial considerations; it includes, but is not limited to, principles and applications in the areas of human engineering, personnel selection, training, life support, job performance aids, and human performance evaluation. (Sourced from: NATOTerm Database)◄

Term	Abbreviation	Definition
Husbandry		The control, care and Maintenance required to preserve the Quality and integrity of Products, Parts and Appliances throughout its life.

Glossary terms for 'I'

Term	Abbreviation	Definition
Identification Beacon		►An Identification Beacon is intended for use where Aerodromes in the same vicinity operate at Night and confusion could arise as to the identity of the Airfield in question. The beacon flashes a two letter morse code symbol in green identifying the Airfield. (Sourced from: UK CAA CAP 168)◄
Immersion		The result of any contamination with salt or fresh water.
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 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.◄
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 recognised dropping area.

Term	Abbreviation	Definition
Incident		An Air Safety related Occurrence which has not resulted in an Accident but has resulted in any or all of the following conditions: a. ►A person receiving a specified Injury lasting seven days or less[13], not applicable to injuries from parachuting activity unless they have been classified as Seriously Ill[14], or Very Seriously Ill[14]; or, b. An event which compromises Air Safety; or, c. A crewed Air System, Specific S2 sub-category Uncrewed Air Systems (UAS), or Certified Category UAS with an assessment of Air System Repair Category 1, 2 or 3 damage. d. An Open Category UAS or Specific S1 sub-category UAS 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, tyres, brakes, wheels, fairings, panels, landing gear doors, 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, e. An Open Category UAS or Specific S1 sub-category UAS with an assessment of Air System Repair Category 1, 2, 3, 4, or (including provisional) Category 5.◄
►◄	►◄	►◄
►Independent Airworthiness Advisor	IAA	A Competent individual, independent of the Design Organisation, who provides independent Air System technical advice to the Type Airworthiness Authority. To be considered a Suitably Qualified and Experienced Person, they will be a Chartered Engineer and have a minimum of 5 years' experience in Air System design, Safety Assessment, Integrity Management, or Maintenance; relevant to both the Air System type and the specialisation for which advice will be given. Note: The IAA is not to be confused with the Independent Technical Evaluator or Independent Safety Auditor.◄

[13] ►The report (DASOR and SON if applicable) should be subsequently recategorised depending on the outcome, within 15 days of the Occurrence

[14] Classed as Seriously Ill or Very Seriously Ill; Refer to JSP 751 Part 1 Volume 3: Overseas Compassionate Travel at Public Expense.◄

Term	Abbreviation	Definition
Independent Assessor / Independent Body / Independent Examining Body		An individual, unit or organisation 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 authorised 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	►An individual or team, from an independent organisation, that undertakes Audits and other assessment activities on behalf of MOD to provide Assurance that Safety activities comply with planned arrangements, are implemented effectively and are suitable to achieve objectives; and whether related outputs are correct, valid and fit for purpose. (Sourced from: Def Stan 00-056 Part 01)◄
►Independent Structural Airworthiness Advisor	ISAA	A Competent individual, independent of the Design Organisation, who acts as the specialist Independent Airworthiness Advisor to the Type Airworthiness Authority regarding Aircraft Structures and Structural Integrity Management.◄
Independent Technical Evaluator	ITE	A Competent suitably qualified individual or team responsible for reviewing the specific outcome of Safety related processes or activities. ►ITE are◄ independent of the outcome they are evaluating (particularly of design or manufacture), and recognised as a Subject Matter Expert in the field which is being reviewed. (►Derived from: UK MOD Knowledge in Defence◄)
Information System	IS	A computer-based system for recording, storing and analysing data.
Initially Armed		►See Armed Aircraft.◄
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. ►(Sourced from: Def Stan 00-970 Part 00)◄
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.

Term	Abbreviation	Definition
Instrument Meteorological Conditions	IMC	►Weather precluding flight in compliance with the Visual Flight Rules. (Sourced from: UK Air Navigation Order 2016)◄
Instrument Runway		►One of the following types of runways intended for the operation of Aircraft using Instrument Approach procedures: 1. Non-precision Approach Runway. A Runway served by visual aids and non-visual aid(s) intended for landing operations following an Instrument Approach operation type A and a visibility not less than 1,000 m. 2. Precision Approach Runway, Category I. A Runway served by visual aids and non-visual aid(s) intended for landing operations following an Instrument Approach operation type B with a Decision Height (DH) not lower than 60 m (200 ft) and either a visibility not less than 800 m or a Runway visual range not less than 550 m. 3. Precision Approach Runway, Category II. A Runway served by visual aids and non-visual aid(s) intended for landing operations following an Instrument Approach operation type B with a DH lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a Runway visual range not less than 300 m. 4. Precision Approach Runway Category III (cat 3 operation. A Runway served by visual aids and non-visual aid(s) intended for landing operations following an Instrument Approach operation type B with a DH lower than 30 m (100 ft), or no DH and a Runway visual range less than 300 m or no visual range limitations. (Sourced from: UK CAA CAP 168)◄
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. ►(Derived from: NATOTerm Database)◄
►Integrity		The ability of an Air System to retain its design intended properties and function throughout its Service Life when maintained and operated in accordance with the Air System Document Set.
Integrity Assertions		Declarations made in the Integrity Baseline that a feature of the design has Integrity. The Integrity Assertions within the Integrity Baseline (the 'Claim) are the outcome of an assessment (the 'Argument') of the Integrity Evidence (the 'Evidence').

Term	Abbreviation	Definition
Integrity Baseline		The Artefacts that define the Design Organisation's contribution to the Air System Document Set for an Integrity discipline. In a Claim-Argument-Evidence approach, the Integrity Baseline (the 'Claim') is underpinned by Integrity Assertions (the 'Argument') of the Integrity Evidence (the 'Evidence'). Integrity Baselines are established prior to entry of the Air System to service and are updated through-life.
Integrity Evidence		The design and Certification products that underpin the Integrity Assertions stated explicitly / implicitly in the Integrity Baseline. In the first instance Integrity Evidence is produced to support the Air System entering service and may be based upon design assumptions and / or service operating intent. When In-Service, the Integrity Evidence is continuously updated according to analysis of Service Data. It is captured in an Integrity Evidence record.
Integrity Management Systems	IM Systems	The IM programmes, tools and processes, established by the Type Airworthiness Authority, that are necessary to assure the Integrity of the Air System. These Systems capture and assess Service Data to better understand the usage of the Air System, the failures of systems, and / or the loads that it experiences. Programmes are established to better understand the condition of the Air System. ◄
Internal Quality Audit	IQA	An Audit conducted by an organisation 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 organisation's self-declaration of conformity. As such it equates to 1st Line of Defence.
►◄	►◄	►◄
Investigating Organisation		The organisation tasked by the Tasking Organisation 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.

Glossary terms for 'J'

Term	Abbreviation	Definition
►◄	►◄	►◄
►◄	►◄	►◄
►◄	►◄	►◄
►◄	►◄	►◄
Joint Service Publication	JSP	►JSPs are an authoritative set of policy documents that are specific to Defence, material to Defence outputs and have pan-Departmental applicability. They will also have a nominated point of contact who is responsible for the accuracy and currency of the content. (Sourced from: MOD Glossary)◄

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.

Glossary terms for 'L'

Term	Abbreviation	Definition
Landing Area		That part of a Movement Area intended for the landing or take-off of an ►Aircraft. (Sourced from: UK Regulation (EU) No 923/2012)◄
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. ►(Sourced from: Manual of Military Air System Certification)◄
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 Airworthiness Authority	LoAA	►A non-transferable, unambiguous personal letter, issued to a named Competent individual meeting established criteria,◄ setting down the individual's Airworthiness authority.
Letter of Appointment	LoA	The LoA is issued to a named individual within a Design Organisation, setting down the individual's Airworthiness authority.
►◄	►◄	►◄
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 categorisation: 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. ►(Sourced from: MAA01)◄
Line Maintenance		►Carried out before flight to ensure that the Aircraft is fit for the intended flight. (Derived from: European Military Airworthiness Document 1)◄
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. ►◄
►◄	►◄	►◄

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. (Derived from: ►NATOTerm Database◄) Note: They are intended to be expended in an attack (eg not intended to return) and has a built-in warhead. Note: They are regulated by the Defence Ordnance, Munitions and Explosives (OME) Safety Regulator (DOSR). Note: Not to be confused with One Way Attack Systems or One Way Effectors.
Lost link		The loss of Command and Control ►links between the Command Unit and Uncrewed Aircraft such that the Aircraft cannot be controlled remotely. (Derived from: NATOTerm Database)◄
►Low Flying	LF	By day, Aircraft are considered to be conducting LF when: 1. Light Fixed Wing (FW) Aircraft (propeller driven Aircraft with a Maximum Take-Off Mass of 2,730 Kg or less) and Rotary Wing (RW) Aircraft are operating at less than 500 ft Above Ground Level (AGL) / Above Mean Sea Level (AMSL). 2. All other FW Aircraft are operating at less than 2,000 ft AGL / AMSL. By Night, all Aircraft are considered to be LF when operating at less than 2,000 ft AGL / AMSL. Aircraft will not be considered to be LF: 1. If they are being directed by Air Traffic Control. 2. During departure or arrival at an airfield, Helicopter Landing Site, or maritime platform. 3. During an emergency, or when making a precautionary or forced landing.◄

Glossary terms for 'M'

Term	Abbreviation	Definition
►◄	►◄	►◄
►◄	►◄	►◄
Maintenance		►In relation to an Aircraft any one or combination of overhaul, Repair, inspection, replacement, Modification, or defect rectification of an Aircraft or component, with the exception of pre-flight inspection. (Sourced from: UK Air Navigation Order 2016)◄
Maintenance Approved Organisation Scheme	MAOS	►A means by which the MOD can assess the Competency of organisations wishing to provide Continuing Airworthiness support services for military Air Systems or Air System components.◄
►◄	►◄	►◄
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. ►(Sourced from: Manual of Military Air System Certification)◄
►◄	►◄	►◄
Manoeuvring Area		That part of an Aerodrome to be used for the take-off, landing, and taxiing of ►Aircraft,◄ excluding Aprons. ►(Sourced from: UK Regulation (EU) No 923/2012))◄
►◄	►◄	►◄
Master Minimum Equipment List	MMEL	►A list established for a particular Aircraft type by the organisation responsible for the Type Design with the approval of the state of design containing items, one or more of which is permitted to be Unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations, or procedures. (Sourced from: ICAO Annex 6)◄
Maximum Take-Off Weight	MTOW	The maximum ►gross weight due to design or operational limitations at which an Aircraft is permitted to take-off. (Sourced from: NATOTerm Database)◄
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. ►(Sourced from: Manual of Military Air System Certification)◄
Military Aircraft		►Any◄ of the below: 1. The naval, military or air force Aircraft of any country. 2. Any Aircraft being constructed for the naval, military or air force of any country under a contract entered into by the Secretary of State for Defence (SofS). 3. Any Aircraft for which there is in force a certificate issued by SofS that the Aircraft ►will◄ be treated for the purposes of this Order as a Military Aircraft. ►(Derived from: UK Air Navigation Order 2016)◄
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. ►(Sourced from: Manual of Military Air System Certification)◄
Military Continuing Airworthiness Manager	Mil CAM	The head of the Continuing Airworthiness Management Organisation in accordance with RA 1011.
Military Maintenance Organisation	MMO	A military-run organisation 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.

Term	Abbreviation	Definition
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 Organisation Scheme (CFAOS) in the Civilian Operated (In-Service) Operating Category. ►Note: A Release To Service may also be used by the Sponsor to authorise flying in the Civilian Operated (In-Service) DAE Operating Category for Air Systems temporarily Allotted in accordance with RA 1164.◄
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.
►◄	►◄	►◄
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 MEL (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. ►MELs◄ allow Corrective Maintenance to be deferred, but only within specific operating and engineering procedures before Repair or replacement of equipment.
Minimum Separation Criteria	MSC	The authorised 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.

Term	Abbreviation	Definition
Minimum Separation Distance	MSD	When flying at less than 2,000 ft above the surface, MSD is the authorised 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.
►◄	►◄	►◄
►Ministry of Defence Acquisition and Investment Approval	MOD Acquisition and Investment Approval	The MOD Acquisition and Investment Approval is made up of: 1. **The Concept, Assessment, Demonstration, Manufacture, In-Service and Disposal (CADMID) Process**. The MOD Acquisition system utilises the CADMID cycle for through-life project management. 2. **MOD's Approach to Investment Decisions (MAID)**. Project MAID was introduced by the MOD to deliver a more Risk-based and proportionate approach to investment approvals. The MAID process introduced a 3-stage approval process consisting of the: a. Strategic Outline Case, b. Outline Business Case, and c. Full Business Case.
Ministry of Defence Interest	MOD Interest	An activity on a UK military-registered Air System is defined as being operated in MOD Interest when any one of the following criteria is satisfied: 1. There is a direct contract in place between the MOD and the Operator of the Aircraft for the provision of the activity. 2. MOD personnel are required to fly on or fly the Air System, as either Aircrew, Uncrewed Air Systems operators, Supernumerary Crew, Supernumerary Support Crew, or Passengers, in order to achieve the output from the activity. 3. The MOD is liable for any losses associated with operation of the Air System whilst conducting the activity (including indemnification to sub-Contractors). 4. The Air System is owned by the MOD. Where an activity on a UK military-registered Air System does not satisfy any of the above criteria, the activity is defined as not being in MOD Interest.◄
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. ►(Sourced from: Manual of Military Air System Certification)◄
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.
►◄	►◄	►◄

Term	Abbreviation	Definition
Mountainous Terrain ►area◄		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). ►(Sourced from: UK Regulation (EU) No 923/2012))◄
Movement Area		That part of an Aerodrome ►to be used for the take-off, landing, and taxiing of Aircraft, consisting of◄ the Manoeuvring Area and Apron(s). ►(Sourced from: UK Regulation (EU) No 923/2012))◄
MRP Part M		Collective term for the 4900 series of Continuing Airworthiness RAs.

Glossary terms for 'N'

Term	Abbreviation	Definition
NATO Standardization Agreement	STANAG	►A North Atlantic Treaty Organization standardization document that specifies the agreement of member states to implement a standard, in whole or in part, with or without reservation, in order to meet an interoperability requirement. (Sourced from: NATOTerm Database)◄
►Navigation Specifications	Nav Spec	A set of Air System and Aircrew requirements needed to support Performance Based Navigation (PBN) operations within a defined airspace. Nav Specs define lateral navigation accuracy in terms of Total System Error (TSE) (eg RNAV 10 / RNP 10, where the lateral TSE must be within 10 NM for at least 95% of the total flight time). Nav Specs allow Certification of Air Systems for PBN operations based on their navigation system performance rather than equipment requirements.◄
Near Miss		►Any circumstance in flight when the degree of separation between two Aircraft might constitute a hazardous situation. (Sourced from: NATOTerm Database)◄
Night		►The hours between the end of evening civil twilight and the beginning of morning civil twilight. Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon. (Sourced from: UK Regulation (EU) No 923/2012))◄
►◄	►◄	►◄
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-Combat Parachuting	NCP	On-duty parachuting activities (an amalgamation of: Joint Services Adventurous Training, Sports, and Display) that are not using: MOD-approved Airborne Forces Equipment (AFE) (covered by RA 1701), MOD-approved Aerial Delivery Equipment (covered by RA 1702), or foreign military AFE (covered by RA 1703).◄
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 ►Aircraft◄ using visual approach procedures or an Instrument Approach procedure to a point beyond which the approach may continue in Visual Meteorological Conditions. ►(Derived from: UK CAA CAP 168)◄
Non-precision Approach Runway		►See Instrument Runway.◄
►◄	►◄	►◄

Term	Abbreviation	Definition
North Atlantic Treaty Organization	NATO	►An intergovernmental military alliance between 32 member states-30 in Europe and 2 in North America. Founded in the aftermath of World War II, NATO was established with the signing of the North Atlantic Treaty in 1949. (Sourced from: NATOTerm Database)◄
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. ►(Sourced from: NATOTerm Database)◄
Notification		The passing, by the operating Station / Ship / Unit / Squadron / Organisation, 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.

Glossary terms for 'O'

Term	Abbreviation	Definition
Obstacle		All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that: 1. Are located on an area intended for the surface movement of Air Systems; or 2. Extend above a defined surface intended to protect Air Systems in flight; or 3. Stand outside those defined surfaces and that have been assessed as being a Hazard to air navigation. ►(Sourced from: UK Regulation (EU) No 923/2012))◄
Obstacle Clearance		The vertical distance between the lowest authorised 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		►Any Safety-related event that endangers, or if not corrected / addressed, could endanger an Air System, its occupants, or any other person. (Sourced from: EASA Regulation (EU) 376/2014) Note: See Accident, Incident, and Hazard Observation.◄
Occurrence Safety Investigation	OSI	►A non-statutory and flexible investigation that provides a standard Defence investigation format within ASIMS that can be used to record an investigation into any Air Safety Occurrence. An OSI also provides additional levels of scrutiny through the Occurrence Review Group.◄
►One Way Attack System	OWAS	A broad term that refers to any system designed for a single-use attack, typically involving Uncrewed Air System (UAS) or other aerial vehicles carrying explosives that are not intended to be recovered after the attack. These systems can be Loitering Munitions, where the UAS can loiter / hover over the target area before striking, or pre-programmed UAS that follow a set path to their target. Examples: target Drones, exciter Drones, kinetic impact Drones, 'spike' Drones, etc. Note: In essence, an OWAS is the overall system, including the vehicle and the Payload, while a One Way Effector is the Payload itself.
One Way Effector	OWE	A term that typically refers to the explosive Payload or the "effector" part of a One Way Attack System (OWAS). It's the destructive element that is delivered to the target. Note: In essence, an OWAS is the overall system, including the vehicle and the Payload, while an OWE is the Payload itself.◄

Term	Abbreviation	Definition
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 Duty Holder	ODH	An Accountable individual who has been appointed by the Senior Duty Holder (SDH) through a Letter of Appointment and has formally accepted that appointment. The ODH must be able to demonstrate that they have the ability to manage the Risk to Life within their defined Area of Responsibility (AoR), have direct access to their SDH and are suitably qualified and experienced to undertake their Duty Holding Responsibilities. ODH Responsibilities include the financial authority to prioritise resource within their AoR to deliver safe outcomes.◄
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 organisation or the authority of the military Air Surveillance and Control System organisation.
Operational Data Recording	ODR	►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 authorised 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 North Atlantic Treaty Organization and allied countries. In exceptional circumstances MOD may authorise OLF training to a specified Height below 100 ft MSD.

Term	Abbreviation	Definition
Operational Suitability Data	OSD	Data that DOs are mandated to establish by civil Regulators (and gain certifying authority Approval) for safe operation of the Air System consisting of: The Master Minimum Equipment List; data for training of pilots; data for cabin crew; data for training of Maintenance crew; and data for qualification of simulators. ►(Sourced from: Manual of Military Air System Certification)◄
►Operator		Can be read as Aviation Duty Holder or Accountable Manager (Military Flying).◄
►◄	►◄	►◄
►Other Aircrew Instructor	Other AI	Aircrew approved by an Aviation Duty Holder / Accountable Manager (Military Flying) to deliver flying instruction post initial Aircrew qualification in the employment of their Air System (such as a Qualified Helicopter Tactics Instructor, Air Combat Instructor, Air-Air Refuelling Instructor, Instrument Rating Instructor, Test Pilot Instructor, Flight Test Instructor etc).◄
Out of Service Date	OSD	►Planned date for the withdrawal and disposal of an Air System or equipment type from Service.◄

Glossary terms for 'P'

Term	Abbreviation	Definition
►Parachute Training Device	PTD	A device which is an Advanced PTD or Basic Ground Training Apparatus.
Parachuting Commander		A 2* Crown Servant who is in the direct Chain of Command of the unit participating in the activity. They have a personal Duty of Care for their troops throughout the activity. Note: Duty of Care is a legal Responsibility that applies at every level to all Defence activities.
Parachuting Operating Duty Holder	Parachuting ODH	An Accountable individual, who is at minimum a 2* Crown Servant, with formal delegated Responsibilities for actively managing Air Safety for operation of Airborne Equipment via an effective Air Safety Management System to ensure that associated RtL is As Low As Reasonably Practicable and Tolerable within their defined Areas of Responsibility.◄
Parachutist		Any person ►making or intending◄ to make a parachute descent. ►(Sourced from: UK CAA CAP 660)◄
Passenger		All personnel, military or civilian, who are not authorised 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 ►will◄ be used: 1. Routine Air Transport Passengers. Those Passenger flights governed by JSP 800 Defence Movement and Transport Regulations. 2. Tactical Passengers. Passenger flights, not governed by JSP 800, 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 familiarise 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)
►◄	►◄	►◄

Term	Abbreviation	Definition
Performance Based Navigation	PBN	►The concept specifies that Aircraft Area Navigation (RNAV) and Required Navigation Performance (RNP) system performance requirements are defined in terms of accuracy, integrity, continuity, and functionality. It enables Aircraft to fly flexible, accurate, and repeatable 2-dimensional and 3-dimensional flight paths. PBN encompasses both RNAV and RNP navigation specifications.◄
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.
►◄	►◄	►◄
►Portable Electronic Device	PED	Any piece of lightweight, electrically powered equipment. Typically, these are consumer electronic devices that are of a size that enables them to be carried with relative ease.◄
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		►See Instrument Runway◄
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. ►(Derived from: NATOTerm Database)◄
►◄	►◄	►◄
Products, Parts, and Appliances		Product. 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. Any element of a Product, as defined by that Product's Type Design. Appliance. 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, is installed in or attached to the Aircraft and is not part of an airframe, engine or propeller. (Derived from: ►UK Regulation (EU) No 2018/1139 and UK Air Navigation Order 2016◄)
Programmable Element		Software or programmable hardware, which includes any device and data that can be customised. ►(Sourced from: Manual of Military Air System Certification)◄

Term	Abbreviation	Definition
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). ►◄
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 ►will◄ 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. ►◄
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	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 authorised to conduct in a specific UK military-registered Aircraft, together with any limitations and other specific endorsements.
Publication Organisation	PO	The organisation responsible for producing approved Technical Information.
Pyrotechnics		►A mixture of chemicals which, when ignited, undergoes an energetic chemical reaction at a controlled rate intended to produce on demand and in various combinations, specific time delays or quantities of heat, noise, smoke, light, or infrared radiation or to initiate burning reactions such as in igniters. (Sourced from: NATOTerm Database)◄

Glossary terms for 'Q'

Term	Abbreviation	Definition
Qualified Aircrew Instructor	Qualified AI	►◄ 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 details the full list of Qualified AI types (eg Qualified Flying Instructor).
►Qualified Weapons Instructor	QWI	Aircrew approved by an Aviation Duty Holder / Accountable Manager (Military Flying) to deliver flying instruction post initial Aircrew qualification in the tactical integration and operational employment of their Air System.◄
Quality		Degree to which a set of inherent characteristics ►◄ fulfils requirements ►(ISO 9000). Note: The term "quality" can be used with adjectives such as poor, good or excellent. Note: "Inherent", as opposed to "assigned", means existing in something, especially as a permanent characteristic. (Sourced from: ICAO Annex 15)◄
Quality Assurance	QA	Part of Quality management focused on providing confidence that Quality requirements will be fulfilled. ►(Sourced from: ICAO Annex 15)◄ (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	►Set of interrelated or interacting elements of an organisation to establish policies and objectives, and processes to achieve those objectives, including Authorities, Responsibilities, principles, and boundaries appropriate to the scope of the organisation's activities. (Derived from: ISO EN 9000:2015)◄
Quality Manual		Specification for the Quality Management System of an organisation. (Sourced from: ISO EN 9000:2015)
►◄	►◄	►◄
Quality Policy		Policy related to Quality that is consistent with the organisations overall policy, vision and mission and provides a framework for the setting of Quality objectives. (►Derived◄ from: ISO EN 9000:2015)
►◄	►◄	►◄
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.

Glossary terms for 'R'

Term	Abbreviation	Definition
►◄	►◄	►◄
Rationale		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. ►The Rationale will explain: 1. The Context (what is happening and why is regulation required). 2. The Hazard (what are the Hazards associated with the activity). 3. The Defence (what defence is the Regulation aiming to provide). (Sourced from: MAA01)◄
Recognition		The structured process used by the MAA to evaluate a foreign Military Airworthiness Authority and assess the potential to use their Airworthiness organisational 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. ►(Derived from: Manual of Military Air System Certification)◄
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 organisation that is required to comply with the MRP. ►◄
Regulation		►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 (RE) 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 RE is prohibited from doing a certain act. The MAA, as the Regulatory body, must be notified if a RE considers that they cannot comply with a Regulation. (Sourced from: MAA01)

Term	Abbreviation	Definition
Regulatory Instruction	RI	►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	►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 ►will◄ 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 authorises 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	►Responsible to their respective Senior Duty Holder for the Authorisation and issue of the Release To Service (RTS) for an Air System type with due attention to continual assuring of the validity of the RTS. Where operational imperatives may result in higher levels of Risk exposure or where supporting evidence is still immature, the RTSA may consider clearances such as Operational Emergency Clearances and Clearances with Limited Evidence and advise Aviation Duty Holders as appropriate. (Sourced from: MAA01)◄
Remote Pilot	RP	►An individual responsible for safely conducting the flight of an Uncrewed Aircraft (UA) by operating its flight controls, either manually or, when the UA flies automatically, by monitoring its course and remaining able to intervene and change the course at any time. (Derived from: UK Regulation (EU) No 2018/1139)◄
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.

Term	Abbreviation	Definition
Remotely Piloted Air System Ground Operator	RGO	See Uncrewed Air System Ground Operator.
Remotely Piloted Air System Responsible Officer	RPAS RO	See Uncrewed Air System Responsible Officer.
Repair		►The restoration of an Aircraft, engine, propeller, or associated part to an airworthy condition in accordance with the appropriate Airworthiness requirements, after it has been damaged or subjected to wear. (Sourced from: ICAO Annex 6) See Temporary Repair.◄
Repair Organisation	RO	An organisation that can Repair, overhaul and recondition Products, Parts and Appliances, that are beyond the scope or capacity of the parent Maintenance Organisation.
►Required Navigation Performance	RNP	Area Navigation with the support of on-board performance monitoring and alerting.◄
►◄	►◄	►◄
Responsibility		The opportunity or ability to act independently and take decisions without Authorisation. 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 authorising 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		►Combination of the likelihood of harm (how often) and the severity of that harm (how bad). (Sourced from: JSP 375)◄
Risk Assessment		►A systematic process of identifying Hazards and evaluating any Risks associated with those Hazards. (Sourced from: JSP 375)◄
Risk Management	RM	►Process that encompasses systematic Hazard identification; Risk Assessment; Hazard Risk matrix; Risk reduction and Risk monitoring, evaluation, and review. (Sourced from: JSP 375)◄
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	►The likelihood that a Hazard or event could cause death or fatal injury to a person, considering both: 1. The chance that the harmful event will occur (probability), and 2. The severity of the outcome, specifically loss of life.◄

Term	Abbreviation	Definition
Role Demonstration		Any flying ►or parachuting◄ activity designed to demonstrate an Air System's ►or parachutists'◄ 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.
►Root Cause Analysis	RCA	Methodology used to determine how and why a finding developed. (Derived from UK CAA CAP 1760)◄
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.
►◄	►◄	►◄
►◄	►◄	►◄
Runway		A defined rectangular area on a land Aerodrome prepared for the landing and take-off run of ►Aircraft. (Sourced from: UK Regulation (EU) No 923/2012))◄
Runway Friction Classification Survey		A survey to establish, using approved Continuous Friction Measuring Equipment 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 ►(ie unsafe, unauthorised or undesirable presence or movement)◄ of an Air System, vehicle or person on the Protected Area of a surface designated for the landing and take-off of Air System►◄. ►Note: Where Low Visibility Procedures (LVP) are in force this should include the surface area up to and including any LVP Holding Points. (Derived◄ 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 ►Aircraft◄ running off the Runway and to protect ►Aircraft◄ flying over it when taking-off or landing. ►(Derived from: UK CAA CAP 168)◄

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 process of protecting First Parties, Second Parties, and Third Parties from injury and illness on the Defence estate or whilst conducting activities in the Defence Air Environment. (Derived from: JSP 375)◄
►Safety Altitude	SALT	Calculated by adding an increment of 1,000 ft to the Elevation of the highest terrain (or Obstacle if higher) located within a minimum of 5 nm of the Aircraft position rounded up to the next 100 ft. If the Aircraft is over Mountainous Terrain the increment should be increased to a minimum of 2,000 ft.◄
Safety Assessment		►A systematic and logically structured Safety justification, substantiated by documented evidence, that rigorously demonstrates the acceptability of a system's Safety performance for a defined function within a specified operational context.◄
►◄		►◄
►Safety Case		A structured argument, supported by a body of evidence that provides a compelling, comprehensible and valid case that a system is safe for a given application in a given operating environment. (Sourced from: Def Stan 00-056 Part 01)
Safety Case Report		A document which captures the key components of the Safety Case at a particular point in time; it will articulate the Safety Case argument and summarise the supporting evidence in a clear and concise format.◄
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 organisational, management and engineering principles in order to achieve Safety. (Sourced from: Defence Standard 00-056 ►Part 1◄)
Safety Management Plan	SMP	A document that defines the strategy for addressing Safety and documents the Safety Management System ►for a specific project. (Sourced from: Def Stan 00-056 Part 1)◄
Safety Management System	SMS	►A systematic approach to managing Safety including the necessary organisational structure, Accountabilities, policies and procedures. (Sourced from: UK Air Navigation Order 2016)◄

Term	Abbreviation	Definition
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.
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►[15]◄		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 ►SARG Policy 133)◄
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 Duty Holder	SDH	A Defence organisation's most senior leader and is ultimately Accountable for Risk to Life (RtL) for the military activities for which that senior leader has decided to apply Duty Holding, this is in addition to their legal Health and Safety and Environmental Protection Responsibilities. The SDH is formally appointed by letter from the Secretary of State for Defence (SofS) and has right of access to the SofS. The SDH will be personally Accountable for ensuring that an effective SMS is resourced and implemented for any activity where a Duty Holding framework has been applied. If a SDH considers that a Risk from a military activity cannot be mitigated so that it is As Low As Reasonably Practicable and Tolerable they have the delegated authority to stop those activities and where necessary to inform the Second Permanent Secretary and refer it to the SofS.◄
Senior Responsible Owner	SRO	►The formally appointed individual with overall Accountability for ensuring that a programme is governed effectively, meets its objectives and delivers the projected benefits. (Sourced from: JSP 375)◄
Sense and Avoid		See Detect and Avoid.

[15] ►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. (Sourced from: UK CAA SARG Policy 133)
Note: 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, Temporary Reserved Areas, Temporary Segregated Areas, etc.◄

Term	Abbreviation	Definition
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) No 923/2012)
Serious Fault		A Fault that may have immediate and serious implications to a Product, Part or Appliance.
►◄	►◄	►◄
Service Bulletin	SB	►The document used by manufacturers of Aircraft, engines or components to communicate details of Modifications which can be embodied in Aircraft. If an available Modification is judged by the manufacturer to be a matter of Safety rather than simply product improvement, then these would be issued as an Alert SB in which case a corresponding Airworthiness Directive would usually then be issued by the appropriate national aviation authority. (Sourced from: UK CAA CAP 722)◄
►Service Data		The information relating to the usage, condition, failures, or loads experienced by an Air System that, when collected and analysed, needs to be tested against the Integrity Evidence to support the Integrity Baseline.◄
►◄	►◄	►◄
Service Inquiry	SI	►When mandated by law or policy, or where the Defence Safety Authority Director General (DSA-DG) deems appropriate, DSA-DG will convene a SI in accordance with The Armed Forces (Service Inquiry) Regulations 2008 and RA 1420. When DSA-DG deems that a SI is not required, the DSA-DG may direct that a Non-Statutory Inquiry be conducted by the relevant authority (such as the Aviation Duty Holder).◄
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		►For munitions: The time for which a munition, in specified storage environmental conditions and when subsequently used in its specified operational and / or training conditions, may be expected to remain safe and suitable for service. Service Life is the sum of storage and operational lives. 1. For certain items, the cumulative periods of time spent in the storage or operational environments are not recorded or differentiated between and it would not be cost-effective to introduce such recording. In these instances, the term 'Service Life' may be used to define the total period of time an item may be kept in service before disposal or being expended. 2. For munitions entering service, it is often necessary to assess an initial Service Life which is subsequently subject to extension. (Sourced from: AOP-46)◄

Term	Abbreviation	Definition
Service Regulated Flying		►Either:◄ 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.
►◄		►◄
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 recognised 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		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 ►has◄ to be operated. The issuing authority is the relevant Type Airworthiness Authority who will follow appropriate procedures before issuing the instruction. For Air Systems categorised 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.

Term	Abbreviation	Definition
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	►Applicable◄ to Open and Specific S1 Uncrewed Air Systems only. SPCs are situation dependent and bound by time (length of Approval period) and airspace in which the operation will be conducted. They ►will not◄ be viewed as an alternative to long-term compliance. SPCs are comparable to Specific S2 sub-category and Certified Category Operational Emergency Clearances 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.
Special Visual Flight Rules (VFR) Flight		►A Visual Flight Rules flight cleared by Air Traffic Control to operate within a control zone in meteorological conditions below Visual Meteorological Conditions. (Sourced from: UK Regulation (EU) No 923/2012))◄
►Specialised Services		Specialist engineering diagnostic or Maintenance activity for which personnel must be qualified to an officially recognised standard to carry out.◄
Sponsor		The Sponsor of Civilian-Owned and / or Civilian Operated UK military-registered Air Systems should be a Crown Servant ►◄ with an appropriate delegation from the relevant service Chief of Staff or Defence Equipment and Support Chief Executive Officer. ►For Open Category Uncrewed Air Systems (UAS) and Specific S1 sub-category UAS the Sponsor should be at 1* level or above. For Specific S2 sub-category UAS, Certified UAS, and crewed aviation the Sponsor should be at 2* level or above.◄
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.

Term	Abbreviation	Definition
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 munitions: An element of operational life and is often expressed in days; it represents a period of time when the item may be exposed to conditions outside the normal storage conditions prior to being used operationally or for training. Examples include a weapon which has been fitted to a launcher and a weapon which is removed from storage and held forward ready for use. (Sourced from: AOP-46)◄
Standardisation		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.
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 on the ground at the end of a Runway in the direction of take-off designated and prepared by the competent authority as a suitable area in which an Aircraft can be stopped in the case of an interrupted take-off. It must be capable of supporting Aircraft of approximately 23,000 kg (50,000 lbs). (Sourced from: NATOTerm Database)◄
Storage Life		►For munitions: The time for which a munition, in specified storage conditions, may be expected to remain safe and suitable for service. (Sourced from: AOP-46)◄
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 organisation task or activity arranged to be accomplished by second party (which may or may not be an approved organisation) 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.
Subject Matter Expert	SME	►Any organisation, with specialist technical or professional expertise, considered competent in their subject area. They may also be responsible for producing / identifying standards and codes of practice and / or for providing advice and guidance relating to specialist areas not subject to Naval Authority Regulation (DSA02-DMR). An organisation, possibly a Duty Holder, operating, training or support authority with specialist knowledge and who may provide advice and guidance relating to specified Hazards not subject to Regulation. They may also be responsible for producing / identifying standards or codes of practice. (Sourced from: Defence Standard 00-101 Design Standards for Explosives Safety in MOD Ships and Submarines Part: 03: Electrical Equipment and Installation)◄
Suitably Qualified and Experienced Person	SQEP	►An individual who has received training commensurate with their duties, is appropriately qualified and experienced to carry out their duties and tasks. (Derived from: JSP 375)◄ 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 authorised to carry out a specific duty (that does not require an Aircrew qualification) while in flight or ground taxiing. This specific duty ►will◄ have an active role in achieving the purpose of the authorised flight and may involve the operation of Air System equipment / systems or authorised Equipment Not Basic to the Air System under the supervision of the Air System's Aircrew.

Term	Abbreviation	Definition
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 ►will not◄ have an active role in achieving the purpose of the authorised flight but ►will◄ contribute to its overall conduct through pre or post flight activity.
►Supervisor		In the execution of their Maintenance activities, Competent and Authorised staff[16] responsible for carrying out supervision of Tradespersons. This role may also be known as Support Staff with supervisory Responsibilities within Approved Maintenance Organisations, or 2nd Signature within Military Maintenance Organisations.◄
Supplemental Type Certificate	STC	A document issued or endorsed by an Authority which certifies a Major Change to the Type Design by an organisation other than original Design Organisation.
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.
►Surveillance Minimum Altitude Areas	SMAA	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. Note: This includes Wide Area Multilateration equipment. (Sourced from: UK CAA CAP 777)◄
Surveillance Minimum Altitude Chart	SMAC	►Charts which indicate the minimum Altitudes available to the Controller when vectoring arriving Aircraft. Controllers will not use Altitudes below those notified on SMACs except when levels are allocated in accordance with specific procedures that are approved for use within the final approach area. SMACs are published in the UK Aeronautical Information Publication. (Derived from: UK CAA CAP 493)◄
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. Note: Also known as Airborne Life Support Equipment.

[16] ►Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).◄

Term	Abbreviation	Definition
Swarm		The operation of more than one Uncrewed Aircraft controlled collaboratively rather than individually. (Derived from: UK CAA CAP 722D) Note: Uncrewed Air System Swarming operations are likely be categorised as Specific S1, Specific S2, or Certified according to the assessed Risks to Life.
►◄	►◄	►◄
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.

Glossary terms for 'T'

Term	Abbreviation	Definition
►◄	►◄	►◄
Tasking Organisation		The organisation 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 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 organisation 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.
Technical Standard Order	TSO	A detailed Airworthiness specification issued by an appropriate Authority to assure compliance with the essential Certification requirements for a specific article. TSOs issued by EASA are known as ETSOs whilst European Military Airworthiness Requirements (EMAR) 21 refers to Military TSOs (MTSOs), issued by National Military Authorities. ►(Sourced from: Manual of Military Air System Certification)◄
Temporary Repair►◄		Repairs that are life limited, to be removed and replaced by a permanent Repair after a limited service period. These Repairs ►will◄ be classified under RA 5865(3) and the service period defined at the Approval of the Repair, and recorded in the Technical Log. ►Temporary Repair may include the application of Aircraft Battle Damage Repair Techniques. Refer to AP101A-1500-0 – Joint Service Aircraft Battle Damage Repair Manual. See Repair.◄
►Terrain Awareness and Warning System	TAWS	A generic term that captures all equipment that assists a pilot to avoid a CFIT event such as, but not limited to: Ground Proximity Warning System; Enhanced Ground Proximity Warning System; and Ground Collison Avoidance System. (Sourced from: UK CAA CAP 493)
Territorial Airspace		The airspace above a state's territory covering the land areas and territorial waters. Note 1: For the definition of a state's territory refer to the Convention on International Civil Aviation (the Chicago Convention), Article 2 – Territory. Note 2: For the definition of territorial waters, refer to the United Nations Convention on the Law of the Sea, Part II, Section 2, Limits of the Territorial Sea, Articles 3, 4 and 15.◄
►◄	►◄	►◄

Term	Abbreviation	Definition
Test Pilot		A pilot who has successfully graduated from one of the recognised Test Pilot schools. Such pilots are normally qualified and approved to captain Air Systems throughout the full range of the flight test / trials tasks.
Tolerable		►A level of Risk that an Aviation Duty Holder (ADH) / Accountable Manager (Military Flying) (AM(MF)) is willing to accept in order to perform an activity or achieve an outcome. A Tolerable Risk is one that is considered to be worth taking, if it has been evaluated and is being managed. (Sourced from: JSP 375) In the Defence Air Environment, ADHs and AM(MF)s must be satisfied that the benefit of the activity outweighs the residual Risk.◄
Track		The projection on the earth's surface of the path of an ►Aircraft,◄ the direction of which at any point is usually expressed in degrees from North (true, magnetic or grid). ►(Sourced from: UK Regulation (EU) No 923/2012))◄
►Tradesperson		Competent and Authorised staff[17] responsible for executing Air System and Air System component Maintenance activities. This role may also be known as Support Staff within Approved Maintenance Organisations, or 1st Signature within Military Maintenance Organisations.◄
Transit Flight		►An administrative flight of an Aircraft from one location to another.◄
Transponder Mandatory Zone	TMZ	►Airspace of defined dimensions wherein the carriage and operation of pressure-altitude reporting transponders is mandatory. (Sourced from: UK Regulation (EU) No 923/2012))◄
Trial Installation	TI	The physical and / or functional proof of a proposed design change. ►◄
Type Airworthiness	TAw	►All tasks to be carried-out to verify that the conditions under which a Type Certificate (TC) or a Supplemental TC has been granted continue to be fulfilled at any time during its period of validity. (Derived from: European Military Airworthiness Document 1)◄ 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 Organisation Scheme approved organisation 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.
►◄	►◄	►◄

[17] ►Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).◄

Term	Abbreviation	Definition
Type Certificate / Military Type Certificate	TC / MTC	Civil: A TC signifies the Airworthiness of a particular category of Aircraft, according to its manufacturing design (Type Design). It confirms that the Aircraft of a new type intended for serial production, complies with the applicable Airworthiness requirements. Military: An MTC is the MAA-issued Certificate which signifies that a new Air System has completed the Military Air System Certification Process satisfactorily. ►(Sourced from: Manual of Military Air System Certification)◄
Type Certificate Data Sheet	TCDS	Data that outlines the conditions and limitations under which the Aircraft, engine, or propeller meets the applicable Airworthiness requirements.
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. ►(Sourced from: Manual of Military Air System Certification)◄
Type Certification Exposition	TCE	Consists 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. ►(Sourced from: Manual of Military Air System Certification)◄
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. ►(Sourced from: Manual of Military Air System Certification)◄
Type Design		►All the drawings and specifications that show compliance with the Certification basis of the original Air System and all the data necessary to show that subsequent Air Systems conform to the approved Type Design. (Sourced from: Manual of Military Air System Certification)◄
Typed Air Station	TAS	The Royal Naval Air Station nominated as the main support base for specified Air System type(s).

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. (Derived from: Defence AI Strategy Jun 2022, JDP 0-30 Chapter 2, and the UK CAA CAP 722D) Note: It is recognised 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. (Derived from: Defence AI Strategy Jun 2022, JDP 0-30 Chapter 2, and the UK CAA CAP 722D) Note: It is recognised 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 Organisation approved under Contractor Flying Approved Organisation Scheme (►small◄ 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.
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. (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.

Term	Abbreviation	Definition
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.
►Uncrewed Air System Pre-approved sUAS Test Clearance	UAS PUTC	The freedoms, limits, and rules under which small UAS trials may be conducted without reference to the MAA. The PUTC allows organisations to operate UAS within a more permissive framework that is not tied to a type of Air System or location. Such organisations could be approved to independently modify and / or add UAS types / marks via the governance and methodology of the organisation's Test and Evaluation processes. A PUTC will be tailored to the organisation's capability.
Uncrewed Air System Specific Assurance and Integrity Levels	UAS SAIL	The Specific Operations Risk Assessment (SORA) has developed the SAIL, which map the maximum allowable loss-of-control rate to operational, organisational, personnel, design and production Risk controls that, when implemented correctly at the required level, ensures that an operation meets the Target Level Of Safety. This means that UAS operations conducted in a high-Risk environment (eg over a large city near an airport) would need more evidence to be provided to the Competent authority demonstrating that the operation is safer than for the same UAS operated in a low-Risk environment (eg at a protected test range and below 30 m). (Derived from: JARUS SORA - Annex to ED Decision 2025/018/R)
Uncrewed Air System Specific Operations Risk Assessment	UAS SORA	A methodology to guide both the applicant and the Competent authority in determining whether an UAS operation can be conducted in a safe manner. (Sourced from: UK CAA CAP 722D)◄
Under Ministry Control	UMC	►The time when the authority is Responsibility for the Authorization of Configuration change when the product Configuration item(s) have been accepted by the authority for In-Service use. Note: Although the Contractor may be required under contract, to manage the Configuration Management of an In-Service product development; the Authorization of change(s) to the In-Service Configuration Baseline(s) remains the responsibility of the authority. (Sourced from: Def Stan 05-057)◄
►◄	►◄	►◄

Term	Abbreviation	Definition
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. (Derived from: UK CAA CAP 722)
►United Kingdom Low Flying System	UKLFS	Military use (including all UK military-registered Aircraft and those operating under RA 1166) of shared Class G airspace from surface to 2,000 ft AGL / AMSL throughout the London Flight Information Region (FIR) and Scottish FIR. It does not include any airspace within Aerodrome Traffic Zones (ATZ), Military ATZs, Restricted Areas (except for EGR610; the Highlands Restricted Area), or Danger Areas. Civilian Air Traffic operates freely within the UKLFS. Aircrew planning to conduct LF will plan to do so under Visual Flight Rules to ensure that see and avoid remains effective, unless specific circumstances accommodated within RA 2307 apply. (Sourced from: UK Military Low Flying Handbook)◄
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 minimise 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.

Term	Abbreviation	Definition
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.

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. ►Note: This would typically be undertaken by a Compliance Verification Engineer within a Design Organisation.◄
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 ►(eg Release To Service)◄ 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►◄. ►See the Defence Aircrew Publications Squadron Guidance for further info.◄
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. (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: UK Regulation (EU) No 923/2012))◄

Glossary terms for 'W'

Term	Abbreviation	Definition
►Work Assistance		The use of assisting personnel, to carry out specified work during Maintenance activity. This may be personnel within the source trade of the task in question (formerly known as Trade Assistance) or from other trades (formerly known as Labour Assistance). Overarching management of assisting personnel and Maintenance documentation are the Responsibility of the 2nd signature supervisor of the specified task. Such work is recorded in accordance with MOD Poster 335.◄

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.