

# Democratic Socialist Republic of Sri Lanka



## Civil Aviation Authority of Sri Lanka

### Implementing Standards

(Issued under Sec. 120, Civil Aviation Act No. 14 of 2010)

### **Title: Compliance to Annex 6 - Part (I) - Chapter 1 - Definitions**

**Reference No. :** IS-6-(i)-1

**SLCAIS:** 011

**Date:** 09<sup>th</sup> February 2018

Pursuant to Section 120 of the Civil Aviation Act No.14 of 2010 which is hereinafter referred to as the Civil Aviation (CA) Act, Director General of Civil Aviation shall have the power to issue, whenever he considers it necessary or appropriate to do so, such Implementing Standards for the purpose of giving effect to any provision in the CA Act, Regulations or Rules made thereunder including the Articles of the Convention on International Civil Aviation specified in the Schedule to the CA Act.

This document supersedes IS 058 dated 01<sup>st</sup> May 2017 issued by the DGCA.

Accordingly, I, being the Director General of Civil Aviation do hereby issue the Implementing Standards on **Compliance to Annex 6 - Part (I) - Chapter 1 – Definitions** as mentioned in the Attachment hereto (Ref: IS-6-(i)-1) which set out the intended meaning of the terms used in Annex 6 and all other documents relating to aircraft operations.

This implementing Standard shall be applicable to holders of Air Operator Certificate, Foreign Air Operator Certificate and any applicant seeking on Air Operator Certificate or Foreign Air Operator Certificate issued by Director General of Civil Aviation.

Attention is also drawn to Section 103 of the Act, which states inter alia that failure to comply with Implementing Standard is an offence.

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Enclosure: Attachment No. IS-6-(i)-1-Att-01

## Implementing Standards

### SLCAIS - : Compliance to Annex 6 - Part (I) - Chapter 1 - Definitions

#### GENERAL:

- I. Requirements contained in this document are based on the amendment 42 of the 10<sup>th</sup> Edition of ICAO Annex 6 – Part (I) – Chapter 1 - Definitions and any other definitions used by Civil Aviation Authority of Sri Lanka
- II. The requirements contained in this document are applicable to person/organizations holding an air operator certificate issued by Director-General of Civil Aviation, Sri Lanka for commercial air transportation and prospective applicants for air operator certificate for commercial air transportation.
- III. This Document supersedes the IS 058 dated 01<sup>st</sup> May 2017 issued by the DGCA.
- IV. Holders of Air Operator Certificate issued by the DGCA for commercial air transportation shall comply with the requirements published in this document and are hereby instructed to forward to the DGCA a “Declaration of Conformance” which indicates the degree of compliance with each item detailed in the document.
- V. This document may be amended from time to time and the amendments will be reflected with the vertical line on the right side of the text.

#### ABBREVIATIONS

AC	Alternating Current
ACAS	Airborne Collision Avoidance System
ADRS	Aircraft Data Recording System
ADS	Automatic Dependent Surveillance
ADS-C	Automatic Dependent Surveillance — Contract
AEO	All Engines Operative
AFCS	Automatic Flight Control System
AGA	Aerodromes, Air Routes and Ground Aids
AIG	Accident Investigation and Prevention
AIR	Airborne Image Recorder
AIRS	Airborne Image Recording System
AOC	Air Operator Certificate
APCH	Approach
APU	Auxiliary Power Unit
AR	Authorization Required
ARINC	Aeronautical Radio, Incorporated
ASDA	Accelerate Stop Distance Available
ASE	Altimetry System Error
ASIA/PAC	Asia/Pacific
ATC	Air Traffic Control
ATM	Air Traffic Management

ATN	Aeronautical Telecommunication Network
ATS	Air Traffic Services
CARS	Cockpit Audio Recording System
CAS	Calibrated Airspeed
CAT I	Category I
CAT II	Category II
CAT III	Category III
CAT IIIA	Category IIIA
CAT IIIB	Category IIIB
CAT IIIC	Category IIIC
CDL	Configuration Deviation List
CFIT	Controlled Flight into Terrain
Cm	Centimeter
COMAT	Operator Material
CPDLC	Controller-Pilot Data Link Communications
CVR	Cockpit Voice Recorder
CVS	Combined Vision System
DA	Decision Altitude
DA/H	Decision Altitude/Height
DC	Direct Current
D-FIS	Data Link-Flight Information Services
DH	Decision Height
DLR	Data Link Recorder
DLRS	Data Link Recording System
DME	Distance Measuring Equipment
DSTRK	Desired Track
EDTO	Extended Diversion Time Operations
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EGT	Exhaust Gas Temperature
ELT	Emergency Locator Transmitter
ELT (AD)	Automatic Deployable ELT
ELT (AF)	Automatic Fixed ELT
ELT (AP)	Automatic Portable ELT
ELT(S)	Survival ELT
EPR	Engine Pressure Ratio
EUROCAE	European Organization for Civil Aviation Equipment
EVS	Enhanced Vision System
FANS	Future Air Navigation System
FDAP	Flight Data Analysis Programmes
FDR	Flight Data Recorder
FL	Flight Level
FM	Frequency Modulation
Ft	Foot
Ft/Min	Feet per Minute
G	Normal Acceleration

GCAS	Ground Collision Avoidance System
GNSS	Global Navigation Satellite System
GPWS	Ground Proximity Warning System
Hpa	Hectopascal
HUD	Head-Up Display
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
Inhg	Inch of Mercury
INS	Inertial Navigation System
ISA	International Standard Atmosphere
Kg	Kilogram
Kg/M <sup>2</sup>	Kilogram per Metre Squared
Km	Kilometer
Km/H	Kilometer per Hour
Kt	Knot
Kt/S	Knots per Second
Lb	Pound
Lbf	Pound-Force
LDA	Landing Distance Available
LED	Light Emitting Diode
M	Metre
Mb	Millibar
MDA	Minimum Descent Altitude
MDA/H	Minimum Descent Altitude/Height
MDH	Minimum Descent Height
MEL	Minimum Equipment List
Mhz	Megahertz
MLS	Microwave Landing System
MMEL	Master Minimum Equipment List
MNPS	Minimum Navigation Performance Specification
MOPS	Minimum Operational Performance Specification
M/S	Metres per Second
M/S <sup>2</sup>	Metres per Second Squared
N	Newton
N1	Low Pressure Compressor Speed (Two-Stage Compressor); Fan Speed (Three Stage Compressor)
N2	High Pressure Compressor Speed (Two-Stage Compressor); Intermediate Pressure Compressor Speed (Three-Stage Compressor)
N3	High Pressure Compressor Speed (Three Stage Compressor)
NAV	Navigation
NM	Nautical Mile
NVIS	Night Vision Imaging Systems
OCA	Obstacle Clearance Altitude
OCA/H	Obstacle Clearance Altitude/Height
OCH	Obstacle Clearance Height

OEI	One Engine Inoperative
PANS	Procedures for Air Navigation Services
PBC	Performance-Based Communication
PBN	Performance-Based Navigation
PBS	Performance-Based Surveillance
RCP	Required Communication Performance
RNAV	Area Navigation
RNP	Required Navigation Performance
RSP	Required Surveillance Performance
RTCA	Radio Technical Commission for Aeronautics
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minima
SOP	Standard Operating Procedure
SST	Supersonic Transport
STOL	Short Take-Off and Landing
SVS	Synthetic Vision System
TAS	True Airspeed
TAWS	Terrain Awareness Warning System
TCAS	Traffic Alert and Collision Avoidance System
TLA	Thrust Lever Angle
TLS	Target Level of Safety
TVE	Total Vertical Error
UTC	Coordinated Universal Time
VD	Design Diving Speed
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VMC	Minimum Control Speed with the Critical Engine Inoperative
VOR	VHF Omnidirectional Radio Range
VO	Stalling Speed or the Minimum Steady Flight Speed in the Landing Configuration
VI	Stalling Speed or the Minimum Steady Flight Speed in a Specified Configuration
VTOL	Vertical Take-Off and Landing
WXR	Weather

## SYMBOLS

°C	Degrees Celsius
%	Per Cent

**DEFINITIONS:**

When the following definitions are used by the DGCA for operation of aircraft in commercial air transport, they have the following meanings:

- 1. Accelerate-stop distance available (ASDA).**  
The length of the take-off run available plus the length of stop way, if provided.
- 2. Aerial work.**  
An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.
- 3. Aerodrome.**  
A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.
- 4. Aerodrome operating minima.**  
The limits of usability of an aerodrome for:
  - a) **take-off**, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;
  - b) **landing in 2D instrument approach operations**, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions; and
  - c) **Landing in 3D instrument approach operations**, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the type and/or category of the operation.
- 5. Aeroplane.**  
A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.
- 6. Aircraft.**  
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.
- 7. Aircraft operating manual.**  
A manual, acceptable to the DGCA, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft.  
  
*Note. — The aircraft operating manual is part of the operations manual.*
- 8. Aircraft Tracking**  
A process, established by the operator, that maintains and updates, at standardized intervals, a ground-based record of the four dimensional position of individual aircraft in flight.

**9. Air operator certificate (AOC)**

A certificate authorizing an operator to carry out specified commercial air transport operations.

**10. Air Traffic Services (ATS)**

A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

**11. Airworthy**

The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.

**12. Alternate aerodrome**

An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:

**Take-off alternate.** An alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.

**En-route alternate.** An alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while En route.

**Destination alternate.** An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing.

*Note:— The aerodrome from which a flight departs may also be an En-route or a destination alternate aerodrome for that flight.*

**13. Altimetry system error (ASE)**

The difference between the altitude indicated by the altimeter display, assuming a correct altimeter barometric setting, and the pressure altitude corresponding to the undisturbed ambient pressure

**14. Area Navigation (RNAV)**

A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

*Note:— Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.*

**15. Cabin crew member**

A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.

**16. Child (Chd)**

A person who is older than two years up to twelve years of age.

**17. COMAT**

Operator material carried on an operator's aircraft for the operator's own purposes

**18. Combined vision system (CVS)**

A system to display images from a combination of an enhanced vision system (EVS) and a synthetic vision system (SVS).

**19. Commercial air transport operation**

An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

**20. Configuration deviation list (CDL)**

A list established by the organization responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction.

**21. Contaminated runway (Effective 05.11.2020)**

A runway is contaminated when a significant portion of the runway surface area (whether in isolated areas or not) within the length and width being used is covered by one or more of the substances listed in the runway surface condition descriptors.

*Note:— further information on runway surface condition descriptors can be found in the Annex 14, Volume 1 – Definitions*

**22. Continuing airworthiness**

The set of processes by which all aircraft comply with the applicable airworthiness requirements and remain in a condition for safe operation throughout their operating life.

**23. Continuous descent final approach (CDFA)**

A technique, consistent with stabilized approach procedures, for flying the final approach segment of a non-precision instrument approach procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 15 m (50 ft) above the landing runway threshold or the point where the flare maneuver should begin for the type of aircraft flown.

**24. Crew member**

A person assigned by an operator to duty on an aircraft during a flight duty period.

**25. Cruise relief pilot**

A flight crew member who is assigned to perform pilot tasks during cruise flight, to allow the pilot-in-command or a co-pilot to obtain planned rest.

**26. Cruising level**

A level maintained during a significant portion of a flight.

**27. Dangerous goods**

Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions.

*Note:— Dangerous Goods are classified in Annex 18 Chapter 3*



**28. Decision altitude (DA) or decision height (DH)**

A specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

*Note 1:— Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.*

*Note 2:— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In Category III operations with a decision height the required visual reference is that specified for the particular procedure and operation.*

*Note 3:— For convenience where both expressions are used they may be written in the form “decision altitude/height “and abbreviated “DA/H”.*

**29. Dry Runway (Effective 05.11.2020)**

A runway considered dry if its surface is free of visible moisture and not contaminated within the area intended to be used.

**30. Duty.**

Any task that flight or cabin crew members are required by the operator to perform, including, for example, flight duty, administrative work, training , positioning and standby when it is likely to induce fatigue.

**31. Duty period.**

A period which starts when a flight or cabin crew member is required by an operator to report for or to commence a duty and ends when that person is free from all duties.

**32. EDTO critical fuel**

The fuel quantity necessary to fly to an en-route alternate aerodrome considering, at the most critical point on the route, the most limiting system failure.

**33. EDTO-significant system**

An aeroplane system whose failure or degradation could adversely affect the safety particular to an EDTO flight, or whose continued functioning is specifically important to the safe flight and landing of an aeroplane during an EDTO diversion.

**34. Electronic flight bag (EFB)**

An electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties.

**35. Emergency locator transmitter (ELT)**

A generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated. An ELT may be any of the following:

**Automatic fixed ELT (ELT (AF)).**

An automatically activated ELT which is permanently attached to an aircraft.

**Automatic portable ELT (ELT (AP)).**

An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft.

**Automatic deployable ELT (ELT (AD)).**

An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided.

**Survival ELT (ELT(S)).**

An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.

**36. Engine.**

A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable).

**37. Enhanced vision system (EVS)**

A system to display electronic real-time images of the external scene achieved through the use of image sensors.

*Note: — EVS does not include night vision imaging systems (NVIS)*

**38. Extended diversion time operations (EDTO)**

Any operation by an aeroplane with two or more turbine engines where the diversion time to an En-route alternate aerodrome is greater than the threshold time established by the DGCA.

**39. Fatigue**

A physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness, circadian phase, or workload (mental and/or physical activity) that can impair a person's alertness and ability to perform safety-related operational duties.

**40. Fatigue risk management system (FRMS)**

A data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles and knowledge as well as operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness.

**41. Final approach segment (FAS)**

That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

**42. Flight crew member**

A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

**43. Flight Data Analysis**

A process of analyzing recorded flight data in order to improve the safety of flight operations.

**44. Flight duty period**

A period which commences when a flight or cabin crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aeroplane finally comes to rest and the engines are shut down at the end of the last flight on which he/she is a crew member.

**45. Flight Manual**

A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.

**46. Flight Operations Officer/ Flight dispatcher**

A Person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Annex 1, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.

**47. Flight plan**

Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

**48. Flight recorder**

Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

**Automatic deployable flight recorder (ADFR).** A combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft.

**49. Flight safety documents system**

A set of inter-related documentation established by the operator, compiling and organizing information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operator's maintenance control manual.

**50. Flight simulation training device**

Any one of the following three types of apparatus in which flight conditions are simulated on the ground;

**A flight simulator** - which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;

**A flight procedures trainer** - which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

**A basic instrument flight trainer** - which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

**51. Flight time — aeroplanes**

The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

*Note — Flight time as here defined is synonymous with the term “block to block” time or “chock to chock” time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.*

**52. General aviation operation**

An aircraft operation other than a commercial air transport operation or an aerial work operation.

**53. Ground handling**

Services necessary for an aircraft’s arrival at, and departure from, an airport, other than air traffic services.

**54. Head-up display (HUD)**

A display system that presents flight information into the pilot’s forward external field of view.

**55. Human Factors principles**

Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

**56. Human performance**

Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

**57. Infant (Inf)**

Is a person who has not attended two years of age.

**58. Instrument approach operations**

An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:

**A two-dimensional (2D) instrument approach operation**, using lateral navigation guidance only; and

**A three-dimensional (3D) instrument approach operation**, using both lateral and vertical navigation guidance.

*Note: — Lateral and vertical navigation guidance refers to the guidance provided either by: a ground-based radio navigation aid; or*

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

**59. Instrument approach procedure (IAP)**

A series of predetermined maneuvers by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or En-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:

**Non-precision approach (NPA) procedure** - An instrument approach procedure designed for 2D instrument approach operations Type A.

*Note:— Non-precision approach procedures may be flown using a continuous descent final approach (CDFA) technique. CDFAs with advisory VNAV guidance calculated by on-board equipment (see PANS-OPS (Doc 8168), Volume I, Part I, Section 4, Chapter 1, paragraph 1.8.1) are considered 3D instrument approach operations.*

**Approach procedure with vertical guidance (APV)** - A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A.

**Precision approach (PA) procedure** - An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS CAT I) designed for 3D instrument approach operations Type A or B.

**60. Instrument Meteorological Conditions (IMC)**

Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions.

*Note:— The specified minima for visual meteorological conditions are contained in Chapter 4 of Annex 2.*

**61. Isolated aerodrome**

A destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type.

**62. Landing distance available (LDA)**

The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

**63. Large aeroplane**

An aeroplane of a maximum certificated take-off mass of over 5 700 kg.

**64. Maintenance**

The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

**65. Maintenance organization's procedures manual**

A document endorsed by the head of the maintenance organization which details the maintenance organization's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems.

**66. Maintenance programme**

A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies.

**67. Maintenance release**

A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organization's procedures manual or under an equivalent system.

**68. Master minimum equipment list (MMEL)**

A list established for a particular aircraft type by the organization 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.

**69. Maximum diversion time**

Maximum allowable range, expressed in time from a point on a route to an En-route alternate aerodrome.

**70. Maximum mass**

Maximum certificated take-off mass.

**71. Minimum descent altitude (MDA) or minimum descent height (MDH)**

A specified altitude or height in a 2D instrument approach operation or circling approach below which descent must not be made without the required visual reference.

*Note 1:— Minimum descent altitude (MDA) is referenced to mean sea level and minimum descent height (MDH) is referenced to the aerodrome elevation or to the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. A minimum descent height for a circling approach is referenced to the aerodrome elevation.*

*Note 2:— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach the required visual reference is the runway environment.*

*Note 3:— For convenience when both expressions are used they may be written in the form "minimum descent altitude/height" and abbreviated "MDA/H".*

**72. Minimum equipment list (MEL)**

A list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type.

**73. Navigation Specification.**

A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specification;

**Required Navigation Procedure (RNP) Specification.** A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP. E.g. RNP 4, RNP APCH

**Area Navigation (RNAV) specification.** A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.

*Note: 1 — The Performance-based Navigation Manual (Doc 9613, Volume II contains detailed guidance on navigation specifications.*

*Note: 2 — The term RNP, previously defined as “a statement of the navigation performance necessary for operation within a defined airspace”, has been removed from this Annex as the concept of RNP has been overtaken by the concept of PBN. The term RNP in this Annex is now solely used in the context of navigation specifications that require performance monitoring and alerting, e.g. RNP 4 refers to the aircraft and operating requirements, including a 4 NM lateral performance with on-board performance monitoring and alerting that are detailed in Doc 9613.*

**74. Night**

The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the **DGCA**.

*Note — Civil twilight ends in the evening when the center of the sun’s disc is 6 degrees below the horizon and begins in the morning when the center of the sun’s disc is 6 degrees below the horizon.*

**75. Obstacle clearance altitude (OCA) or obstacle clearance height (OCH)**

The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria.

*Note: 1 — Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approaches to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An obstacle clearance height for a circling approach is referenced to the aerodrome elevation.*

*Note: 2 — For convenience when both expressions are used they may be written in the form “obstacle clearance altitude/height” and abbreviated “OCA/H”.*

**76. Operational control**

The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.

**77. Operational flight plan.**

The operator's plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned.

**78. Operations manual**

A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

**79. Operations Specifications.**

The authorizations, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual.

**80. Operator**

A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**81. Operator's maintenance control manual**

A document which describes the operator's procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator's aircraft on time and in a controlled and satisfactory manner.

**82. Passenger with Reduced Mobility (PRM)**

A Person with Reduced Mobility is any person whose mobility when using transport is reduced due to any physical disability (sensory or motor, permanent or temporary) intellectual disability or impairment, or age or any other cause of disability that requires special attention and the adaptation to his or her particular needs of the services which are made available to all passengers.

**83. Performance-based communication (PBC)**

Communication based on performance specifications applied to the provision of air traffic services.

*Note.— An RCP specification includes communication performance requirements that are allocated to system components in terms of the communication to be provided and associated transaction time, continuity, availability, integrity, safety and functionality needed for the proposed operation in the context of a particular airspace concept.*

**84. Performance-based navigation (PBN)**

Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.

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

**85. Performance-based surveillance (PBS).**

Surveillance based on performance specifications applied to the provision of air traffic services.

*Note:— An RSP specification includes surveillance performance requirements that are allocated to system components in terms of the surveillance to be provided and associated data delivery time, continuity, availability, integrity, accuracy of the surveillance data, safety*



*and functionality needed for the proposed operation in the context of a particular airspace concept*

**86. Pilot-in-command**

The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

**87. Point of no return**

The last possible geographic point at which an aeroplane can proceed to the destination aerodrome as well as to an available en route alternate aerodrome for a given flight.

**88. Pressure-altitude**

An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.

**89. Psychoactive substances**

Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psych stimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

**90. Repair**

The restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness Requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear.

**91. Required communication performance (RCP)**

A set of requirements for air traffic service provision and associated ground equipment, aircraft capability and operations needed to support performance-based communication.

**92. Required communication performance type (RCP type)**

A set of requirements for air traffic service provision and associated ground equipment, aircraft capability and operations needed to support performance-based surveillance.

**93. Required surveillance performance (RSP) specification.**

A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance.

**94. Rest period**

A continuous and defined period of time, subsequent to and/or prior to duty during which flight or cabin crew members are free of all duties.

**95. Runway visual range (RVR)**

The range over which the pilot of an aircraft on the center line of a runway can see the runway surface markings or the lights delineating the runway or identifying its center line.

**96. Safe forced landing**

Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.

**97. Safety Management Systems**

A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

**98. Small aeroplane**

An aeroplane of a maximum certificated take-off mass of 5 700 kg or less.

**99. State of the Aerodrome**

The State in whose territory the aerodrome is located.

**100. State of Registry.**

The State on whose register the aircraft is entered.

*Note — In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies Which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).*

**101. State of the Operator**

The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

**102. Synthetic vision system (SVS)**

A system to display data-derived synthetic images of the external scene from the perspective of the flight deck.

**103. Target level of safety (TLS)**

A generic term representing the level of risk which is considered acceptable in particular circumstances.

**104. Threshold time**

The range, expressed in time established by the State of the Operator to an en-route alternate aerodrome, whereby any time beyond requires an EDTO approval from DGCA.

**105. Total vertical error (TVE)**

The vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude (flight level).

**106. Unaccompanied Minor (UM)**

A person of 5 years up to 12 years who is permitted to travel alone with the responsibility of the airline operator.

**107. Visual meteorological conditions (VMC)**

Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

*Note. — The specified minima are contained in Chapter 4 of Annex 2*

**108. Wet Runway (Effective 05.11.2020)**

The runway surface is covered by any visible dampness or water up to and including 3 mm deep within the intended area of use.