

Annex to Decision 2016/016/R

'GM to Annex I (Definitions) — Amendment 4'

The Annex to Decision 2012/015/R is hereby amended as follows:

The text of the amendment is arranged to show deleted, new or amended text as shown below:

1. deleted text is marked with ~~strike through~~;
2. new or amended text is highlighted in grey; and
3. an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

1. GM1 Annex I Definitions has been amended as follows:

GM1 Annex I Definitions

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

For the purpose of Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 965/2012, the following definitions should apply:

- (a) 'Accuracy' means, in the context of PBN operations, the degree of conformance between the estimated, measured or desired position and/or the velocity of a platform at a given time, and its true position or velocity. Navigation performance accuracy is usually presented as a statistical measure of system error and is specified as predictable, repeatable and relative.
- (b) 'Aircraft-based augmentation system (ABAS)' means a system that augments and/or integrates the information obtained from the other GNSS elements with information available on board the aircraft. The most common form of ABAS is receiver autonomous integrity monitoring (RAIM).
- (c) 'Area navigation (RNAV)' means a method of navigation which permits aircraft operation on any desired flight path within the coverage of station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination of these.
- (d) 'Availability' means, in the context of PBN operations, an indication of the ability of the system to provide usable service within the specified coverage area and is defined as the portion of time during which the system is to be used for navigation during which reliable navigation information is presented to the crew, autopilot or other system managing the flight of the aircraft.
- (ae) 'Committal point' means the point in the approach at which the pilot flying decides that, in the event of an engine failure being recognised, the safest option is to continue to the elevated final approach and take-off area (elevated FATO).

- (f) 'Continuity of function' means, in the context of PBN operations, the capability of the total system, comprising all elements necessary to maintain aircraft position within the defined airspace, to perform its function without non-scheduled interruptions during the intended operation.
- (bg) 'Emergency locator transmitter' is a generic term describing equipment that broadcasts distinctive signals on designated frequencies and, depending on application, may be activated by impact or may be manually activated.
- (eh) 'Exposure time' means the actual period during which the performance of the helicopter with the critical engine inoperative in still air does not guarantee a safe forced landing or the safe continuation of the flight.
- (ei) 'Fail-operational flight control system' means a flight control system with which, in the event of a failure below alert height, the approach, flare and landing can be completed automatically. In the event of a failure, the automatic landing system will operate as a fail-passive system.
- (ej) 'Fail-operational hybrid landing system' means a system that consists of a primary fail-passive automatic landing system and a secondary independent guidance system enabling the pilot to complete a landing manually after failure of the primary system.
- (fk) 'Fail-passive flight control system': a flight control system is fail-passive if, in the event of a failure, there is no significant out-of-trim condition or deviation of flight path or attitude but the landing is not completed automatically. For a fail-passive automatic flight control system the pilot assumes control of the aeroplane after a failure.
- (gl) 'Flight control system' in the context of low visibility operations means a system that includes an automatic landing system and/or a hybrid landing system.
- (hm) 'HEMS dispatch centre' means a place where, if established, the coordination or control of the helicopter emergency medical service (HEMS) flight takes place. It may be located in a HEMS operating base.
- (in) 'Hybrid head-up display landing system (hybrid HUDLS)' means a system that consists of a primary fail-passive automatic landing system and a secondary independent HUD/HUDLS enabling the pilot to complete a landing manually after failure of the primary system.
- (o) 'Integrity' means, in the context of PBN operations, the ability of a system to provide timely warnings to users when the system should not be used for navigation.
- (jp) 'Landing distance available (LDAH)' means the length of the final approach and take-off area plus any additional area declared available by the State of the aerodrome and suitable for helicopters to complete the landing manoeuvre from a defined height.
- (kq) 'Landing distance required (LDRH)', in the case of helicopters, means the horizontal distance required to land and come to a full stop from a point 15 m (50 ft) above the landing surface.
- (r) 'Lateral navigation' means a method of navigation which permits aircraft operation on a horizontal plane using radio navigation signals, other positioning sources, external flight path references, or a combination of these.
- (ls) 'Maximum structural landing mass' means the maximum permissible total aeroplane mass upon landing under normal circumstances.

- (m) 'Maximum zero fuel mass' means the maximum permissible mass of an aeroplane with no usable fuel. The mass of the fuel contained in particular tanks should be included in the zero fuel mass when it is explicitly mentioned in the aircraft flight manual.
- (n) 'Overpack', for the purpose of transporting dangerous goods, means an enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage.
- (o) 'Package', for the purpose of transporting dangerous goods, means the complete product of the packing operation consisting of the packaging and its contents prepared for transport.
- (p) 'Packaging', for the purpose of transporting dangerous goods, means receptacles and any other components or materials necessary for the receptacle to perform its containment function.
- (q) 'Personal locator beacon (PLB)' is an emergency beacon other than an ELT that broadcasts distinctive signals on designated frequencies, is standalone, portable and is manually activated by the survivors.
- (r) 'Receiver autonomous integrity monitoring (RAIM)' means a technique whereby a GNSS receiver/processor determines the integrity of the GNSS navigation signals using only GNSS signals or GNSS signals augmented with altitude. This determination is achieved by a consistency check among redundant pseudo-range measurements. At least one satellite in addition to those required for navigation has to be in view for the receiver to perform the RAIM function.
- (s) 'Rotation point (RP)' means the point at which a cyclic input is made to initiate a nose-down attitude change during the take-off flight path. It is the last point in the take-off path from which, in the event of an engine failure being recognised, a forced landing on the aerodrome can be achieved.
- (t) 'Space-based augmentation system (SBAS)' means a wide coverage augmentation system that augments and/or integrates the information obtained from the other GNSS elements with information from a satellite-based transmitter. The most common form of SBAS in Europe is the European Geostationary Navigation Overlay Service (EGNOS).
- (u) 'Touch down and lift-off area (TLOF)' means a load-bearing area on which a helicopter may touch down or lift off.
- (v) 'Vertical navigation' means a method of navigation which permits aircraft operation on a vertical flight profile using altimetry sources, external flight path references, or a combination of these.

2. The following abbreviations and acronyms have been added in alphabetical order in GM2 Annex I Definitions:

GM2 Annex I Definitions

ABBREVIATIONS AND ACRONYMS

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

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|-----------|--|
| ... | |
| AAIM | aircraft autonomous integrity monitoring |
| ... | |
| ABAS | aircraft-based augmentation system |
| ... | |
| APCH | approach |
| ... | |
| AR | authorisation required |
| ... | |
| A-RNP | advanced required navigation performance |
| ... | |
| Baro-VNAV | barometric VNAV |
| ... | |
| FOSA | flight operational safety assessment |
| ... | |
| FRT | fixed radius transition |
| ... | |
| FTE | flight technical error |
| ... | |
| LP | localiser performance |
| ... | |
| NSE | navigation system error |
| ... | |
| PC/PT | proficiency check/proficiency training |
| ... | |
| RAIM | receiver autonomous integrity monitoring |

...

RF

radius to fix

...

RNP APCH

RNP approach

RNP AR APCH

RNP approach for which authorisation is required

...

TLS

target level of safety

...

TOGA

take-off/go around