EASA
European Aviation Safety Agency

AIR OPS

Annex I to VIII

EASA
European Aviation Safety Agency

Air Operations Regulation

Commission Regulation (EU) No 965/2012 of 05 October 2012
laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council
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and related EASA Decisions (AMC&GM and CS-FTL.1)

ED Decision 2014/025/R (Subpart.ARO.RAMP)
ED Decision 2014/019/R (GM to the Cover Regulation)
ED Decision 2013/017/R (GM to Definitions)
ED Decision 2014/014/R (Part-ARO)
ED Decision 2014/017/R (Part-ORO)
ED Decision 2014/002/R (CS-FTL.1)
ED Decision 2014/015/R (Part-CAT)
ED Decision 2013/020/R (Part-SPA)
ED Decision 2013/021/R (Part-NCC)
ED Decision 2014/016/R (Part-NCO)
ED Decision 2014/018/R (Part-SPO)

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Note from the Editor

This is the updated version of the consolidated AIR OPS rules. It contains the AMC &GM beind the respective rules paragraphs. All amending regulations and decisions (see page 1) have been consolidated into one consecutive document. Because of the numerous amendments that happened within a short period of time and that cover long stretches of text, the Technical Publications layout element of amendment lines has not been applide for this publication.

Cologne, September 2014

Disclaimer

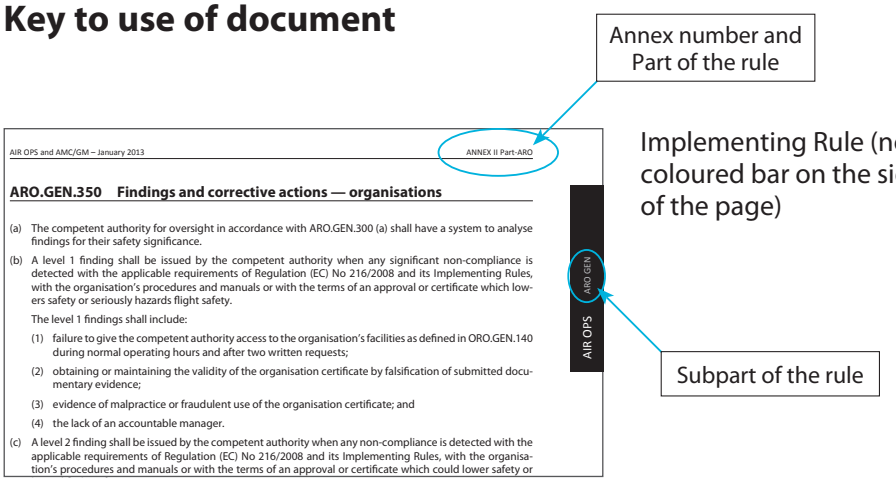
This AIR OPS consolidated version has been prepared by the Agency in order to provide stakeholders with an updated and easy-to-read publication. It has been prepared by combining the officially published corresponding text of the regulation and all amendments together with the acceptable means of compliance, guidance material and certification specifications for FTL (CS-FTL.1) adopted so far. However, this is not an official publication and the Agency accepts no liability for damage of any kind resulting from the risks inherent in the use of this document.

Officially published documents, used to amalgamate all the elements into this consolidated version, may be found on the Agency's webpage www.easa.europa.eu

The format of this publication has been adjusted in order to make it easier to read and for reference purposes. Readers are invited and encouraged to report to Air_Ops@easa.europa.eu any perceived errors or comments relating to this publication.

The footnotes in this document are numbered from 1 on each page where they appear.

Key to use of document



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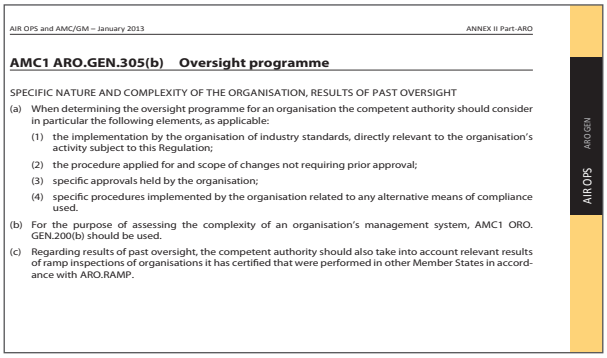

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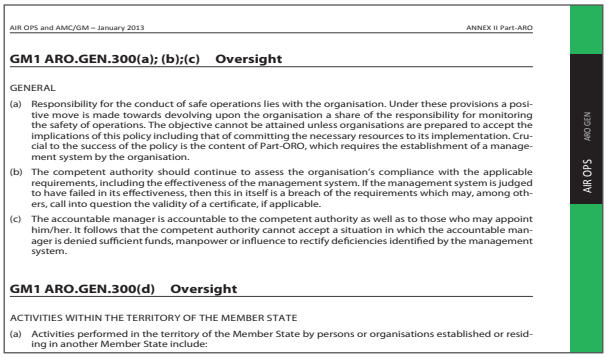

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European Aviation Safety Agency

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COVER REGULATION

Articles 1 to 10

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Article 1
Subject matter and scope

1. This Regulation lays down detailed rules for air operations with aeroplanes, helicopters, balloons and sailplanes, including ramp inspections of aircraft of operators under the safety oversight of another State when landed at aerodromes located in the territory subject to the provisions of the Treaty.
2. This Regulation also lays down detailed rules on the conditions for issuing, maintaining, amending, limiting, suspending or revoking the certificates of operators of aircraft referred to in Article 4(1)(b) and (c) of Regulation (EC) No 216/2008 engaged in commercial air transport operation, the privileges and responsibilities of the holders of certificates as well as conditions under which operations shall be prohibited, limited or subject to certain conditions in the interest of safety.
3. This Regulation also lays down detailed rules on the conditions and procedures for the declaration by, and for the oversight of, operators engaged in commercial specialised operations and non-commercial operation of complex motor-powered aircraft, including non-commercial specialised operations of complex motor-powered aircraft.
4. This Regulation also lays down detailed rules on the conditions under which certain high risk commercial specialised operations shall be subject to authorisation in the interest of safety, and on the conditions for issuing, maintaining, amending, limiting, suspending or revoking the authorisations.
5. This Regulation shall not apply to air operations within the scope of Article 1(2)(a) of Regulation (EC) No 216/2008.
6. This Regulation shall not apply to air operations with tethered balloons and airships as well as tethered balloon flights.

Article 2
Definitions

For the purposes of this Regulation:

1. ‘Commercial air transport (CAT) operation’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration.
2. ‘Performance class B aeroplanes’ means aeroplanes powered by propeller engines with an maximum operational passenger seating configuration of nine or less and a maximum take-off mass of 5 700 kg or less.
3. 'Public interest site (PIS)' means a site used exclusively for operations in the public interest.
4. 'Operation in performance class 1' means an operation that, in the event of failure of the critical engine, the helicopter is able to land within the rejected take-off distance available or safely continue the flight to an appropriate landing area, depending on when the failure occurs.
5. 'Performance-based navigation (PBN)' means area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.
6. 'Air taxi operation' means, for the purpose of flight time and duty time limitations, a non-scheduled on demand commercial air transport operation with an aeroplane with a maximum operational passenger seating configuration ('MOPSC') of 19 or less.
7. ‘Specialised operation’ means any operation other than commercial air transport where the aircraft is used for specialised activities such as agriculture, construction, photography, surveying, observation and patrol, aerial advertisement.
8. 'High risk commercial specialised operation' means any commercial specialised aircraft operation carried out over an area where the safety of third parties on the ground is likely to be endangered in the event of an emergency or, as determined by the competent authority of the place where the operation is conducted, any commercial specialised aircraft operation that, due to its specific nature and the local environment in which it is conducted, poses a high risk, in particular to third parties on the ground;
9. 'Introductory flight' means any flight against remuneration or other valuable consideration consisting of an air tour of short duration, offered by an approved training organisation or an organisation created

with the aim of promoting aerial sport or leisure aviation, for the purpose of attracting new trainees or new members.

10. 'Competition flight' means any flying activity where the aircraft is used in air races or contests, as well as where the aircraft is used to practice for air races or contests and to fly to and from racing or contest events.

11. 'Flying display' means any flying activity deliberately performed for the purpose of providing an exhibition or entertainment at an advertised event open to the public, including where the aircraft is used to practice for a flying display and to fly to and from the advertised event.

Additional definitions are laid down in Annex I for the purposes of Annexes II to VIII.

Article 3
Oversight capabilities

1. Member States shall designate one or more entities as the competent authority within that Member State with the necessary powers and allocated responsibilities for the certification and oversight of persons and organisations subject to Regulation (EC) No 216/2008 and its implementing rules.

2. If a Member State designates more than one entity as competent authority:

   (a) the areas of competence of each competent authority shall be clearly defined in terms of responsibilities and geographic limitation; and

   (b) coordination shall be established between those entities to ensure effective oversight of all organisations and persons subject to Regulation (EC) No 216/2008 and its implementing rules within their respective remits.

3. Member States shall ensure that the competent authority(ies) has(ve) the necessary capability to ensure the oversight of all persons and organisations covered by their oversight programme, including sufficient resources to fulfil the requirements of this Regulation.

4. Member States shall ensure that competent authority personnel do not perform oversight activities when there is evidence that this could result directly or indirectly in a conflict of interest, in particular when relating to family or financial interest.

5. Personnel authorised by the competent authority to carry out certification and/or oversight tasks shall be empowered to perform at least the following tasks:

   (a) examine the records, data, procedures and any other material relevant to the execution of the certification and/or oversight task;

   (b) take copies of or extracts from such records, data, procedures and other material;

   (c) ask for an oral explanation on site;

   (d) enter relevant premises, operating sites or means of transport;

   (e) perform audits, investigations, assessments, inspections, including ramp inspections and unannounced inspections;

   (f) take or initiate enforcement measures as appropriate.

6. The tasks under paragraph 5 shall be carried out in compliance with the legal provisions of the relevant Member State.

Article 4
Ramp inspections

Ramp inspections of aircraft of operators under the safety oversight of another Member State or of a third country shall be carried out in accordance with Subpart RAMP of Annex II.

Article 5
Air operations

1. Operators shall only operate an aircraft for the purpose of commercial air transport (hereinafter "CAT") operations as specified in Annexes III and IV.

1a. Operators engaged in CAT operations starting and ending at the same aerodrome/operating site with Performance class B aeroplanes or non-complex helicopters shall comply with the relevant provisions of Annexes III and IV.

2. Operators shall comply with the relevant provisions of Annex V when operating:
   (a) aeroplanes and helicopters used for:
      (i) operations using performance-based navigation (PBN);
      (ii) operations in accordance with minimum navigation performance specifications (MNPS);
      (iii) operations in airspace with reduced vertical separation minima (RVSM);
      (iv) low visibility operations (LVO);
   (b) aeroplanes, helicopters, balloons and sailplanes used for the transport of dangerous goods (DG);
   (c) two-engined aeroplanes used for extended range operations (ETOPS) in commercial air transport;
   (d) helicopters used for commercial air transport operations with the aid of night vision imaging systems (NVIS);
   (e) helicopters used for commercial air transport hoist operations (HHO); and
   (f) helicopters used for commercial air transport emergency medical service operations (HEMS).

3. Operators of complex motor-powered aeroplanes and helicopters involved in non-commercial operations shall declare their capability and means to discharge their responsibilities associated with the operation of aircraft and operate the aircraft in accordance with the provisions specified in Annex III and Annex VI. Such operators when engaged in non-commercial specialised operations shall operate the aircraft in accordance with the provisions specified in Annex III and VIII instead.

4. Operators of other-than-complex motor-powered aeroplanes and helicopters, balloons and sailplanes, involved in non-commercial operations, including non-commercial specialised operations, shall operate the aircraft in accordance with the provisions specified in Annex VII.

5. Training organisations having their principal place of business in a Member State and approved in accordance with Regulation (EU) No 1178/2011 when conducting flight training into, within or out of the Union shall operate:
   (a) complex motor-powered aeroplanes and helicopters in accordance with the provisions specified in Annex VI;
   (b) other aeroplanes and helicopters, as well as balloons and sailplanes in accordance with the provisions specified in Annex VII.

6. Operators shall only operate an aircraft for the purpose of commercial specialised operations as specified in Annexes III and VIII.

7. Flights taking place immediately before, during or immediately after specialised operations and directly connected to those operations shall be operated in accordance with paragraphs 3, 4 and 6, as applicable. Except for crew members, no persons other than those indispensable to the mission shall be carried on board.

Article 6
Derogations

2. By way of derogation from Article 5 (1), aircraft referred to in Article 4(5) of Regulation (EC) No 216/2008 shall, in the case of aeroplanes, be operated under the conditions set out in Commission Decision C(2009) 7633 of 14 October 2009 when used in CAT operations. Any change to the operation that affects the conditions set out in that Decision shall be notified to the Commission and the European Aviation Safety Agency (hereinafter "the Agency") before the change is implemented.

A Member State, other than an addressee of Decision C(2009)7633, which intends to use the derogation provided for in that Decision shall notify its intention to the Commission and the Agency before the derogation is implemented. The Commission and the Agency shall assess to what extent the change or the intended use deviates from the conditions of Decision C(2009)7633 or impacts on the initial safety assessment performed in the context of that Decision. If the assessment shows that the change or the intended use does not correspond to the initial safety assessment done for Decision C(2009)7633, the Member State concerned shall submit a new derogation request in accordance with Article 14(6) of Regulation (EC) No 216/2008.

3. By way of derogation from Article 5 (1), flights related to the introduction or modification of aircraft types conducted by design or production organisations within the scope of their privileges shall continue to be operated under the conditions set out in Member States' national law.

4. Notwithstanding Article 5, Member States may continue to require a specific approval and additional requirements regarding operational procedures, equipment, crew qualification and training for CAT helicopter offshore operations in accordance with their national law. Member States shall notify the Commission and the Agency of the additional requirements being applied to such specific approvals. These requirements shall not be less restrictive than those of Annexes III and IV.

4a. By way of derogation from Article 5(1) and (6), the following operations with other-than-complex motor-powered aeroplanes and helicopters, balloons and sailplanes may be conducted in accordance with Annex VII:

(a) cost-shared flights by private individuals, on the condition that the direct cost is shared by all the occupants of the aircraft, pilot included and the number of persons sharing the direct costs is limited to six;

(b) competition flights or flying displays, on the condition that the remuneration or any valuable consideration given for such flights is limited to recovery of direct costs and a proportionate contribution to annual costs, as well as prizes of no more than a value specified by the competent authority;

(c) introductory flights, parachute dropping, sailplane towing or aerobatic flights performed either by a training organisation having its principal place of business in a Member State and approved in accordance with Regulation (EU) No 1178/2011, or by an organisation created with the aim of promoting aerial sport or leisure aviation, on the condition that the aircraft is operated by the organisation on the basis of ownership or dry lease, that the flight does not generate profits distributed outside of the organisation, and that whenever non-members of the organisation are involved, such flights represent only a marginal activity of the organisation.

5. By way of derogation from CAT.POL.A.300 (a) of Annex IV, single-engined aeroplanes, when used in CAT operations, shall be operated at night or in instrument meteorological conditions (IMC) under the conditions set out in the existing exemptions granted by Member States in accordance with Article 8(2) of Regulation (EEC) No 3922/91.

Any change to the operation of these aeroplanes that affects the conditions set out in those exemptions shall be notified to the Commission and the Agency before the change is implemented. The Commission and the Agency shall assess the proposed change in accordance with Article 14(5) of Regulation (EC) No 216/2008.

6. Existing helicopter operations to/from a public interest site (PIS) may be conducted in derogation to CAT.POL.H.225 of Annex IV whenever the size of the PIS, the obstacle environment or the helicopter does not permit compliance with the requirements for operation in performance class 1. Such operations shall be conducted under conditions determined by Member States. Member States shall notify the Commission and the Agency of the conditions being applied.

7. By way of derogation from SPA.PBN.100 PBN of Annex V non-commercial operations with other-than-complex motor-powered aeroplanes in designated airspace, on routes or in accordance with procedures where performance-based navigation (PBN) specification are established shall continue to be operated under the conditions set out in Member States' national law until the related implementing rules are adopted and apply.

GM1 to Article 6.4a Derogations

OTHER-THAN-COMPLEX MOTOR-POWERED AIRCRAFT

The term 'other-than-complex motor-powered aircraft' is used synonymously with the terms 'other-than complex motor-powered aircraft' and 'other than complex motor-powered aircraft'. Whenever one of these terms is used, it includes also non-motor-powered aircraft such as sailplanes and balloons.

GM2 Article 6.4a(a);(b) Derogations

DIRECT COST

'Direct cost' means the cost directly incurred in relation to a flight, e.g. fuel, airfield charges, rental fee for an aircraft. There is no element of profit.

GM3 Article 6.4a(a);(b) Derogations

ANNUAL COST

'Annual cost' means the cost of keeping, maintaining and operating the aircraft over a period of one calendar year. There is no element of profit.

GM1 Article 6.4a(c) Derogations

ORGANISATION CREATED WITH THE AIM OF PROMOTING AERIAL SPORT OR LEISURE AVIATION

An 'organisation created with the aim of promoting aerial sport or leisure aviation' means a non-profit organisation, established under applicable national law for the sole purpose of gathering persons sharing the same interest in general aviation to fly for pleasure or to conduct parachute jumping. The organisation should have aircraft available.

GM2 Article 6.4a(c) Derogations

MARGINAL ACTIVITY

The term 'marginal activity' should be understood as representing a very minor part of the overall activity of an organisation, mainly for the purpose of promoting itself or attracting new students or members. An organisation intending to offer such flights as regular business activity is not considered to meet the condition of marginal activity. Also, flights organised with the sole intent to generate income for the organisation, are not considered to be a marginal activity.

Article 7
Air operator certificates

1. Air operator certificates (AOCs) issued by a Member State to CAT operators of aeroplanes before this Regulation applies in accordance with Regulation (EEC) No 3922/1991 shall be deemed to have been issued in accordance with this Regulation.

   However, no later than 28 October 2014:

   (a) operators shall adapt their management system, training programmes, procedures and manuals to be compliant with Annex III, IV and V, as relevant;

   (b) the AOC shall be replaced by certificates issued in accordance with Annex II to this Regulation.

2. AOCs issued by a Member State to CAT operators of helicopters before this Regulation applies shall be converted into AOCs compliant with this Regulation in accordance with a conversion report established by the Member State that issued the AOC, in consultation with the Agency.

   The conversion report shall describe:

   (a) the national requirements on the basis of which the AOCs were issued;

   (b) the scope of privileges that were given to the operators;

   (c) the differences between the national requirements on the basis of which the AOCs were issued and the requirements of Annexes III, IV and V, together with an indication of how and when the operators will be required to ensure full compliance with those Annexes.

   The conversion report shall include copies of all documents necessary to demonstrate the elements set out in points (a) to (c), including copies of the relevant national requirements and procedures.

Article 8
Flight time limitations

1. CAT operations with aeroplanes shall be subject to Subpart FTL of Annex III.
2. By way of derogation from paragraph 1, air taxi, emergency medical service and single pilot CAT operations by aeroplanes shall be subject to Article 8(4) of Regulation (EEC) No 3922/91 and Subpart Q of Annex III to Regulation (EEC) No 3922/91 and to related national exemptions based on safety risk assessments carried out by the competent authorities.
3. CAT operations with helicopters, CAT operations with balloons and CAT operations with sailplanes shall comply with national requirements.
4. Non-commercial operations, including non-commercial specialised operations, with complex motor-powered aeroplanes and helicopters, as well as commercial specialised operations with aeroplanes, helicopters, balloons and sailplanes shall continue to be conducted in accordance with applicable national flight time limitation legislation until the related implementing rules are adopted and apply.

Article 9
Minimum equipment lists

Minimum equipment lists ("MEL") approved by the State of Operator or Registry before the application of this Regulation, are deemed to be approved in accordance with this Regulation and may continue to be used by the operator.

After the entry into force of this Regulation any change to the MEL referred to in the first subparagraph for which a Master Minimum Equipment List ("MMEL") is established as part of the operational suitability data in accordance with Commission Regulation (EU) No 748/2012[1] shall be made in compliance with point ORO.MLR.105 of Section 2 of Annex III to this Regulation at the earliest opportunity and not later than 18 December 2017 or two years after the operational suitability data was approved, whichever is the latest.

[1] OJ L 224, 21.8.2012, p. 1.

Any change to an MEL referred to in the first subparagraph, for which an MMEL has not been established as part of the operational suitability data, shall continue to be made in accordance with the MMEL accepted by the State of Operator or Registry as applicable.

Article 9a
Flight and cabin crew training

Operators shall ensure that flight crew and cabin crew members who are already in operation and have completed training in accordance with Subparts FC and CC of Annex III which did not include the mandatory elements established in the relevant operational suitability data, undertake training covering those mandatory elements not later than 18 December 2017 or two years after the approval of the operational suitability data, whichever is the latest.

Article 9b
Review

The Agency shall conduct a continuous review of the effectiveness of the provisions concerning flight and duty time limitations and rest requirements contained in Annexes II and III. No later than 18 February 2019 the Agency shall produce a first report on the results of this review.

That review shall involve scientific expertise and shall be based on operational data gathered, with the assistance of Member States, on a long-term basis after the date of application of this Regulation.

The review referred to in paragraph 1 shall assess the impact on aircrew alertness of at least the following:

– duties of more than 13 hours at the most favourable time of the day
– duties of more than 10 hours at less favourable time of the day,
– duties of more than 11 hours for crew members in an unknown state of acclimatisation,
– duties including a high level of sectors (more than 6),
– on-call duties such as standby or reserve followed by flight duties, and
– disruptive schedules.

Article 10
Entry into force

1. This Regulation shall enter into force on the third day following that of its publication in the Official Journal of the European Union.

   It shall apply from 28 October 2012.

2. By way of derogation from the second subparagraph of paragraph 1, Member States may decide not to apply the provisions of Annexes I to V until 28 October 2014.

   When a Member State makes use of that possibility, it shall notify the Commission and the Agency. This notification shall describe the reasons for such derogation and its duration as well as the programme for implementation containing actions envisaged and related timing.

3. By way of derogation from the second subparagraph of paragraph 1, Member States may decide not to apply:

   (a) the provisions of Annexes II and III to non-commercial operations with complex motor-powered aeroplanes and helicopters until 25 August 2016; and

   (b) the provisions of Annexes II, V, VI and VII to non-commercial operations with aeroplanes, helicopters, sailplanes and balloons until 25 August 2016.

4. By way of derogation from the second subparagraph of paragraph 1, Member States may decide not to apply the provisions of Annexes II, III, VII and VIII to specialised operations until 21 April 2017.

5. By way of derogation from the second subparagraph of paragraph 1, Member States may decide not to apply the provisions of Annexes II, III and IV to:

   (a) CAT operations starting and ending at the same aerodrome/operating site with Performance class B aeroplanes or non-complex helicopters until 21 April 2017; and

   (b) CAT operations with balloons and sailplanes until 21 April 2017.

6. When a Member State makes use of the derogation provided for in paragraph 5 point (a), the following rules shall apply:

   (a) for aeroplanes, Annex III to Regulation (EEC) No 3922/91 and related national exemptions in accordance with Article 8(2) of Regulation (EEC) No 3922/91;

   (b) for helicopters, national requirements.

7. When a Member State makes use of the derogations provided for in paragraphs 3, 4 and 5, it shall notify the Commission and the Agency. This notification shall describe the reasons for the derogation and its duration, as well as the programme for implementation containing actions envisaged and related timing.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

European Aviation Safety Agency

CONSOLIDATED DOCUMENT OF ANNEX I – DEFINITIONS FOR TERMS USED IN ANNEXES II–VIII

Implementing Rule and Guidance Material

Second edition

September 2014

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ANNEX I
Definitions for terms used in Annexes II-VIII

For the purpose of this Regulation, the following definitions shall apply:

1. 'Accelerate-stop distance available (ASDA)' means the length of the take-off run available plus the length of stopway, if such stopway is declared available by the State of the aerodrome and is capable of bearing the mass of the aeroplane under the prevailing operating conditions.

2. 'Acceptable Means of Compliance (AMC)' means non-binding standards adopted by the Agency to illustrate means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules.

3. 'Acceptance checklist' means a document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met with.

4. 'Adequate aerodrome' means an aerodrome on which the aircraft can be operated, taking account of the applicable performance requirements and runway characteristics.

5. For the purpose of passenger classification:

   (a) 'adult' means a person of an age of 12 years and above;

   (b) 'child/children' means persons who are of an age of two years and above but who are less than 12 years of age;

   (c) 'infant' means a person under the age of two years.

6. 'Aeroplane' means an engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings.

7. 'Aided night vision imaging system (NVIS) flight' means, in the case of NVIS operations, that portion of a visual flight rules (VFR) flight performed at night when a crew member is using night vision goggles (NVG).

8. 'Aircraft' means a 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.

9. 'Alternative means of compliance' mean those means that propose an alternative to an existing Acceptable Means of Compliance or those that propose new means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules for which no associated AMC have been adopted by the Agency.

10. 'Anti-icing', in the case of ground procedures, means a procedure that provides protection against the formation of frost or ice and accumulation of snow on treated surfaces of the aircraft for a limited period of time (hold-over time).

11. 'Approach procedure with vertical guidance (APV) operation' means an instrument approach which utilises lateral and vertical guidance, but does not meet the requirements established for precision approach and landing operations, with a decision height (DH) not lower than 250 ft and a runway visual range (RVR) of not less than 600 m.

11a. 'Balloon empty mass' means the mass determined by weighing the balloon with all the installed equipment a specified in the AFM.

12. 'Cabin crew member' means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations.

13. 'Category I (CAT I) approach operation' means a precision instrument approach and landing using an instrument landing system (ILS), microwave landing system (MLS), GLS (ground-based augmented global navigation satellite system (GNSS/GBAS) landing system), precision approach radar (PAR) or GNSS using a satellite-based augmentation system (SBAS) with a decision height (DH) not lower than 200 ft and with a runway visual range (RVR) not less than 550 m for aeroplanes and 500 m for helicopters.

14. 'Category II (CAT II) operation' means a precision instrument approach and landing operation using ILS or MLS with:

(a) DH below 200 ft but not lower than 100 ft; and

(b) RVR not less than 300 m.

15. 'Category IIIA (CAT IIIA) operation' means a precision instrument approach and landing operation using ILS or MLS with:

(a) DH lower than 100 ft; and

(b) RVR not less than 200 m.

16. 'Category IIIB (CAT IIIB) operation' means a precision instrument approach and landing operation using ILS or MLS with:

(a) DH lower than 100 ft, or no DH; and

(b) RVR lower than 200 m but not less than 75 m.

17. 'Category A with respect to helicopters' means a multi-engined helicopter designed with engine and system isolation features specified in the applicable airworthiness codes and capable of operations using take-off and landing data scheduled under a critical engine failure concept that assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off in the event of engine failure.

18. 'Category B with respect to helicopters' means a single-engined or multi-engined helicopter that does not meet Category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and unscheduled landing is assumed.

19. 'Certification Specifications' (CS) mean technical standards adopted by the Agency indicating means to show compliance with Regulation (EC) No 216/2008 and its Implementing Rules and which can be used by an organisation for the purpose of certification.

20. 'Circling' means the visual phase of an instrument approach to bring an aircraft into position for landing on a runway/FATO that is not suitably located for a straight-in approach.

21. 'Clearway' means a defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height.

22. 'Cloud base' means the height of the base of the lowest observed or forecast cloud element in the vicinity of an aerodrome or operating site or within a specified area of operations, normally measured above aerodrome elevation or, in the case of offshore operations, above mean sea level.

23. 'Code share' means an arrangement under which an operator places its designator code on a flight operated by another operator, and sells and issues tickets for that flight.

24. 'Congested area' means in relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes.

25. 'Contaminated runway' means a runway of which more than 25% of the runway surface area within the required length and width being used is covered by the following:

(a) surface water more than 3 mm (0.125 in) deep, or by slush, or loose snow, equivalent to more than 3 mm (0.125 in) of water;

(b) snow which has been compressed into a solid mass which resists further compression and will hold together or break into lumps if picked up (compacted snow); or

(c) ice, including wet ice.

26. 'Contingency fuel' means the fuel required to compensate for unforeseen factors that could have an influence on the fuel consumption to the destination aerodrome.

27. 'Continuous descent final approach (CDFA)' means a technique, consistent with stabilised 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 manoeuvre shall begin for the type of aircraft flown.

28. 'Converted meteorological visibility (CMV)' means a value, equivalent to an RVR, which is derived from the reported meteorological visibility.

29. 'Crew member' means a person assigned by an operator to perform duties on board an aircraft.

30. 'Critical phases of flight' in the case of aeroplanes means the take-off run, the take-off flight path, the final approach, the missed approach, the landing, including the landing roll, and any other phases of flight as determined by the pilot-in-command or commander.

31. 'Critical phases of flight' in the case of helicopters means taxiing, hovering, take-off, final approach, missed approach, the landing and any other phases of flight as determined by the pilot-in-command or commander.

32. 'Damp runway' means a runway where the surface is not dry, but when the moisture on it does not give it a shiny appearance.

33. 'Dangerous goods (DG)' means 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.

34. 'Dangerous goods accident' means an occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage.

35. 'Dangerous goods incident' means:

    (a) an occurrence other than a dangerous goods accident associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained;

    (b) any occurrence relating to the transport of dangerous goods which seriously jeopardises an aircraft or its occupants.

36. 'De-icing', in the case of ground procedures, means a procedure by which frost, ice, snow or slush is removed from an aircraft in order to provide uncontaminated surfaces.

37. 'Defined point after take-off (DPATO)' means the point, within the take-off and initial climb phase, before which the helicopter's ability to continue the flight safely, with the critical engine inoperative, is not assured and a forced landing may be required.

38. 'Defined point before landing (DPBL)' means the point within the approach and landing phase, after which the helicopter's ability to continue the flight safely, with the critical engine inoperative, is not assured and a forced landing may be required.

39. 'Distance DR' means the horizontal distance that the helicopter has travelled from the end of the take-off distance available.

40. 'Dry lease agreement' means an agreement between undertakings pursuant to which the aircraft is operated under the air operator certificate (AOC) of the lessee or, in the case of commercial operations other than CAT, under the responsibility of the lessee.

41. 'Dry operating mass' means the total mass of the aircraft ready for a specific type of operation, excluding usable fuel and traffic load.

42. 'Dry runway' means a runway which is neither wet nor contaminated, and includes those paved runways which have been specially prepared with grooves or porous pavement and maintained to retain 'effectively dry' braking action even when moisture is present.

43. 'ELA1 aircraft' means the following manned European Light Aircraft:

    (a) an aeroplane with a Maximum Take-off Mass (MTOM) of 1 200 kg or less that is not classified as complex motor-powered aircraft;

    (b) a sailplane or powered sailplane of 1 200 kg MTOM or less;

    (c) a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m^3 for hot air balloons, 1 050m^3 for gas balloons, 300 m^3 for tethered gas balloons.

44. 'ELA2 aircraft' means the following manned European Light Aircraft:

    (a) an aeroplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft;

    (b) a sailplane or powered sailplane of 2 000 kg MTOM or less;

    (c) a balloon;

    (d) a Very Light Rotorcraft with a MTOM not exceeding 600 kg which is of a simple design, designed to carry not more than two occupants, not powered by turbine and/or rocket engines; restricted to VFR day operations.

45. 'Elevated final approach and take-off area (elevated FATO)' means a FATO that is at least 3 m above the surrounding surface.

46. 'En-route alternate (ERA) aerodrome' means an adequate aerodrome along the route, which may be required at the planning stage.

47. 'Enhanced vision system (EVS)' means a system to display electronic real-time images of the external scene achieved through the use of imaging sensors.

48. 'Final approach and take-off area (FATO)' means a defined area for helicopter operations, over which the final phase of the approach manoeuvre to hover or land is completed, and from which the take-off manoeuvre is commenced. In the case of helicopters operating in performance class 1, the defined area includes the rejected take-off area available.

49. 'Flight data monitoring (FDM)' means the proactive and non-punitive use of digital flight data from routine operations to improve aviation safety.

50. 'Flight simulation training device (FSTD)' means a training device which is:

    (a) in the case of aeroplanes, a full flight simulator (FFS), a flight training device (FTD), a flight and navigation procedures trainer (FNPT), or a basic instrument training device (BITD);

    (b) in the case of helicopters, a full flight simulator (FFS), a flight training device (FTD) or a flight and navigation procedures trainer (FNPT).

51. 'Fuel ERA aerodrome' means an ERA aerodrome selected for the purpose of reducing contingency fuel.

52. 'GBAS landing system (GLS)' means an approach landing system using ground based augmented global navigation satellite system (GNSS/GBAS) information to provide guidance to the aircraft based on its lateral and vertical GNSS position. It uses geometric altitude reference for its final approach slope.

53. 'Ground emergency service personnel' means any ground emergency service personnel (such as policemen, firemen, etc.) involved with helicopter emergency medical services (HEMSs) and whose tasks are to any extent pertinent to helicopter operations.

54. 'Grounding' means the formal prohibition of an aircraft to take-off and the taking of such steps as are necessary to detain it.

55. 'Head-up display (HUD)' means a display system which presents flight information to the pilot's forward external field of view and which does not significantly restrict the external view.

56. 'Head-up guidance landing system (HUDLS)' means the total airborne system that provides head-up guidance to the pilot during the approach and landing and/or missed approach procedure. It includes all sensors, computers, power supplies, indications and controls.

57. 'Helicopter' means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

58. 'Helicopter hoist operation (HHO) crew member' means a technical crew member who performs assigned duties relating to the operation of a hoist.

59. 'Helideck' means a FATO located on a floating or fixed offshore structure.

60. 'HEMS crew member' means a technical crew member who is assigned to a HEMS flight for the purpose of attending to any person in need of medical assistance carried in the helicopter and assisting the pilot during the mission.

61. 'HEMS flight' means a flight by a helicopter operating under a HEMS approval, the purpose of which is to facilitate emergency medical assistance, where immediate and rapid transportation is essential, by carrying:

    (a) medical personnel;

    (b) medical supplies (equipment, blood, organs, drugs); or

    (c) ill or injured persons and other persons directly involved.

62. 'HEMS operating base' means an aerodrome at which the HEMS crew members and the HEMS helicopter may be on stand-by for HEMS operations.

63. 'HEMS operating site' means a site selected by the commander during a HEMS flight for helicopter hoist operations, landing and take-off.

64. 'HHO flight' means a flight by a helicopter operating under an HHO approval, the purpose of which is to facilitate the transfer of persons and/or cargo by means of a helicopter hoist.

65. 'HHO offshore' means a flight by a helicopter operating under an HHO approval, the purpose of which is to facilitate the transfer of persons and/or cargo by means of a helicopter hoist from or to a vessel or structure in a sea area or to the sea itself.

66. 'HHO passenger' means a person who is to be transferred by means of a helicopter hoist.

67. 'HHO site' means a specified area at which a helicopter performs a hoist transfer.

68. 'Hold-over time (HoT)' means the estimated time the anti-icing fluid will prevent the formation of ice and frost and the accumulation of snow on the protected (treated) surfaces of an aeroplane.

69. 'Hostile environment' means:

(a) an environment in which:

(i) a safe forced landing cannot be accomplished because the surface is inadequate;

(ii) the helicopter occupants cannot be adequately protected from the elements;

(iii) search and rescue response/capability is not provided consistent with anticipated exposure; or

(iv) there is an unacceptable risk of endangering persons or property on the ground.

(b) in any case, the following areas:

(i) for overwater operations, the open sea areas North of 45N and South of 45S designated by the authority of the State concerned;

(ii) those parts of a congested area without adequate safe forced landing areas.

70. 'Landing decision point (LDP)' means the point used in determining landing performance from which, an engine failure having been recognised at this point, the landing may be safely continued or a balked landing initiated.

71. 'Landing distance available (LDA)' means the length of the runway which is declared available by the State of the aerodrome and suitable for the ground run of an aeroplane landing.

72. 'Landplane' means a fixed wing aircraft which is designed for taking off and landing on land and includes amphibians operated as landplanes.

73. 'Local helicopter operation' means a commercial air transport operation of helicopters with a maximum certified take-off mass (MCTOM) over 3 175 kg and a maximum operational passenger seating configuration (MOPSC) of nine or less, by day, over routes navigated by reference to visual landmarks, conducted within a local and defined geographical area specified in the operations manual.

74. 'Low visibility procedures (LVP)' means procedures applied at an aerodrome for the purpose of ensuring safe operations during lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs.

75. 'Low visibility take-off (LVTO)' means a take-off with an RVR lower than 400 m but not less than 75 m.

76. 'Lower than Standard Category I (LTS CAT I) operation' means a Category I instrument approach and landing operation using Category I DH, with an RVR lower than would normally be associated with the applicable DH but not lower than 400 m.

77. 'Maximum operational passenger seating configuration (MOPSC)' means the maximum passenger seating capacity of an individual aircraft, excluding crew seats, established for operational purposes and specified in the operations manual. Taking as a baseline the maximum passenger seating configuration established during the certification process conducted for the type certificate (TC), supplemental type certificate (STC) or change to the TC or STC as relevant to the individual aircraft, the MOPSC may establish an equal or lower number of seats, depending on the operational constraints.

78. 'Medical passenger' means a medical person carried in a helicopter during a HEMS flight, including but not limited to doctors, nurses and paramedics.

79. 'Night' means the period 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 appropriate authority, as defined by the Member State.

80. 'Night vision goggles (NVG)' means a head-mounted, binocular, light intensification appliance that enhances the ability to maintain visual surface references at night.

81. 'Night vision imaging system (NVIS)' means the integration of all elements required to successfully and safely use NVGs while operating a helicopter. The system includes as a minimum: NVGs, NVIS lighting, helicopter components, training and continuing airworthiness.

82. 'Non-hostile environment' means an environment in which:

    (a) a safe forced landing can be accomplished;

    (b) the helicopter occupants can be protected from the elements; and

    (c) search and rescue response/capability is provided consistent with the anticipated exposure.

    In any case, those parts of a congested area with adequate safe forced landing areas shall be considered non-hostile.

83. 'Non-precision approach (NPA) operation' means an instrument approach with a minimum descent height (MDH), or DH when flying a CDFA technique, not lower than 250 ft and an RVR/CMV of not less than 750 m for aeroplanes and 600 m for helicopters.

84. 'NVIS crew member' means a technical crew member assigned to an NVIS flight.

85. 'NVIS flight' means a flight under night visual meteorological conditions (VMC) with the flight crew using NVGs in a helicopter operating under an NVIS approval.

86. 'Offshore operations' means operations which routinely have a substantial proportion of the flight conducted over sea areas to or from offshore locations.

87. 'Operating site' means a site, other than an aerodrome, selected by the operator or pilot-in-command or commander for landing, take-off and/or external load operations.

88. 'Operation in performance class 1' means an operation that, in the event of failure of the critical engine, the helicopter is able to land within the rejected take-off distance available or safely continue the flight to an appropriate landing area, depending on when the failure occurs.

89. 'Operation in performance class 2' means an operation that, in the event of failure of the critical engine, performance is available to enable the helicopter to safely continue the flight, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required.

90. 'Operation in performance class 3' means an operation that, in the event of an engine failure at any time during the flight, a forced landing may be required in a multi-engined helicopter and will be required in a single-engined helicopter.

91. 'Operational control' means the responsibility for the initiation, continuation, termination or diversion of a flight in the interest of safety.

92. 'Other than Standard Category II (OTS CAT II) operation' means a precision instrument approach and landing operation using ILS or MLS where some or all of the elements of the precision approach category II light system are not available, and with:

    (a) DH below 200 ft but not lower than 100 ft; and

    (b) RVR of not less than 350 m.

93. 'Performance class A aeroplanes' means multi-engined aeroplanes powered by turbo-propeller engines with an MOPSC of more than nine or a maximum take-off mass exceeding 5 700 kg, and all multi-engined turbo-jet powered aeroplanes.

94. 'Performance class B aeroplanes' means aeroplanes powered by propeller engines with an MOPSC of nine or less and a maximum take-off mass of 5 700 kg or less.

95. 'Performance class C aeroplanes' means aeroplanes powered by reciprocating engines with an MOPSC of more than nine or a maximum take-off mass exceeding 5 700 kg.

96. 'Pilot-in-command' means the pilot designated as being in command and charged with the safe conduct of the flight. For the purpose of commercial air transport operations, the 'pilot-in-command' shall be termed the 'commander'.

97. 'Principal place of business' means the head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised.

98. 'Prioritisation of ramp inspections' means the dedication of an appropriate portion of the total number of ramp inspections conducted by or on behalf of a competent authority on an annual basis as provided in Part-ARO.

99. 'Public interest site (PIS)' means a site used exclusively for operations in the public interest.

100. 'Ramp inspection' means the inspection of aircraft, of flight and cabin crew qualifications and of flight documentation in order to verify the compliance with the applicable requirements.

101. 'Rectification interval' means a limitation on the duration of operations with inoperative equipment.

102. 'Rejected take-off distance available (RTODAH)' means the length of the final approach and take-off area declared available and suitable for helicopters operated in performance class 1 to complete a rejected take-off.

103. 'Rejected take-off distance required (RTODRH)' means the horizontal distance required from the start of the take-off to the point where the helicopter comes to a full stop following an engine failure and rejection of the take-off at the take-off decision point.

104. 'Runway visual range (RVR)' means the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

105. 'Safe forced landing' means an unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.

106. 'Seaplane' means a fixed wing aircraft which is designed for taking off and landing on water and includes amphibians operated as seaplanes.

107. 'Separate runways' means runways at the same aerodrome that are separate landing surfaces. These runways may overlay or cross in such a way that if one of the runways is blocked, it will not prevent the planned type of operations on the other runway. Each runway shall have a separate approach procedure based on a separate navigation aid.

108. 'Special VFR flight' means a VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.

109. 'Stabilised approach (SAp)' means an approach that is flown in a controlled and appropriate manner in terms of configuration, energy and control of the flight path from a pre-determined point or altitude/height down to a point 50 ft above the threshold or the point where the flare manoeuvre is initiated if higher.

109a. 'Sterile flight crew compartment' means any period of time when the flight crew members are not disturbed or distracted, except for matters critical to the safe operation of the aircraft or the safety of the occupants.

110. 'Take-off alternate aerodrome' means an alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and if it is not possible to use the aerodrome of departure.

111. 'Take-off decision point (TDP)' means the point used in determining take-off performance from which, an engine failure having been recognised at this point, either a rejected take-off may be made or a take-off safely continued.

112. 'Take-off distance available (TODA)' in the case of aeroplanes means the length of the take-off run available plus the length of the clearway, if provided.

113. 'Take-off distance available (TODAH)' in the case of helicopters means the length of the final approach and take-off area plus, if provided, the length of helicopter clearway declared available and suitable for helicopters to complete the take-off.

114. 'Take-off distance required (TODRH)' in the case of helicopters means the horizontal distance required from the start of the take-off to the point at which take-off safety speed (V_{TOSS}), a selected height and a positive climb gradient are achieved, following failure of the critical engine being recognised at the TDP, the remaining engines operating within approved operating limits.

115. 'Take-off flight path' means the vertical and horizontal path, with the critical engine inoperative, from a specified point in the take-off for aeroplanes to 1 500 ft above the surface and for helicopters to 1 000 ft above the surface.

116. 'Take-off mass' means the mass including everything and everyone carried at the commencement of the take-off for helicopters and take-off run for aeroplanes.

117. 'Take-off run available (TORA)' means the length of runway that is declared available by the State of the aerodrome and suitable for the ground run of an aeroplane taking off.

117a. 'Task specialist' means a person assigned by the operator or a third party, or acting as an undertaking, who performs tasks on the ground directly associated with a specialised task or performs specialised tasks on board or from the aircraft.

118. 'Technical crew member' means a crew member in commercial air transport HEMS, HHO or NVIS operations other than a flight or cabin crew member, assigned by the operator to duties in the aircraft or on the

ground for the purpose of assisting the pilot during HEMS, HHO or NVIS operations, which may require the operation of specialised on-board equipment.

119. 'Technical Instructions (TI)' means the latest effective edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air, including the Supplement and any Addenda, approved and published by the International Civil Aviation Organisation.

120. 'Traffic load' means the total mass of passengers, baggage, cargo and carry-on specialist equipment and, except for balloons, including any ballast.

121. 'Unaided NVIS flight' means, in the case of NVIS operations, that portion of a VFR flight performed at night when a crew member is not using NVG.

122. 'Undertaking' means any natural or legal person, whether profit-making or not, or any official body whether having its own personality or not.

123. 'V_1' means the maximum speed in the take-off at which the pilot must take the first action to stop the aeroplane within the accelerate-stop distance. V_1 also means the minimum speed in the take-off, following a failure of the critical engine at V_{EF}, at which the pilot can continue the take-off and achieve the required height above the take-off surface within the take-off distance.

124. 'V_{EF}' means the speed at which the critical engine is assumed to fail during take-off.

125. 'Visual approach' means an approach when either part or all of an instrument approach procedure is not completed and the approach is executed with visual reference to the terrain.

126. 'Weather-permissible aerodrome' means an adequate aerodrome where, for the anticipated time of use, weather reports, or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the required aerodrome operating minima, and the runway surface condition reports indicate that a safe landing will be possible.

127. 'Wet lease agreement' means an agreement:

- in the case of CAT operations, between air carriers pursuant to which the aircraft is operated under the AOC of the lessor; or
- in the case of commercial operations other than CAT, between operators pursuant to which the aircraft is operated under the responsibility of the lessor.

128. 'Wet runway' means a runway of which the surface is covered with water, or equivalent, less than specified by the 'contaminated runway' definition or when there is sufficient moisture on the runway surface to cause it to appear reflective, but without significant areas of standing water.

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) '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).

(b) '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.

(c) '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.

(d) '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.

(e) '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.

(f) '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.

(g) '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.

(h) '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.

(i) '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.

(j) '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.

(k) '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.

(l) '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) '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.

(s) 'Touch down and lift-off area (TLOF)' means a load-bearing area on which a helicopter may touch down or lift off.

GM2 Annex I Definitions

ABBREVIATIONS AND ACRONYMS

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

A	aeroplane
a/c	aircraft
AAC	aeronautical administrative communications
AAL	above aerodrome level
AC	advisory circular
AC	alternating current
ACAS	airborne collision avoidance system
ADF	automatic direction finder
ADG	air driven generator
ADS	automatic dependent surveillance
ADS-B	automatic dependent surveillance - broadcast
ADS-C	automatic dependent surveillance – contract
AEA	Association of European Airlines
AEO	all-engines-operative
AFFF	aqueous film forming foams
AFM	aircraft flight manual
AFN	aircraft flight notification
AFN	ATS facilities notification
AGL	above ground level
AHRS	attitude heading reference system
AIS	aeronautical information service
ALARP	as low as reasonably practicable
ALSF	approach lighting system with sequenced flashing lights
AMC	Acceptable Means of Compliance
AML	aircraft maintenance licence
AMSL	above mean sea level
ANP	actual navigation performance
AOC	aeronautical operational control
AOC	air operator certificate
APU	auxiliary power unit
APV	approach procedure with vertical guidance
ARA	airborne radar approach
ARA	Authority Requirements for Aircrew
ARO	Authority Requirements for Air Operations
ARP	Aerospace Recommended Practices
ASC	Air Safety Committee
ASDA	accelerate-stop distance available
ASE	altimeter system error
ATA	Air Transport Association
ATC	air traffic control
ATIS	automatic terminal information service

ATN	air traffic navigation
ATPL	airline transport pilot licence
ATQP	alternative training and qualification programme
ATS	air traffic services
ATSC	air traffic service communication
AVGAS	aviation gasoline
AVTAG	aviation turbine gasoline (wide-cut fuel)
AWO	all-weather operations
BALS	basic approach lighting system
BCAR	British civil airworthiness requirements
BITD	basic instrument training device
CAP	controller access parameters
CAT	commercial air transport
CAT I/II/III	category I / II / III
CBT	computer-based training
CC	cabin crew
CDFA	continuous descent final approach
CDL	configuration deviation list
CFIT	controlled flight into terrain
CG	centre of gravity
CM	context management
CMV	converted meteorological visibility
CofA	certificate of airworthiness
COP	code of practice
CoR	certificate of registration
COSPAS-SARSAT	cosmicheskaya sistyema poiska avariynich sudov - search and rescue satellite-aided tracking
CP	committal point
CPA	closest point of approach
CPDLC	controller pilot data link communication
CPL	commercial pilot licence
C-PED	controlled portable electronic device
CRE	class rating examiner
CRI	class rating instructor
CRM	crew resource management
CS	Certification Specifications
CVR	cockpit voice recorder
DA	decision altitude
DA/H	decision altitude/height
DAP	downlinked aircraft parameters
D-ATIS	digital automatic terminal information service
DC	direct current
DCL	departure clearance
D-FIS	data link flight information service
DG	dangerous goods
DH	decision height
DI	daily inspection
DIFF	deck integrated fire fighting system
DLR	data link recorder
DME	distance measuring equipment
D-METAR	data link – meteorological aerodrome report
D-OTIS	data link – operational terminal information service