

CIVIL AVIATION REGULATIONS

SURINAME

PART 1 - GENERAL POLICIES, PROCEDURES, AND DEFINITIONS

VERSION 4.0

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1.1 RULES OF CONSTRUCTION

1.1.1.1 RULES OF CONSTRUCTION ADD DEFINITIONS TO DEFINITION SECTION

- (a) Throughout these regulations the following word usage applies:

Shall indicate a mandatory requirement.

The words “no person may...” or “a person may not...” mean that no person is required, authorised, or permitted to do an act described in a regulation.

May indicates that discretion can be used when performing an act described in a regulation.

Will indicates an action incumbent upon the Authority.

Includes means “includes but is not limited to.”

Approved means the Authority has reviewed the method, procedure, or policy in question and issued a formal written approval.

Acceptable means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation.

Prescribed means the Authority has issued written policy or methodology which imposes either a mandatory requirement, if the written policy or methodology states “shall” or a discretionary requirement if the written policy or methodology states “may.”

1.1.1.2 APPLICABILITY

- (a) These regulations shall apply to all persons operating or maintaining the following—

SURINAME registered aircraft;

Aircraft registered in another Contracting State that are operated by a person licensed by SURINAME, and must be maintained in accordance with the standards of the aircraft State of Registry, wherever that maintenance is performed;

Aircraft of other Contracting States operating in SURINAME.

- (b) Those regulations addressing persons certificated under any Part of these regulations apply also to any person who engages in an operation governed by any Part of these regulations without the appropriate certificate, operations specification, or similar document required as part of the certification.
- (c) Regulations addressing general matters establish minimum standards for all aircraft operated in SURINAME. Specific standards applicable to the holder of a certificate shall apply if they conflict with a more general regulation.
- (d) Foreign air operators who conduct commercial air transport into, from or within SURINAME, shall be governed by the provisions of the Operations Specification issued by the Authority, and by those provisions in Parts 7, 8, and 10 that specifically address commercial air transport. Regulations that address AOC holders apply only to operators certificated by SURINAME.

1.1.1.3 ORGANISATION OF REGULATIONS

- (a) These regulations are subdivided into five hierarchical categories:

Part refers to the primary subject area.

Subpart refers to any subdivision of a Part.

Section refers to any subdivision of a Subpart.

Subsection refers to the title of a regulation and can be a subdivision of a Subpart or Section,

Paragraph refers to the text describing the regulations. All paragraphs are outlined alphanumerically in the following hierarchical order: (a), (1), (i), (A).

- (b) Definitions used throughout these regulations are organised as follows:

Definitions applicable to two or more Parts appear in Part 1, Subsection 1.4;

Definitions applicable only to one Part appears at the beginning of that Part; and

Definitions contained in the Act on Safety and Security of Civil Aviation in SURINAME are presented therein, and not in these regulations

- (c) Acronyms used within each Part are defined at the beginning of those Parts, and if a definition is supplied, a note will indicate the Part where the definition is located.
- (d) Notes appear in Subsections to provide exceptions, explanations, and examples to individual requirements.
- (e) Regulations may refer to Implementing Standards, which provide additional detailed requirements that support the purpose of the subsection, and unless otherwise indicated, have the legal force and effect of the referring regulation. The rules of construction, Subsection 1.1.1.1, apply to Implementing Standards.

1.2 GENERAL ADMINISTRATIVE RULES GOVERNING TESTING, LICENSES, AND CERTIFICATES

1.2.1.1 DISPLAY AND INSPECTION OF LICENSES AND CERTIFICATES

- (a) Pilot license:

To act as a pilot of a civil aircraft of SURINAME registry, a pilot shall have in his or her physical possession or readily accessible in the aircraft a valid pilot license or special purpose authorisation issued under these regulations.

To act as a pilot of a civil aircraft of foreign registry within SURINAME, a pilot shall be the holder of a valid pilot license, and have the pilot license in his or her physical possession or readily accessible in the aircraft.

- (b) Flight instructor license: A person who holds a flight instructor license shall have that license, or other documentation acceptable to the Authority, in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that license.
- (c) Other airman license: A person required by any part of these regulations to have an airman's license shall have it in their physical possession or readily accessible in the aircraft or at the work site when exercising the privileges of that license.
- (d) Medical certificate: A person required by any part of these regulations to have a current medical certificate shall have it in their physical possession or readily accessible in the aircraft or at the work site when exercising the privileges of that certificate.
- (e) Pilot School certificate and Aviation Maintenance Technician School certificate: Each holder of a Pilot School certificate or a provisional Pilot School certificate or Aviation Maintenance Technician School certificate shall display that certificate in a place in the school that is normally accessible to the public and that is not obscured.
- (f) Training Centre Certificate: Each holder of a Training Centre certificate shall prominently display that certificate in a place accessible to the public in the principal business office of the training centre.
- (g) Aircraft Airworthiness Certificate: Each owner or operator of an aircraft shall display that certificate in the cabin of the aircraft or at the entrance to the aircraft flight deck.
- (h) Approved Maintenance Organisation (AMO) Certificate: Each holder of an AMO certificate shall prominently display that certificate in a place accessible to the public in the principal business office of the AMO.
- (i) Inspection of license: Each person who holds an airman or crewmember license, medical certificate, or authorisation required by these regulations shall present it for inspection upon a request from:

The Authority; or

Any national or local law enforcement officer.

1.2.1.2 CHANGE OF NAME

- (a) A holder of a license or certificate issued under these regulations may apply to change the name on a license or certificate. The holder shall include with any such request—

The current license or certificate; and

A copy of the marriage license, court order, or other document verifying the name change.

- (b) The Authority will return to the airman the documents specified in paragraph (a) of this subsection.

1.2.1.3 CHANGE OF ADDRESS

The holder of an airman license or pilot school, training centre, or aviation maintenance school certificate who has made a change in permanent mailing address may not, after 30 days from that date, exercise the privileges of the license or certificate unless the holder has notified the Authority in writing of the new permanent mailing address, or current residential address if the permanent mailing address includes a post office box number.

1.2.1.4 REPLACEMENT OF A LOST OR DESTROYED AIRMAN OR MEDICAL CERTIFICATE OR KNOWLEDGE TEST REPORT

- (a) An applicant who has lost or destroyed one of the following documents issued under these regulations shall request a replacement in writing from the office designated by the Authority:

An airman license.

A medical certificate.

A knowledge test report.

- (b) The airman or applicant shall state in the request letter—

The name of the airman or applicant;

The permanent mailing address, or if the permanent mailing address includes a post office box number, the person's current residential address;

The social security number or equivalent national identification number;

The date and place of birth of the airman or applicant; and

Any available information regarding the—

- (i) Grade, number, and date of issuance of the license, and the ratings, if applicable;
- (ii) Date of the medical examination, if applicable; and
- (iii) Date the knowledge test was taken, if applicable.

- (c) After receiving a facsimile from the Authority confirming that the lost or destroyed document was issued, an airman may carry the facsimile in lieu of the lost or destroyed document for up to 60 days pending the airman's receipt of a duplicate document

1.2.1.5 FALSIFICATION, REPRODUCTION, OR ALTERATION OF APPLICATIONS, CERTIFICATES, LOGBOOKS, REPORTS, OR RECORDS

- (a) No person may make or cause to be made concerning any license, certificate, rating, qualification, or authorisation, application for or duplicate thereof, issued under these regulations:

Any fraudulent or intentionally false statement;

Any fraudulent or intentionally false entry in any logbook, record, or report that these regulations require, or used to show compliance with any requirement of these regulations;

Any reproduction for fraudulent purpose; or

Any alteration.

- (b) Any person who commits any act prohibited under paragraph (a) of this section may have his or her airman license, rating, certificate, qualification, or authorisation revoked or suspended.

1.2.1.6 ADMINISTRATIVE ACTION

- (a) If it is determined that a violation or an alleged violation of the Civil Aviation Act, or an order or regulation issued under it, is appropriate for administrative action, the Authority may be taken by one of the following actions:

- (1) A "Warning Notice" that shall recite available facts and information about the incident or condition and indicate that it may have been a violation; or

- (2) A "Letter of Correction" which confirms the Authority's decision in the matter and states the necessary corrective action the alleged violator has taken or agreed to take. If the agreed corrective action is not fully completed, formal certificate action may be taken in accordance with 1.2.1.7.
- (b) An administrative action under this section does not constitute a formal adjudication of the matter.

1.2.1.7 CERTIFICATE ACTION

1.2.1.7.1 SUSPENSION OR REVOCATION OF A LICENSE OR CERTIFICATE FOR VIOLATION OF THE REGULATIONS.

- (a) The holder of any license or certificate issued under these regulations who violates any provision of the Civil Aviation Act, as amended, or any regulation or order issued thereunder, is subject to suspension or revocation of the license or certificate, in accordance with the provisions of the Civil Aviation Act.
- (b) Any license or certificate issued under these regulations ceases to be effective, if it is surrendered, suspended, or revoked.
- (c) The holder of any license or certificate issued under these regulations that has been suspended or revoked shall return that license to the Authority when requested to do so by the Authority.

1.2.1.7.2 RE-EXAMINATION OR RE-INSPECTION OF A CERTIFICATE OR LICENSE FOR LACK OF QUALIFICATION.

- (a) Under the Civil Aviation Act, the Authority may reinspect any civil aircraft, aircraft engine, propeller, appliance, air operator, school, or approved maintenance organization, or any civil airman holding a certificate or license issued under the Act.
- (b) If, as a result of that re-inspection or re-examination, or any other investigation made by the Authority, the Authority determines that a lack of qualification exists, and that safety in air transport and the public interest requires it, the Authority may issue an order to amend, modify, suspend, or revoke the license or certificate in whole or in part.
- (c) Procedures for the re-examination of personnel licenses, ratings, authorizations, or certificates are set forth in Part 2 of these Regulations.

1.2.1.7.3 NOTICE AND OPPORTUNITY TO BE HEARD

Unless safety in air transport requires immediate action, prior to a final determination under this section 1.2.1.7, the Authority shall provide the person with an opportunity to be heard as to why such certificate or license should not be amended, modified, suspended, or revoked, in accordance with the Civil Aviation Act.

1.2.1.8 SURRENDER, SUSPENSION, OR REVOCATION OF LICENSE OR CERTIFICATE

- (c) Any license or certificate issued under these regulations ceases to be effective if it is surrendered, suspended, or revoked.
- (d) The holder of any license or certificate issued under these regulations that has been suspended or revoked shall return that license or certificate to the Authority when requested to do so by the Authority.

1.2.1.9 REAPPLICATION AFTER REVOCATION

Unless otherwise authorised by the Authority, a person whose license, certificate, rating, or authorisation has been revoked may not apply for any license, certificate, rating, or authorisation for 1 year after the date of revocation.

1.2.1.10 REAPPLICATION AFTER SUSPENSION

Unless otherwise authorised by the Authority, a person whose license has been suspended may not apply for any license, rating, or authorisation during the period of suspension.

1.2.1.11 VOLUNTARY SURRENDER OR EXCHANGE OF LICENSE

(a) The holder of a license or certificate issued under these regulations may voluntarily surrender it for:
Cancellation;
Issuance of a lower grade license; or
Another license with specific ratings deleted.

(b) An applicant requesting voluntary surrender of a license shall include the following signed statement or its equivalent: "This request is made for my own reasons, with full knowledge that my (insert name of license or rating, as appropriate) may not be reissued to me unless I again pass the tests prescribed for its issuance."

1.2.1.12 PROHIBITION ON PERFORMANCE DURING MEDICAL DEFICIENCY

(a) A person who holds a current medical certificate issued under these regulations shall not act in a capacity for which that medical certificate is required while that person:
Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the required medical certificate; or
Is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the required medical certificate.

1.2.1.13 DRUG AND ALCOHOL TESTING AND REPORTING

- (a) Any person who performs any function requiring a license, rating, qualification, or authorisation prescribed by these regulations directly or by contract for a certificate holder under the provisions of these regulations may be tested for drug or alcohol usage.
- (b) Any person subject to these regulations who refuses to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by a law enforcement officer or the Authority, or refuses to furnish or to authorise the release of the test results requested by the Authority may—
- (1) Be denied any license, certificate, rating, qualification, or authorisation issued under these regulations for a period of up to 1 year after the date of that refusal; or
 - (2) Have his or her license, certificate, rating, qualification, or authorisation issued under these regulations suspended or revoked.
- (c) Any person subject to these regulations who refuses to submit to a test to indicate the presence of narcotic drugs, marijuana, or depressant or stimulant drugs or substances in the body, when requested by a law enforcement officer or the Authority, or refuses to furnish or to authorise the release of the test results requested by the Authority may—
- (1) Be denied any license, certificate, rating, qualification, or authorisation issued under these regulations for a period of up to 1 year after the date of that refusal; or
 - (2) Have his or her license, certificate, rating, qualification, or authorisation issued under these regulations suspended or revoked.
- (d) Any person subject to these regulations who is convicted for the violation of any local or national statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances, may—
- (1) Be denied any license, certificate, rating, qualification, or authorisation issued under these regulations for a period of up to 1 year after the date of final conviction; or
 - (2) Have his or her license, certificate, rating, qualification, or authorisation issued under these regulations suspended or revoked.

1.3 EXEMPTIONS

1.3.1 APPLICABILITY

This subpart prescribes procedures for the request, review, and denial or issuance of exemptions from these Regulations.

1.3.2 GENERAL

- (a) Any interested person may apply to the Authority for an exemption from these Regulations.
- (b) Only the Authority may issue exemptions, and no person may take or cause to be taken any action not in compliance with these Regulations unless the Authority has issued an applicable exemption to the person.
- (c) Exemptions will only be granted in extraordinary circumstances.

1.3.3 REQUIREMENTS FOR APPLICATION

1.3.3.1 GENERAL

- (a) Applications for an exemption should be submitted at least 60 days in advance of the proposed effective date, to obtain timely review.
- (b) The request must contain the applicant's
 - (1) Name
 - (2) Street address and mailing address, if different.
 - (3) Telephone number
 - (4) Fax number if available
 - (5) Email address if available; and
 - (6) Agent for all purposes related to the application.
- (c) If the applicant is not a citizen or legal resident of Suriname, the application must specify a Surinamese agent for service.

1.3.3.2 SUBSTANCE OF THE REQUEST FOR EXEMPTION

- (a) Applications must contain the following:
 - (1) A citation of the specific requirement from which the applicant seeks relief;
 - (2) Description of the type of operations to be conducted under the proposed exemption;
 - (3) The proposed duration of the exemption;
 - (4) An explanation of how the exemption would be in the public interest, that is, benefit the public as a whole.
 - (5) A detailed description of the alternative means by which the applicant will ensure a level of safety equivalent to that established by the Regulation in question.
 - (6) A review and discussion of any known safety concerns with the requirement, including information about any relevant accidents or incidents of which the applicant is aware.
 - (7) If the applicant seeks to operate under the proposed exemption outside of Surinamese airspace, the application must also indicate whether the exemption would contravene any provision of the Standards and Recommended Practices of the International Civil Aviation Organization (ICAO).
- (b) If the applicant seeks emergency processing, the application must contain supporting facts and reasons that the application was not timely filed, and the reasons it is an emergency. The Authority may deny an application if the Authority finds that the applicant has not justified the failure to apply in a timely fashion.

1.3.4 REVIEW, PUBLICATION, AND ISSUE OR DENIAL OF THE EXEMPTION

1.3.4.1 INITIAL REVIEW BY THE AUTHORITY.

- (a) The Authority will review the application for accuracy and compliance with the requirements of 1.3.3.
- (b) If the application appears on its face to satisfy the provisions of 1.3.3 and the Authority determines that a review of its merits is justified, the Authority will publish a detailed summary of the application for comment and specify the date by which comments must be received by the Authority for consideration.
- (c) If the filing requirements of 1.3.3 have not been met, the Authority will notify the applicant and take no further action until the applicant complies with the requirements of 1.3.3

1.3.4.2 EVALUATION OF THE REQUEST.

After initial review, if the filing requirements have been satisfied, the Authority shall conduct an evaluation of the request to include:

- (a) A determination of whether an exemption would be in the public interest;
- (b) A determination, after a technical evaluation, of whether the applicant's proposal would provide a level of safety equivalent to that established by the Regulation;
 - (1) *If it appears to the Authority that a technical evaluation of the request would impose a significant burden on the Authority's technical resources, the Authority may deny the exemption on that basis.*
- (c) A determination, if the applicant seeks to operate under the exemption outside of Surinamese airspace, of whether a grant of the exemption would contravene the applicable ICAO Standards and Recommended Practices.
- (d) An evaluation of comments received from interested parties concerning the proposed exemption.
- (e) A recommendation, based on the preceding elements, of whether the request should be granted or denied, and of any conditions or limitations that should be part of the exemption.

1.3.4.3 NOTIFICATION OF DETERMINATION

- (a) The Authority shall notify the applicant by letter and publish a detailed summary of its evaluation and decision to grant or deny the request. The summary shall specify the duration of the exemption and any conditions or limitations to the exemption.
- (b) If the request is for emergency relief, the Authority will publish the application and/or the Authority's decision as soon as possible after processing the application.
- (c) If the exemption affects a significant population of the aviation community of Suriname the Authority shall also publish the summary in its aeronautical information publications.

1.3.4.4 EXTENSION OF THE EXEMPTION TO OTHER INTERESTED PARTIES

- (a) If the Authority determines that an exemption should be granted, other persons or organizations may apply to the Authority to be included in the relief granted.
- (b) Such applications shall be in accordance with the requirements of 1.3.3.
- (c) If the Authority determines that the request merits extension of the exemption to the applicant, it shall notify the applicant by letter, specifying the duration of the exemption, and listing any additional conditions that may pertain to the applicant that are not addressed in the underlying exemption.

1.4 DEFINITIONS

For the purpose of these regulations, the following definitions shall apply:

- 1) **Accelerate-stop distance available (ASDA).** The length of the take-off run available plus the length of stopway, if provided.
- 2) **Acceptance checklist (dangerous goods).** 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.
- 3) **Accepting unit.** Air traffic control unit next to take control of an aircraft.
- 4) **Accident** means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:
 - (a) A person is fatally or seriously injured as a result of:
 - (i) being in or upon the aircraft;
 - (ii) coming into direct contact with any part of the aircraft, including any part that has become detached from the aircraft; or
 - (iii) direct exposure to jet blast, except when such injuries are from natural causes, self-inflicted, inflicted by another person or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or
 - (b) The aircraft sustaining damage or structural failure which:
 - (i) adversely affects the structural strength, performance or flight characteristics of the aircraft; and
 - (ii) normally requires major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowling or accessories; or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin; or
 - (c) The aircraft is missing or is completely inaccessible.
- 5) **Accountable manager.** The manager who has corporate authority for ensuring that all prescribed actions are performed to the standard required by the Authority. When authorised by the Authority, the accountable manager may delegate all or part of his or her authority in writing to another person within the organisation, who becomes the accountable manager for the matters delegated.
- 6) **Accountable manager (ATO).** The person acceptable to the CASAS who has corporate authority for ensuring that all training commitments can be financed and carried out to the standard required by the CASAS and any additional requirements defined by the ATO. The accountable manager may delegate in writing to another person within the organization, the day to day management but not the overall approval management responsibility.
- 7) **Accountable Manager (AOC).** The person acceptable to the Authority who:
 - a) Has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority.
 - b) Is responsible for establishing and promoting the safety policy and quality system within the company.
- 8) **Accountable manager (AMO).** The manager who has corporate authority for ensuring that all maintenance, preventive maintenance, and modification required by the aircraft owner/operator can be financed and carried out to the standard required by the Authority. The accountable manager may delegate to another person in the organisation, in writing, to become the accountable manager, when authorised by the Authority.

- 9) **Accredited medical conclusion.** The conclusion reached by one or more medical experts acceptable to the CASAS for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.
- 10) **Accredited representative** means a person designated by a state, on the basis of his qualification, for the purpose of participating in an investigation conducted by another state;
- 11) **Accuracy** means a degree of conformance between the estimated or measured value and true value.

Note: For measured positional data, the accuracy is normally expressed in terms of a distance from a stated position within which there is a defined confidence of the true position falling.

- 12) **Act.** Civil Aviation Safety and Security Act, Wet Veiligheid en Beveiliging Burgerluchtvaart (S.B. 2002 no. 24).
- 13) **Acts of unlawful interference.** These are acts or attempted acts such as to jeopardize the safety of civil aviation and air transport, i.e.:
- unlawful seizure of aircraft in flight,
 - unlawful seizure of aircraft on the ground,
 - hostage-taking on board an aircraft or on aerodromes,
 - forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility,
 - introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes,
 - communication of false information as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility.
- 14) **Adequate Aerodrome.** An adequate aerodrome is one which has the capabilities, services and facilities to accommodate the type of operation carried out.
- 15) **Adviser** means a person appointed by a State on the basis of his or her qualifications for the purpose of assisting its accredited representative to an investigation.
- 16) **Advisory airspace.** Airspace of defined dimensions, or designated route, within which air traffic advisory service is available.
- 17) **Advisory route.** A designated route along which air traffic advisory service is available.
- 18) **Aerial work.** An aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.
- 19) **Aerobatic flight.** Manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.
- 20) **Aerobatic flight.** An intentional manoeuvre involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight.
- 21) **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.
- 22) **Aerodrome beacon** means an aeronautical beacon used to indicate the location of an aerodrome from the air.
- 23) **Aerodrome certificate.** The certificate to operate an aerodrome issued by the CASAS under CARS 12.2 subsequent to the acceptance/approval of the aerodrome manual.
- 24) **Aerodrome climatological summary.** Concise summary of specified meteorological elements at an aerodrome, based on statistical data.
- 25) **Aerodrome climatological table.** Table providing statistical data on the observed occurrence of one or more meteorological elements at an aerodrome.
- 26) **Aerodrome control service.** Air traffic control service for aerodrome traffic.
- 27) **Aerodrome control tower.** A unit established to provide air traffic control service to aerodrome traffic.
- 28) **Aerodrome elevation** is the elevation of the highest point of the landing area.
- 29) **Aerodrome facilities and equipment.** Facilities and equipment, inside or outside the boundaries of an aerodrome, that is constructed or installed and maintained for the arrival, departure and surface movement of aircraft.
- 30) **Aerodrome identification sign.** A sign placed on an aerodrome to aid in identifying the aerodrome.

- 31) **Aerodrome manual.** The manual that forms part of the application for an aerodrome certificate pursuant to these regulations, including any amendments thereto accepted/approved by the CASAS.
- 32) **Aerodrome meteorological office.** An office, located at an aerodrome, designated to provide meteorological service for international air navigation.
- 33) **Aerodrome operating minima.** The limits of usability of an aerodrome for:
- i) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;
 - ii) landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation;
 - iii) landing in approach and landing operations with vertical guidance, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H); and
 - iv) landing in non-precision approach and landing operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.
- 34) **Aerodrome operator:** A person who is in charge of an aerodrome or other authorized representative of that person, and in relation to a certified aerodrome, means the aerodrome certificate holder.
- 35) **Aerodrome reference point:** The designated geographical location of an aerodrome.
- 36) **Aerodrome traffic.** All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome.

Note.— An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.

- 37) **Aerodrome traffic density:**
- (a) **Light:** Where the number of movements in the mean busy hour is not greater than 15 per runway or typically less than 20 total aerodrome movements.
 - (b) **Medium:** Where the number of movements in the mean busy hour is of the order of 16 to 25 per runway or typically between 20 to 35 aerodrome movements.
 - (c) **Heavy:** Where the number of movements in the mean busy hour is of the order of 26 or more per runway or typically more than 35 total aerodrome movements

Note 1.- The number of movements in the mean busy hour is the arithmetic mean over the year of the number of movements in the daily busiest hour.

Note 2.- Either a take-off or a landing constitutes a movement.

- 38) **Aeronautical beacon.** An aeronautical ground light visible at all azimuths, either continuously or intermittently, to designate a particular point on the surface of the earth.
- 39) **Aeronautical Broadcasting Service** means a broadcasting service intended for the transmission of information relating to air navigation.
- 40) **Aeronautical chart.** A representation of a portion of the Earth, its culture and relief, specifically designated to meet the requirements of air navigation.
- 41) **Aeronautical data.** A representation of aeronautical facts, concepts or instructions in a formalized manner suitable for communication, interpretation or processing.
- 42) **Aeronautical experience.** Pilot time obtained in an aircraft, approved flight simulator, or approved flight-training device for meeting the training and flight time requirements of these regulations.
- 43) **Aeronautical fixed service (AFS).** A telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services.
- 44) **Aeronautical Fixed Telecommunications Network (AFTN)** means a worldwide system of aeronautical fixed circuits provided, as part of aeronautical fixed service, for the exchange of messages and/or digital data between aeronautical fixed stations having the same compatible communication characteristics

- 45) **Aeronautical ground light.** Any light specially provided as an aid to air navigation, other than a light displayed on an aircraft.
- 46) **Aeronautical information.** Information resulting from the assembly, analysis and formatting of aeronautical data.
- 47) **Aeronautical Information Circular (AIC).** A notice containing information that does not qualify for the origination of a NOTAM or for inclusion in the AIP, but which relates to flight safety, air navigation, technical, administrative or legislative matters.
- 48) **Aeronautical Information Publication (AIP).** A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.
- 49) **Aeronautical information service (AIS).** A service established within the defined area of coverage responsible for the provision of aeronautical information/data necessary for the safety, regularity and efficiency of air navigation.
- 50) **Aeronautical meteorological station.** A station designated to make observations and meteorological reports for use in international air navigation.
- 51) **Aeronautical mobile service (RR S1.32).** A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies.
- 52) **Aeronautical product.** Any aircraft, aircraft engine, propeller, or subassembly, appliance, material, part, or component to be installed thereon.
- 53) **Aeronautical Telecommunications Services provider** means the provider of communication, navigation and surveillance services intended for the benefit and the safe operation of aircraft
- 54) **Aeronautical telecommunication station.** A station in the aeronautical telecommunication service.
- 55) **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.
- 56) **Aeronautical Telecommunication System** means processes or displays air traffic services data.
- 57) **Aeronautical Radio Navigation Service** means services intended for the benefit and the safe operation of aircraft.
- 58) **Aeroplane reference field length.** The minimum field length required for take-off at maximum certified take-off mass, sea level, standard atmospheric conditions, still air and zero runway slope, as shown in the appropriate aeroplane flight manual prescribed by the certificating authority or equivalent data from the aeroplane manufacturer. Field length means balanced field length for aeroplanes, if applicable, or take-off distance in other cases.
- 59) **Agricultural aircraft operation.** The operation of an aircraft for the purpose of:
 - (i) Dispensing any economic poison,
 - (ii) Dispensing any other substance intended for plant nourishment, soil treatment, propagation of plant life, or pest control, or
 - (iii) Engaging in dispensing activities directly affecting agriculture, horticulture, or forest preservation, but not including the dispensing of live insects.
- 60) **AIP Amendment.** Permanent changes to the information contained in the AIP.
- 61) **AIP Supplement.** Temporary changes to the information contained in the AIP which are published by means of special pages.
- 62) **AIRAC.** An acronym (aeronautical information regulation and control) signifying a system aimed at advance notification based on common effective dates, of circumstances that necessitate significant changes in operating practices.
- 63) **Airborne collision avoidance system (ACAS).** An aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders.
- 64) **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.
- 65) **Aircraft avionics.** A term designating any electronic device - including its electrical part - for use in an aircraft, including radio, automatic flight control and instrument systems.
- 66) **Aircraft category.** Classification of aircraft according to specified basic characteristics (e.g., aeroplane, helicopter, glider, free balloon).

- 67) **Aircraft certificated for multi-pilot operation.** A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of two pilots.

Note: During the certification process, the State of Registry may issue a certificate of airworthiness designating an aircraft for single-pilot operation based upon the Type Certificate issued by the State of Design, but might also require that the same aircraft be operated by more than one pilot under certain conditions, such as use in commercial air transportation. (See CARS Part 8, 8.4.1.1.)

- 68) **Aircraft certificated for single-pilot operation.** A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.
- 69) **Aircraft classification number (ACN).** A number expressing the relative effect of an aircraft on a pavement for a specified standard subgrade category

Note.- The aircraft classification number is calculated with respect to the center of gravity (CG) position which yields the critical loading on the critical gear. Normally the aftmost CG position appropriate to the maximum gross apron (ramp) mass is used to calculate the ACN. In exceptional cases the forward most CG position may result in the nose gear loading being more critical.

- 70) **Aircraft component.** Any component part of an aircraft up to and including a complete powerplant and/or any operational/emergency equipment.
- 71) **Aircraft observation.** The evaluation of one or more meteorological elements made from an aircraft in flight.
- 72) **Aircraft operating manual.** A manual, acceptable to the State of the Operator, 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.

- 73) **Aircraft required to be operated with a co-pilot.** A type of aircraft that is required to be operated with a co-pilot, as specified in the flight manual or by the air operator certificate.
- 74) **Aircraft stand.** A designated area on an apron intended to be used for parking an aircraft.
- 75) **Aircraft Technical Log.** A document attached to an aircraft for recording defects and malfunctions discovered during operation and for recording details of all maintenance carried out whilst the aircraft is operating between scheduled visits to the base maintenance facility. It also contains operating information relevant to flight safety and maintenance data that the operating crew need to know.
- 76) **Aircraft type.** All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.
- 77) **Air Defense Identification Zone (ADIZ).** Special designated airspace of defined dimensions within which aircraft are required to comply with special identification and/or reporting procedures additional to those related to the provision of air traffic services (ATS).
- 78) **Airframe.** The fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating airfoils of a powerplant), and landing gear of an aircraft and their accessories and controls.
- 79) **Air-ground (A/G) Communication.** Two-way communication between aircraft and stations or locations on the surface of the earth.
- 80) **Airmanship.** The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.
- 81) **AIRMET information.** Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof.
- 82) **Air Navigation** means installation means any building, works, apparatus, or equipment used wholly or mainly for the purpose of assisting air traffic control or as an aid to air navigation, together with any land

- contiguous or adjacent to any such building, works, apparatus or equipment and used wholly for the purposes connect therein.
- 83) **Air navigation facility.** Any facility used in, available for use in, or designed for use in aid of air navigation, including aerodromes, landing areas, lights, any apparatus or equipment for disseminating weather information, for signalling, for radio directional finding, or for radio or other electrical communication, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and take-off of aircraft.
- 84) **Air Navigation Services** means air traffic services (ATS); aeronautical telecommunications services (COM); meteorological services for air navigation (MET); search and rescue (SAR) and aeronautical information service (AIS). These services are provided to air traffic during all phases of operation (approach, aerodrome control and en route).
- 85) **Air operator certificate (AOC).** A certificate authorizing an operator to carry out specified commercial air transport operations.
- 86) **Air-report.** A report from an aircraft in flight prepared in conformity with requirements for position, and operational and/or meteorological reporting.
- 87) **Airship.** A power-driven lighter-than-air aircraft.
- 88) **Air-taxiing.** Movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kt).

Note.— The actual height may vary, and some helicopters may require airtaxiing above 8 m (25 ft) AGL to reduce ground effect turbulence or provide clearance for cargo slingloads.

- 89) **Air taxiway.** A defined path on the surface established for the air taxiing of helicopters.
- 90) **Air traffic.** All aircraft in flight or operating on the manoeuvring area of an aerodrome.
- 91) **Air traffic advisory service.** A service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans.
- 92) **Air Traffic Control.** A service that promotes the safe, orderly, and expeditious flow of air traffic at aerodromes and during the approach, departure, and en route environments.
- 93) **Air traffic control clearance.** Authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

Note 1.— For convenience, the term “air traffic control clearance” is frequently abbreviated to “clearance” when used in appropriate contexts.

Note 2.— The abbreviated term “clearance” may be prefixed by the words “taxi”, “take-off”, “departure”, “en route”, “approach” or “landing” to indicate the particular portion of flight to which the air traffic control clearance relates.

- 94) **Air Traffic Control (ATC) facility.** A building holding the persons and equipment responsible for providing ATC services (e.g., airport tower, approach control, centre).
- 95) **Air traffic control service.** A service provided for the purpose of:
 - (a) preventing collisions:
 - 1) between aircraft, and
 - 2) on the maneuvering area between aircraft and obstructions; and
 - (b) expediting and maintaining an orderly flow of air traffic.
- 96) **Air traffic control unit.** A generic term meaning variously, area control center, approach control unit or aerodrome control tower.
- 97) **Air traffic flow management (ATFM).** A service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilized to the maximum extent possible and that the traffic volume is compatible with the capacities declared by the appropriate ATS authority.
- 98) **Air Traffic Services.** 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).

- 99) **Air traffic services airspaces.** Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified.

Note.— ATS airspaces are classified as Class A to G.

- 100) **Air traffic services reporting office.** A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure.

Note.— An air traffic services reporting office may be established as a separate unit or combined with an existing unit, such as another air traffic services unit, or a unit of the aeronautical information service.

- 101) **Air traffic services unit.** A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.

- 102) **Air transit route.** A defined route for the air transiting of helicopters.

- 103) **Airway.** A control area or portion thereof established in the form of a corridor.

- 104) **Airworthiness approval tag (CAA form).** A tag (CAA form) that may be attached to a part. The tag must include the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, a new tag must be created or the existing tag must be updated with the current life status.

- 105) **Airworthiness data.** Any information necessary to ensure that an aircraft or aircraft component can be maintained in a condition such that airworthiness of the aircraft, or serviceability of operational and emergency equipment, as appropriate, is assured.

- 106) **Airworthiness directive.** Continuing airworthiness information that applies to the following products: aircraft, aircraft engines, propellers, and appliances. An airworthiness directive is mandatory if issued by the State of Design.

- 107) **Airworthiness release.** A certification signed by a licensed Aircraft Maintenance Technician or Approved Maintenance Organization authorised by the AOC holder indicating that work was performed in accordance with the procedures described and approved in the AOC holder's Maintenance Control Manual, and that the aircraft described was determined to be in an airworthy condition.

- 108) **AIS product.** Aeronautical information provided in the form of the elements of the Integrated Aeronautical Information Package (except NOTAM and PIB), including aeronautical charts, or in the form of suitable electronic media.

- 109) **ALERFA.** The code word used to designate an alert phase.

- 110) **Alert phase.** A situation wherein apprehension exists as to the safety of an aircraft and its occupants.

- 111) **Alerting service.** A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.

- 112) **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.

Alternate aerodromes include the following:

- i) **Take-off alternate.** An alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.
- ii) **En-route alternate.** An aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route.
- iii) **ETOPS en-route alternate.** A suitable and appropriate alternate aerodrome at which an aeroplane would be able to land after experiencing an abnormal or emergency condition while en route in an ETOPS operation.
- iv) **Destination alternate.** An alternate aerodrome to which an aircraft may proceed 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.

- 113) **Alternate heliport.** A heliport to which a helicopter may proceed when it becomes either impossible or inadvisable to proceed to or to land at the heliport of intended landing.

Alternate heliports include the following:

- i) **Take-off alternate.** An alternate heliport at which a helicopter can land should this become necessary shortly after take-off and it is not possible to use the heliport of departure.
- ii) **En-route alternate.** A heliport at which a helicopter would be able to land after experiencing an abnormal or emergency condition while on route.
- iii) **Destination alternate.** An alternate heliport to which a helicopter may proceed should it become either impossible or inadvisable to land at the heliport of intended landing.

Note.— The heliport from which a flight departs may be an en-route or a destination alternate heliport for that flight.

- (114) **Alteration.** The alteration of an aircraft/aeronautical product in conformity with an approved standard.
- (115) **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.
- (116) **Altitude.** The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).
- (117) **Ampere (A).** The ampere is that constant electric current which, if maintained in two straight parallel conductors of infinite length, of negligible circular cross-section, and placed 1 metre apart in vacuum, would produce between these conductors a force equal to 2×10^{-7} newton per metre of length.
- (118) **Anticipated operating conditions.** Those conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight.

Anticipated operating conditions do not include:

- a) those extremes which can be effectively avoided by means of operating procedures; and
 - b) those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.
- (119) **Appliance.** Any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, powerplant, or propeller.
- (120) **Application.** Manipulation and processing of data in support of user requirements (ISO 19104*).
- (121) **Approach and landing phase (helicopters).** That part of the flight from 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or from the Commencement of the descent in the other cases, to landing or to the bailed landing point
- (122) **Approach and landing operations using instrument approach procedures.** Instrument approach and landing operations are classified as follows:
- **Non-precision approach and landing operations.** An instrument approach and landing which utilizes lateral guidance but does not utilize vertical guidance.
 - **Approach and landing operations with vertical guidance.** An instrument approach and landing which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.
 - **Precision approach and landing operations.** An instrument approach and landing using precision lateral and vertical guidance with minima as determined by the category of operation.

Note.- Lateral and vertical guidance refers to the guidance provided either by:

- a) a ground-based navigation aid; or
- b) computer generated navigation data

Categories of precision approach and landing operations:

Category I (CAT I) operation. A precision instrument approach and landing with:

- a) a decision height not lower than 60 m (200 ft); and
- b) with either a visibility not less than 800 m or a runway visual range not less than 550m.

Category II (CAT II) operation. A precision instrument approach and landing with:

- a) a decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft); and
- b) a runway visual range not less than 350 m.

Category IIIA (CAT IIIA) operation. A precision instrument approach and landing with:

- a) a decision height lower than 30 m (100 ft) or no decision height; and
- b) a runway visual range not less than 200 m.

Category IIIB (CAT IIIB) operation. A precision instrument approach and landing with:

- a) a decision height lower than 15 m (50 ft) or no decision height; and
- b) a runway visual range less than 200 m but not less than 50 m.

Category IIIC (CAT IIIC) operation. A precision instrument approach and landing with no decision height and no runway visual range limitations.

Note. - Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the instrument approach and landing operation would be conducted in accordance with the requirements of the most demanding category (e.g. an operation with a DH in the range of CAT IIIA but with an RVR in the range of CAT IIIB would be considered a CAT IIIB operation or an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation).

- (123) **Approach control service.** Air traffic control service for arriving or departing controlled flights.
- (124) **Approach control unit.** A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.
- (125) **Appropriate ATS authority.** The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.
- (126) **Appropriate airworthiness requirements.** The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration
- (127) **Approval for return to service.** A certification by an approved maintenance organisation representative that the maintenance, preventive maintenance, or modification performed on an aircraft, airframe, aircraft engine, propeller, appliance, or component part thereof was accomplished using the methods, techniques, and practices, prescribed in the current manufacturer's maintenance manual or instructions for continued airworthiness prepared by its manufacturer, or by using other methods, techniques, and practices acceptable to the Authority.
- (128) **Approved.** Accepted by a Contracting State as suitable for a particular purpose.
- (129) **Approved by the Authority.** Approved by the Authority directly or in accordance with a procedure approved by the Authority.
- (130) **Approved continuous maintenance program.** A maintenance program approved by the State of Registry.
- (131) **Approved data.** Technical information approved by the Authority.
- (132) **Approved Maintenance Organisation (AMO).** An organisation approved to perform specific aircraft maintenance activities by the Authority. These activities may include the inspection, overhaul, maintenance, repair and/or modification and release to service of aircraft or aeronautical products.
- (133) **Approved standard.** A manufacturing, design, maintenance, or quality standard approved by the Authority.
- (134) **Approved training.** Training conducted under special curricula and supervision approved by a Contracting State that, in the case of flight crew members, is conducted within a approved training organization.
- (135) **Approved training organization.** An organization approved by CASAS in accordance with the requirements of CARS Part 3 to perform aviation training and operating under the supervision of CASAS.

- (136) **Apron.** A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading of passengers, mail or cargo, fuelling, parking or maintenance.
- (137) **Apron management service.** A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.
- (138) **Area control centre.** A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.
- (139) **Area control service.** Air traffic control service for controlled flights in control areas.
- (140) **Area minimum altitude (AMA).** The minimum altitude to be used under instrument meteorological conditions (IMC) that will provide a minimum obstacle clearance within a specified area, normally formed by parallels and meridians.
- (141) **Area navigation (RNAV).** A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or spaced-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.

- (142) **Area navigation route.** An ATS route established for the use of aircraft capable of employing area navigation.
- (143) **Arrival routes.** Routes identified in an instrument approach procedure by which aircraft may proceed from the en-route phase of flight to an initial approach fix.
- (144) **Article.** Any item, including but not limited to, an aircraft, airframe, aircraft engine, propeller, appliance, accessory, assembly, subassembly, system, subsystem, component, unit, product or part.
- (145) **ASHTAM.** A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations.
- (146) **Assemble.** A process of merging data from multiple sources into a database and establishing a baseline for subsequent processing.

Note.— The assemble phase includes checking the data and ensuring that detected errors and omissions are rectified.

- (147) **ATS route.** A specified route designed for channeling the flow of traffic as necessary for the provision of air traffic services.

Note 1.— The term ATS route is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure route, etc.

Note 2.— An ATS route is defined by route specifications that include an ATS route designator, the track to or from significant points (waypoints), distance between significant points, reporting requirements and, as determined by the appropriate ATS authority, the lowest safe altitude.

- (148) **ATS surveillance service.** Term used to indicate a service provided directly by means of an ATS surveillance system.
- (149) **ATS surveillance system.** A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.

Note.— A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR.

- (150) **Authorised instructor.** A person who—
- i) Holds a valid ground instructor certificate issued under Part 2 when conducting ground training;
 - ii) Holds a current flight instructor certificate issued under Part 2 when conducting ground training or flight training; or
 - iii) Is authorised by the Authority to provide ground training or flight training under Part 2 and Part 3.
- (151) **Authority.** The Civil Aviation Safety Authority Suriname (CASAS)

- (152) **Automatic Dependent Surveillance (ADS).** A surveillance technique in which aircraft automatically provide, via a data link, data derived from onboard navigation and position-fixing systems, including aircraft identification, four-dimensional position and additional data as appropriate.
- (153) **Automatic dependent surveillance — broadcast (ADS-B).** A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.
- (154) **Automatic dependent surveillance — contract (ADS-C).** A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports.

Note.— The abbreviated term “ADS contract” is commonly used to refer to ADS event contract, ADS demand contract, ADS periodic contract or an emergency mode.

- (155) **Automatic Terminal Information Service (ATIS)** means the provision of current, routine information to arriving and departing aircraft by means of continuous and repetitive broadcasts during the hours when the unit responsible for the service is in operation.
- **Data link-Automatic Terminal Information Service (D-ATIS).** The provision of ATIS via data link.
 - **Voice-Automatic Terminal Information Service (Voice-ATIS).** The provision of ATIS by means of continuous and repetitive voice broadcasts.
- (156) **Availability** means the ratio of percentage of the time that a system is operating correctly to the total time in that period.
- (157) **Aviation occurrence** means any accident or incident associated with the operation of an aircraft
- (158) **Balked landing.** A landing manoeuvre that is unexpectedly discontinued at any point below the obstacle clearance altitude/height (OCA/H).
- (159) **Balloon.** A non-power-driven lighter-than-air aircraft.
- (160) **Banner.** An advertising medium supported by a temporary framework attached externally to the aircraft and towed behind or suspended under the aircraft.
- (161) **Bare Earth.** Surface of the Earth including bodies of water and permanent ice and snow, and excluding vegetation and man-made objects.
- (162) **Barrette.** Three or more aeronautical ground lights closely spaced in a transverse line so that from a distance they appear as a short bar of light
- (163) **Base turn.** A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track. The tracks are not reciprocal.

Note.— Base turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.

- (164) **Becquerel (Bq).** The activity of a radionuclide having one spontaneous nuclear transition per second.
- (165) **Board of inquiry** means a board of inquiry established under chapter 5 article 18 of the Act.
- (166) **Briefing.** Oral commentary on existing and/or expected meteorological conditions.
- (167) **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.
- (168) **Calendar.** Discrete temporal reference system that provides the basis for defining temporal position to a resolution of one day (ISO 19108*).
- (169) **Calendar day.** The period of elapsed time, using Co-ordinated Universal Time or local time, that begins at midnight and ends 24 hours later in the next midnight.
- (170) **Calendar month.** A period of a month beginning and ending with the dates that are conventionally accepted as marking the beginning and end of a numbered year (as January 1 through January 31 in the Gregorian calendar).
- (171) **Calendar year.** A period of a year beginning and ending with the dates that are conventionally accepted as marking the beginning and end of a numbered year (as January 1 through December 31 in the Gregorian calendar).

- (172) **Calibration.** A set of operations, performed in accordance with a definite documented procedure that compares the measurement performed by a measurement device or working standard for the purpose of detecting and reporting or eliminating by adjustment errors in the measurement device, working standard, or aeronautical product tested.
- (173) **Candela (cd).** The luminous intensity, in the perpendicular direction, of a surface of 1/600 000 square metre of black body at the temperature of freezing platinum under a pressure of 101 325 newtons per square metre.
- (174) **Canopy.** Bare Earth supplemented by vegetation height.
- (175) **Capacitor discharge light.** A lamp in which high-intensity flashes of extremely short duration are produced by the discharge of electricity at high voltage through a gas enclosed in a tube.
- (176) **Cargo aircraft.** Any aircraft, other than a passenger aircraft, which is carrying goods or property.
- (177) **Category II (CAT II) operations.** With respect to the operation of aircraft, means a straight-in ILS approach to the runway of an airport under a Category II ILS instrument approach procedure issued by the Authority or other appropriate authority.
- (178) **Category III (CAT III) operations.** With respect to the operation of aircraft, means an ILS approach to, and landing on, the runway of an airport using a Category III ILS instrument approach procedure issued by the Authority or other appropriate authority.
- (179) **Causes.** Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident.
- (180) **Celsius temperature (t°C).** The Celsius temperature is equal to the difference $t^{\circ}\text{C} = T - T_0$ between two thermodynamic temperatures T and T_0 where T_0 equals 273.15 kelvin.
- (181) **Certified aerodrome:** An aerodrome whose operator has been granted an aerodrome certificate
- (182) **Certify as airworthy (to).** To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.
- (183) **Certifying staff.** Those personnel who are authorised by the Approved Maintenance Organisation in accordance with a procedure acceptable to the Authority to certify aircraft or aircraft components for release to service.
- (184) **Change-over point.** The point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omni-directional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft.

Note.— Change-over points are established to provide the optimum balance in respect of signal strength and quality between facilities at all levels to be used and to ensure a common source of azimuth guidance for all aircraft operating along the same portion of a route segment.

- (185) **Check airman (aircraft).** A person who is qualified, and permitted, to conduct an evaluation in an aircraft, in a flight simulator, or in a flight training device for a particular type aircraft, for a particular AOC holder.
- (186) **Check airman (simulator).** A person who is qualified and authorized to conduct an evaluation, but only in a flight simulator or in a flight training device for a particular type aircraft, for a particular AOC holder.
- (187) **Clearance limit.** The point to which an aircraft is granted an air traffic control clearance.
- (188) **Clearway:** 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.
- (189) **Cloud of operational significance.** A cloud with the height of cloud base below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater, or a cumulonimbus cloud or a towering cumulus cloud at any height.
- (190) **Commercial air transport operation.** An aircraft operation involving the transport of passengers, cargo, or mail for remuneration or hire.
- (191) **Common mark.** A mark assigned by the International Civil Aviation Organization to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.

Note.— All aircraft of an international operating agency which are registered on other than a national basis will bear the same common mark.

- (192) **Common mark registering authority.** The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.
- (193) **Competency.** A combination of skills, knowledge and attitudes required to perform a task to the in which aircraft prescribed standard
- (194) **Competency element.** An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.
- (195) **Competency unit.** A discrete function consisting of a number of competency elements.
- (196) **Complex aeroplane.** An aeroplane that has retractable landing gear, flaps, and a controllable pitch propeller; or in the case of a seaplane, flaps and a controllable pitch propeller.
- (197) **Composite.** Structural materials made of substances, including, but not limited to, wood, metal, ceramic, plastic, fiber-reinforced materials, graphite, boron, or epoxy, with built-in strengthening agents that may be in the form of filaments, foils, powders, or flakes, of a different material.
- (198) **Computer system.** Any electronic or automated system capable of receiving, storing, and processing external data, and transmitting and presenting such data in a usable form for the accomplishment of a specific function.
- (199) **Conference communications.** Communication facilities whereby direct speech conversation may be conducted between three or more locations simultaneously.
- (200) **Configuration (as applied to the aeroplane).** A particular combination of the position the moveable elements, such as wing flaps and landing gear, etc., that affect the aerodynamic characteristics of the aeroplane.
- (201) **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.
- (202) **Configuration, Maintenance, and Procedures (CMP) Document.** A document approved by the CASAS that contains minimum configuration, operating, and maintenance requirements, hardware life-limits, and Master Minimum Equipment List (MMEL) constraints necessary for an airplane-engine combination to meet ETOPS type design approval requirements.
- (203) **Congested area.** In relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes.
- (204) **Congested hostile environment.** A hostile environment within a congested area.
- (205) **Consignment. (DG)** One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.
- (206) **Consultation.** Discussion with a meteorologist or another qualified person of existing and/or expected meteorological conditions relating to flight operations; a discussion includes answers to questions.
- (207) **Contour line.** A line on a map or chart connecting points of equal elevation.
- (208) **Contracting STATES.** All STATES that are signatories to the Convention on International Civil Aviation (Chicago Convention).
- (209) **Control area.** A controlled airspace extending upwards from a specified limit above the earth.
- (210) **Controlled aerodrome.** An aerodrome at which air traffic control service is provided to aerodrome traffic.

Note.— The term “controlled aerodrome” indicates that air traffic control service is provided to aerodrome traffic but does not necessarily imply that a control zone exists.

- (211) **Controlled airspace.** An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

Note.— Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D and E .

- (212) **Controlled flight.** Any flight which is subject to an air traffic control clearance.
- (213) **Controller-pilot data link communications (CPDLC).** A means of communication between controller and pilot, using data link for ATC communications.
- (214) **Control zone.** A controlled airspace extending upwards from the surface of the earth to a specified upper limit.
- (215) **Conversion.** Conversion is the action taken by SURINAME in issuing its own licence on the basis of a licence issued by another Contracting State for use on aircraft registered in SURINAME.
- (216) **Co-pilot.** A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instructions.
- (217) **Corporate aviation operation.** The non-commercial operation or use of aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by a professional pilot(s) employed to fly the aircraft.
- (218) **Coulomb (C).** The quantity of electricity transported in 1 second by a current of 1 ampere.
- (219) **Course.** A program of instruction to obtain an airman license, rating, qualification, authorisation, or currency.
- (220) **Courseware.** Instructional material developed for each course or curriculum, including lesson plans, flight event descriptions, computer software programs, audio-visual programs, workbooks, and handouts
- (221) **Credit.** Recognition of alternative means or prior qualifications.
- (222) **Crew member.** A person assigned by an operator to duty on an aircraft during a flight duty period
- (223) **Crew Resource Management.** A program designed to improve the safety of flight operations by optimising the safe, efficient, and effective use of human resources, hardware, and information through improved crew communication and co-ordination.
- (224) **Critical engine.** The engine whose failure would most adversely affect the performance or handling qualities of an aircraft.
- (225) **Critical Performance Parameter** means a performance parameter that has a direct effect on the operational integrity of a facility.
- (226) **Critical phases of flight.** Those portions of operations involving taxiing, takeoff and landing, and all flight operations below 10,000 feet, except cruise flight.
- (227) **Cross country.** A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.
- (228) **Cross-country time.** That time a pilot spends in flight in an aircraft which includes a landing at a point other than the point of departure and, for the purpose of meeting the cross-country time requirements for a private pilot license (except with a rotorcraft rating), commercial pilot license, or an instrument rating, includes a landing at an aerodrome which must be a straight-line distance of more than 50 nautical miles from the original point of departure.
- (229) **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.
- (230) **Cruising level.** A level maintained during a significant portion of a flight.
- (231) **Culture.** All man-made features constructed on the surface of the Earth, such as cities, railways and canals.
- (232) **Cyclic redundancy check (CRC).** A mathematical algorithm applied to the digital expression of data that provides a level of assurance against loss or alteration of data.
- (233) **Danger area.** An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.
- (234) **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 the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, ICAO Doc. 9284*
- (235) **Dangerous goods accident.** 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.

- (236) **Dangerous goods incident.** 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. Any occurrence relating to the transport of dangerous goods which seriously jeopardises an aircraft or its occupants is deemed to constitute a dangerous goods incident.
- (237) **Dangerous goods transport document.** A document specified by the ICAO Technical Instructions for the Safe Transportation of Dangerous Goods by Air (See definition, below). It is completed by the person who offers dangerous goods for air transport and contains information about those dangerous goods. The document bears a signed declaration indicating that the dangerous goods are fully and accurately described by their proper shipping names and UN numbers (if assigned) and that they are correctly classified, packed, marked, labelled and in a proper condition for transport.
- (238) **Database.** One or more files of data so structured that appropriate applications may draw from the files and update them.

Note.— This primarily refers to data stored electronically and accessed by computer rather than in files of physical records.

- (239) **Data link communications.** A form of communication intended for the exchange of messages via a data link.
- (240) **Data product.** Data set or data set series that conforms to a data product specification (ISO 19131*).
- (241) **Data product specification.** Detailed description of a data set or data set series together with additional information that will enable it to be created, supplied to and used by another party (ISO 19131*).

Note.— A data product specification provides a description of the universe of discourse and a specification for mapping the universe of discourse to a data set. It may be used for production, sales, end -use or other purpose.

- (242) **Data quality.** A degree or level of confidence that the data provided meet the requirements of the data user in terms of accuracy, resolution and integrity.
- (243) **Data set.** Identical collection of data (ISO 19101*).
- (244) **Data set series.** Collection of data sets sharing the same product specification (ISO 19115*).
- (245) **Datum:** Any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities. (ISO 19104*).
- (246) **De-icing/anti-icing facility:** A facility where frost, ice or snow is removed (de-icing) from the aeroplane to provide clean surfaces, and/or where clean surfaces of the aeroplane receive protection (anti-icing) against the formation of frost or ice and accumulation of snow or slush for a limited period of time.

Note.- Further guidance is given in the Manual of Aircraft Ground De-icing/Anti-icing Operations (Doc 9640)

- (247) **De-icing/anti-icing pad:** An area comprising an inner area for the parking of an aeroplane to receive de-icing/anti-icing treatment and an outer area for the manoeuvring of two or more mobile de-icing/anti-icing equipment
- (248) **Deadhead Transportation.** Time spent in transportation on aircraft (at the insistence of the AOC holder) to or from a crew member's home station
- (249) **Decision altitude (DA) or decision height (DH).** A specified altitude or height in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

Note 1.- Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to 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".

- (250) **Declared capacity.** A measure of the ability of the ATC system or any of its subsystems or operating positions to provide service to aircraft during normal activities. It is expressed as the number of aircraft entering a specified portion of airspace in a given period of time, taking due account of weather, ATC unit configuration, staff and equipment available, and any other factors that may affect the workload of the controller responsible for the airspace.
- (251) **Declared distances.**
- a) **Take-off run available (TORA).** The length of runway declared available and suitable for the ground run of an aeroplane taking off.
 - b) **Take-off distance available (TODA).** The length of the take-off run available plus the length of the clearway, if provided.
 - c) **Accelerate-stop distance available (ASDA).** The length of the take-off run available plus the length of the stopway, if provided.
 - d) **Landing distance available (LDA).** The length of runway which is declared available and suitable for the ground run of an aeroplane landing.
- (252) **Declared distances – heliports.**
- a) **Take-off distance available (TODAH).** The length of the FATO plus the length of the helicopter clearway (if provided) declared available and suitable for helicopters to complete the take-off.
 - b) **Rejected take-off distance available (RTODAH).** The length of the FATO declared available and suitable for helicopters operated in performance class 1 to complete a rejected take-off.
 - c) **Landing distance available (LDAH).** The length of the FATO plus any additional area declared available and suitable for helicopters to complete the landing manoeuvre from a defined height.
- (253) **Defined point after takeoff (DPATO).** The point, within the takeoff and initial climb phase, before which the Class 2 helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.
- (254) **Defined point before landing (DPBL).** The point, within the approach and landing phase, after which the Class 2 helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.
- (255) **Degree Celsius (°C).** The special name for the unit kelvin for use in stating values of Celsius temperature.
- (256) **Dependent parallel approaches.** Simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway centre lines are prescribed.
- (257) **Design landing mass.** The maximum mass of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land.
- (258) **Design take-off mass.** The maximum mass at which the aircraft, for structural design purposes, is assumed to be planned to be at the start of the take-off run.
- (259) **Design taxiing mass.** The maximum mass of the aircraft at which structural provision is made for load liable to occur during use of the aircraft on the ground prior to the start of take-off.
- (260) **Destination alternate.** An alternate aerodrome to which an aircraft may proceed should it become either impossible or inadvisable to land at the aerodrome of intended landing.
- (261) **DETRESFA.** The code word used to designate a distress phase.
- (262) **Digital Elevation Model. (DEM).** The representation of terrain surface by continuous elevation values at all intersections of a defined grid, referenced to common datum.

Note – Digital Terrain Model (DTM) is sometimes referred to as DEM.

- (263) **Direct transit arrangements.** Special arrangements approved by the public authorities concerned by which traffic which is pausing briefly in its passage through the Contracting State may remain under their direct control.
- (264) **Directly in charge. (AMO)** Means having the responsibility for the work of an Approved Maintenance Organisation that performs maintenance, preventative maintenance, alterations, or other functions affecting aircraft airworthiness. A person directly in charge does not need to physically observe and direct each worker constantly but must be available for consultation on matters requiring instruction or decision from higher authority.
- (265) **Directly in Charge. (AOC)** A person assigned to a position in which he or she is responsible for the work of a shop or station that performed maintenance, preventive maintenance, or modifications, or other functions affecting aircraft airworthiness.
- (266) **Director** means the Director of the Civil Aviation Safety Authority Suriname
- (267) **Discrete source damage.** Structural damage of the aeroplane that is likely to result from: impact with a bird, uncontained fan blade failure, uncontained engine failure, uncontained high-energy rotating machinery failure or similar causes.
- (268) **Displaced threshold:** A threshold not located at the extremity of a runway.
- (269) **Distance Measuring Equipment (DME)** means equipment, which measures in nautical miles, the slant range of an aircraft, from the selected DME station.
- (270) **Distress phase.** A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.
- (271) **Downstream clearance.** A clearance issued to an aircraft by an air traffic control unit that is not the current controlling authority of that aircraft.
- (272) **Dual instruction time.** Flight time during which a person is receiving flight instruction from a properly authorised pilot on board the aircraft.
- (273) **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.
- (274) **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.
- (275) **Duty time.** The total time from the moment a person identified in Part 8 begins, immediately after a rest period, any work on behalf of the AOC holder until that person is free from all restraint associated with that work.
- (276) **Dual Maintenance.** Dual maintenance means maintenance on the “same” ETOPS significant system. Dual maintenance is maintenance action performed on the same element of identical, but separate ETOPS Significant Systems during a scheduled or unscheduled maintenance visit. Dual maintenance on “substantially similar” ETOPS significant systems means maintenance actions performed on engine-driven components on both engines during the same maintenance visit.
- (277) **Dynamic load-bearing surface.** A surface capable of supporting the loads generated by a helicopter conducting an emergency touchdown on it.
- (278) **Economic poison.** Any substance or mixture of substances intended for—
- i) Preventing, destroying, repelling, or mitigating any insects, rodents, nematodes, fungi, weeds, and other forms of plant or animal life or viruses, except viruses on or in living human beings or other animals, which Suriname may declare to be a pest, and
 - ii) Use as a plant regulator, defoliant or desiccant.
- (279) **Effective intensity.** The effective intensity of a flashing light is equal to the intensity of a fixed light of the same colour which will produce the same visual range under identical conditions of observation.
- (280) **Effective length of the runway.** The distance for landing from the point at which the obstruction clearance plane associated with the approach end of the runway intersects the centreline of the runway to the far end.
- (281) **Electronic aeronautical chart display.** An electronic device by which flight crews are enabled to execute, in a convenient and timely manner, route planning, route monitoring and navigation by displaying required information.
- (282) **Elevated heliport.** A heliport located on a raised structure on land.

- (283) **Elevation.** The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.
- (284) **Ellipsoid height (Geodetic height):** The height related to the reference ellipsoid, measured along the ellipsoidal outer normal through the point in question
- (285) **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:
- i) **Automatic fixed ELT (ELT(AF)).** An automatically activated ELT which is permanently attached to an aircraft.
 - ii) **Automatic portable ELT (ELT(AP)).** An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft.
 - iii) **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.
 - iv) **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.
- (286) **Emergency phase.** A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.
- (287) **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 (if applicable).
- (288) **En-route alternate.** An aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route.
- (289) **En-route phase.** That part of the flight from the end of the take-off and initial climb phase to the commencement of the approach and landing phase.

Note.— Where adequate obstacle clearance cannot be guaranteed visually, flights must be planned to ensure that obstacles can be cleared by an appropriate margin. In the event of failure of the critical power-unit, operators may need to adopt alternative procedures.

- (290) **Equal-Time Point (ETP).** A point on the route of flight where the flight time, considering wind, to each of two selected airports is equal.
- (291) **Equivalent system of maintenance.** An AOC holder may conduct maintenance activities through an arrangement with an AMO or may conduct its own maintenance, preventive maintenance, or alterations, so long as the AOC holder's maintenance system is approved by the Authority and is equivalent to that of an AMO, except that the approval for return to service of an aircraft/aeronautical product shall be made by an appropriately licensed aviation maintenance technician or aviation repair specialists in accordance with the relevant Regulations on Licensing, as appropriate.
- (292) **Error.** An action or inaction by an operational person that leads to deviations from organizational or the operational person's intentions or expectations.
- (293) **Error management.** The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of further errors or undesired states.
- (294) **ETOPS Area of Operation.** One of the following areas:
- (1) For turbine-engine-powered airplanes with two engines, an area beyond 60 minutes from an adequate airport, computed using a one-engine-inoperative cruise speed under standard conditions in still air.
 - (2) For turbine-engine-powered passenger-carrying airplanes with more than two engines, an area beyond 180 minutes from an adequate airport, computed using a one-engine-inoperative cruise speed under standard condition in still air.
- (295) **ETOPS en-route alternate.** A suitable and appropriate alternate aerodrome at which an aeroplane would be able to land after experiencing an engine shutdown or other abnormal or emergency condition while en route in an ETOPS operation.

- (296) **ETOPS Entry Point.** The First point on the route of an ETOPS flight, determined using, a one- engine-inoperative cruise speed under standard conditions in still air, that is-
- (1) More than 60 minutes from an adequate airport for airplanes with two engines;
 - (2) more than 180 minutes from an adequate airport for passenger-carrying airplanes with more than two engines
- (297) **ETOPS Qualified Person.** A person, performing maintenance for the certificate holder, who has satisfactorily completed the certificate holder's ETOPS training program
- (298) **ETOPS Significant System.** An airplane system, including the propulsion system, the failure or malfunctioning of which could adversely affect the safety of an ETOPS flight, or the continued safe flight and landing of an airplane during an ETOPS diversion.
- Each ETOPS significant system is either an ETOPS Group 1 significant system or an ETOPS Group 2 significant system.
- a) An ETOPS Group 1 Significant System:
 1. Has fail-safe characteristics directly linked to the degree of redundancy provided by the number of engines on the airplane;
 2. Is a system, the failure or malfunction of which could result in an in-flight shutdown (IFSD), loss of thrust control, or other power loss;
 3. Contributes significantly to the safety of an ETOPS diversion by providing additional redundancy for any system power source lost as a result of an inoperative engine; and
 4. Is essential for prolonged operation of an airplane at engine inoperative altitudes.
 - b) An ETOPS Group 2 significant system is an ETOPS significant system that is not an ETOPS Group 1 significant system. Group 2 system failures will not cause aircraft flight performance loss or cabin environment problems but may result in diversions or turn backs.
- (299) **Evaluator (ATO).** A person employed by a certified Aviation Training Organisation who performs tests for licensing, added ratings, authorisations, and proficiency checks that are authorised by the certificate holder's training specification, and who is authorised by the Authority to administer such checks and tests.
- (300) **Examiner.** Any person authorised by the Authority to conduct a pilot proficiency test, a practical test for an airman license or rating, or a knowledge test under these regulations.
- (301) **Exception. (DG).** A provision in this CARS which excludes a specific item of dangerous goods from the requirements normally applicable to that item.
- (302) **Exemption.** An authorization issued by an appropriate national authority providing relief from the provisions of its Regulations.
- (303) **Extended overwater operation.** With respect to aircraft other than helicopters, an operation over water at a horizontal distance of more than 100 nm from the nearest shoreline; and to helicopters, an operation over water at a horizontal distance of more than 50 nm from the nearest shoreline and more than 50 nm from an offshore heliport structure.
- (304) **Extended range operation.** Any flight by an aeroplane with two turbine power-units where the flight time at the one power-unit inoperative cruise speed (in ISA and still air conditions), from a point on the route to an adequate alternate aerodrome, is greater than the threshold time approved by the State of the Operator.
- (305) **Facility** means a total electronic system, including any associated aerials, power distribution system, communications cables used to support the system.
- (306) **Facility. (AMO)** A physical plant, including land, buildings, and equipment, which provide the means for the performance of maintenance, preventive maintenance, or modifications of any article.
- (307) **Factor of safety.** A design factor used to provide for the possibility of loads greater than those assumed, and for uncertainties in design and fabrication.
- (308) **Farad (F).** The capacitance of a capacitor between the plates of which there appears a difference of potential of 1 volt when it is charged by a quantity of electricity equal to 1 coulomb.
- (309) **Fatigue.** A physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness and/or physical activity that can impair a crew member's alertness and ability to safely operate an aircraft or perform safety related duties.

(310) **Feature.** Abstraction of real world phenomena (ISO 19101*).

Note – A feature attribute has a name, a data type and a value domain associated with it.

(311) **Feature attribute.** Characteristic of a feature (ISO 19101*).

(312) **Feature operation.** Operation that every instance of a feature type may perform (ISO 19110*).

Note – An operation upon the feature type dam is to raise the dam. The result of this operation is to raise the level of water in the reservoir.

(313) **Feature relationship.** Relationship that links instances of one feature type with instances of the same or a different feature type (ISO 19101*).

(314) **Feature type.** Class of real world phenomena with common properties (ISO 19110*).

Note – In a feature catalogue, the basic level of classification is the feature type.

(315) **Final approach.** That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified,

- a) at the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or
- b) at the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which:
 1. a landing can be made; or
 2. a missed approach procedure is initiated.

(316) **Final approach and take-off area (FATO).** A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by performance Class 1 helicopters, the defined area includes the rejected take-off area available.

(317) **Final approach fix or point.** That fix or point of an instrument approach procedure where the approach segment commences.

(318) **Final approach segment.** That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

(319) **Fireproof material.** A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.

(320) **Fire resistant.** The capability to withstand the application of heat by a flame for a period of 5 minutes.

(321) **Fixed light.** A light having constant luminous intensity when observed from a fixed point.

(322) **Flight (s).** The period from takeoff to landing.

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

(324) **Flight Data Analysis.** A process of analyzing recorded flight data in order to improve the safety of flight operations.

(325) **Flight documentation.** Written or printed documents, including charts or forms, containing meteorological information for a flight.

(326) **Flight duty period.** The total time from the moment a flight crew member commences duty, immediately subsequent to a rest period and prior to making a flight or a series of flights, to the moment the flight crew member is relieved of all duties having completed such flight or series of flights.

(327) **Flight information centre.** A unit established to provide flight information service and alerting service.

(328) **Flight information region.** An airspace of defined dimensions within which flight information service and alerting service are provided.

(329) **Flight information service.** A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

(330) **Flight level.** A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals.

Note 1. — A pressure type altimeter calibrated in accordance with the Standard Atmosphere:

- a) when set to a QNH altimeter setting, will indicate altitude;
- b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum;
- c) when set to a pressure of 1 013.2 hPa, may be used to indicate flight levels.

Note 2.— The terms “height” and “altitude”, used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.

- (331) **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.
- (332) **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 CARS Part 2, who supports, briefs, and/or assists the pilot-in-command in the safe conduct of the flight.
- (333) **Flight plan.** Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Note.— Specifications for flight plans are contained in CARS part 8. When the expression “flight plan form” is used it denotes the model flight plan form at Appendix 2 to the PANS-ATM.

- (334) **Flight recorder.** Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

Note.- See Annex 6, Parts I, II and III, for specifications relating to flight recorders.

- (335) **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.
- (336) **Flight simulation training device.** Also known as synthetic flight trainer. 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.

- (337) **Flight simulator.** A device that—
- (i) Is a full-size aircraft cockpit replica of a specific type of aircraft, or make, model, and series of aircraft;
 - (ii) Includes the hardware and software necessary to represent the aircraft in ground operations and flight operations;
 - (iii) Uses a force cueing system that provides cues at least equivalent to those cues provided by a 3 degree freedom of motion system;
 - (iv) Uses a visual system that provides at least a 45 degree horizontal field of view and a 30 degree vertical field of view simultaneously for each pilot; and

- (v) Has been evaluated, qualified, and approved by the Authority.
- (338) **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.*
- (339) **Flight time – helicopters.** The total time from the moment a helicopter’s rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.
- Note 1.— The State may provide guidance in those cases where the definition of flight time does not describe or permit normal practices. Examples are: crew change without stopping the rotors; and rotors running engine wash procedure following a flight. In any case, the time when rotors are running between sectors of a flight is included within the calculation of flight time.*
- Note 2.— This definition is intended only for the purpose of flight and duty time regulations.*
- (340) **Flight training.** Training, other than ground training, received from an authorised instructor in flight in an aircraft.
- (341) **Flight training device.** A device that—
- (i) Is a full-size replica of the instruments, equipment, panels, and controls of an aircraft, or set of aircraft, open or in an enclosed cockpit, including the hardware and software for the systems installed, that is necessary to simulate the aircraft in ground and flight operations;
 - (ii) Need not have a force (motion) cueing or visual system; and
 - (iii) Has been evaluated, qualified, and approved by the Authority.
- Note: A set of aircraft are those that share similar performance characteristics, such as similar airspeed and altitude operating envelopes, similar handling characteristics, and the same number and type of propulsion systems.*
- (342) **Foot (ft).** The length equal to 0.304 8 metre exactly.
- (343) **Forecast.** A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.
- (344) **Foreign air operator.** Any air operator, not being a Surinamese air operator, which on the basis of its own economic authorisation undertakes to engage in commercial air transport operations to, from or within borders or airspace of Suriname, whether on a scheduled or charter basis.
- (345) **Foreign Authority.** The civil aviation authority that issues and oversees the Air Operator Certificate of the foreign operator.
- (346) **Frangible object.** An object of low mass designed to break, distort or yield on impact so as to present the minimum hazard to aircraft.
- (347) **Freight container.** A freight container is an article of transport equipment for radioactive materials, designed to facilitate the transport of such materials, either packaged or unpackaged, by one or more modes of transport.
- (348) **GAMET area forecast.** An area forecast in abbreviated plain language for low-level flights for a flight information region or sub-area thereof, prepared by the meteorological office designated by the meteorological authority concerned and exchanged with meteorological offices in adjacent flight information regions, as agreed between the meteorological authorities concerned.
- (349) **General aviation operation.** An aircraft operation other than a commercial air transport operation or an aerial work operation.
- (350) **Geodetic datum.** A minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.
- (351) **Geodesic distance.** The shortest distance between any two points on a mathematically defined ellipsoidal surface.

- (352) **Geoid:** The equipotential surface in the gravity field of the earth which coincides with the undisturbed mean sea level (MSL) extended continuously through the continents.

Note.- The geoid is irregular in shape because of local gravitational disturbances (wind tides, salinity, current, etc.) and the direction of gravity is perpendicular to the geoid at every point.

- (353) **Geoid undulation.** The distance of the geoid above (positive) or below (negative) the mathematical reference ellipsoid.

Note.- In respect to the World Geodetic System- 1984 (WGS-84) defined ellipsoid, the difference between the WGS-84 ellipsoidal height and orthometric height represents WGS-84 geoid undulation.

- (354) **Glide path.** A descent profile determined for vertical guidance during a final approach.
- (355) **Glider.** A non-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.
- (356) **Glider flight time.** The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.
- (357) **Global Positioning System (GPS)** means a satellite based radio navigation system, which utilizes precise range measurements from GPS satellites to determine precise position and time.
- (358) **Gray (Gy).** The energy imparted by ionizing radiation to a mass of matter corresponding to 1 joule per kilogram.
- (359) **Gregorian calendar.** Calendar in general use; first introduced in 1582 to define a year that more closely approximates the tropical year than the Julian calendar.

Note.- In the Gregorian calendar, common years have 365 days and leap years have 366 days divided into twelve sequential months.

- (360) **Grid point data in digital form.** Computer processed meteorological data for a set of regularly spaced points on a chart, for transmission from a meteorological computer to another computer in a code form suitable for automated use.
- (361) **Ground to Air Communication** means one-way communication from stations or locations on the surface of the earth to aircraft.
- (362) **Ground handling.** Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.
- (363) **Gyroplane.** A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.
- (364) **Handling agent.** An agency which performs on behalf of the operator some or all of the latter's functions including receiving, loading, unloading, transferring or other processing of passengers or cargo.
- (365) **Hazard beacon.** An aeronautical beacon used to designate a danger to air navigation.
- (366) **Heavier-than-air aircraft.** Any aircraft deriving its lift in flight chiefly from aerodynamic forces.
- (367) **Height.** The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.
- (368) **Helicopter.** 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 axis.
- (i) **Class 1 helicopter.** A helicopter with performance such that, in case of critical engine failure, it is able to land on the rejected take-off area or safely continue the flight to an appropriate landing area, depending on when the failure occurs.
 - (ii) **Class 2 helicopter.** A helicopter with performance such that, in case of critical engine failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after take-off or after a defined point before landing, in which case a forced landing may be required.
 - (iii) **Class 3 helicopter.** A helicopter with performance such that, in case of engine failure at any point in the flight profile, a forced landing must be performed.

Category A. With respect to helicopters, means a multi-engine helicopter designed with engine and system isolation features specified in Part IVB and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off.

Category B. With respect to helicopters, means a single-engine or multi-engine helicopter which 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 a forced landing is assumed.

- (369) **Helicopter air taxiway.** A defined path on the surface established for the air taxiing of helicopters.
- (370) **Helicopter clearway.** A defined area on the ground or water, selected and/or prepared as a suitable area over which a helicopter operated in performance class 1 may accelerate and achieve a specific height.
- (371) **Helicopter ground taxiway.** A ground taxiway intended for the ground movement of wheeled undercarriage helicopters.
- (372) **Helicopter stand.** An aircraft stand which provides for parking a helicopter and, where air taxiing operations are contemplated, the helicopter touchdown and liftoff.
- (373) **Helideck.** A heliport located on a floating or fixed offshore structure.
- (374) **Heliport.** An aerodrome or defined area on a structure intended to be used wholly or in part for the arrival, departure, and surface movement of helicopters.
- (375) **Heliport operating minima.** The limits of usability of a heliport for:
- a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;
 - b) landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation;
 - c) landing in approach and landing operations with vertical guidance, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H); and
 - d) landing in non-precision approach and landing operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.
- (376) **Henry (H).** The inductance of a closed circuit in which an electromotive force of 1 volt is produced when the electric current in the circuit varies uniformly at a rate of 1 ampere per second.
- (377) **Hertz (Hz).** The frequency of a periodic phenomenon of which the period is 1 second.
- (378) **High performance aeroplane.** An Aeroplane with an engine of more than 200 horsepower.
- (379) **Holding procedure.** A predetermined manoeuvre which keeps an aircraft within a specified airspace while awaiting further clearance.
- (380) **Hostile environment.** An environment in which:
- a) a safe forced landing cannot be accomplished because the surface and surrounding environment are inadequate; or
 - b) the helicopter occupants cannot be adequately protected from the elements; or
 - c) search and rescue response/capability is not provided consistent with anticipated exposure; or
 - d) there is an unacceptable risk of endangering persons or property on the ground.
- (381) **Housing. (AMO)** Buildings, hangars, and other structures to accommodate the necessary equipment and materials of a maintenance organisation that—
- (i) Provide working space for the performance of maintenance, preventive maintenance, or modifications for which the maintenance organisation is certificated and rated; and
 - (ii) Provide structures for the proper protection of aircraft, airframes, aircraft engines, propellers, appliances, components, parts, and subassemblies thereof during disassembly, cleaning, inspection, repair, modification, assembly, and testing; and
 - (iii) Provide for the proper storage, segregation, and protection of materials, parts, and supplies.

- (382) **Holding bay.** A defined area where aircraft can be held, or bypassed, to facilitate efficient surface movement of aircraft.
- (383) **Holdover time.** The estimated time de-icing/anti-icing fluid will prevent the formation of frost or ice and the accumulation of snow on the protected surfaces of an aircraft. Holdover time begins when the final application of de-icing or anti-icing fluid commences and expires when the de-icing or anti-icing fluid applied to the aircraft loses its effectiveness.
- (384) **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.
- (385) **Human performance.** Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.
- (386) **Hypsometric tints.** A succession of shades or colour gradations used to depict ranges of elevation.
- (387) **Identification beacon:** An aeronautical beacon emitting a coded signal by means of which a particular point of reference can be identified.
- (388) **ICAO** means the International Civil Aviation Organization
- (389) **IFR.** The symbol used to designate the instrument flight rules.
- (390) **IFR flight.** A flight conducted in accordance with the instrument flight rules.
- (391) **IMC.** The symbol used to designate instrument meteorological conditions
- (392) **INCERFA.** The code word used to designate an uncertainty phase.
- (393) **Incident** means any occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation
- (394) **Incompatible. (DG)** Describing dangerous goods which, if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance.
- (395) **Independent parallel approaches.** Simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway centre lines are not prescribed.
- (396) **Independent parallel departures.** Simultaneous departures from parallel or near-parallel instrument runways.
- (397) **Industry codes of practice.** Guidance material developed by an industry body, for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organization's Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate.

Note.— Some States accept and reference industry codes of practice in the development of regulations to meet the requirements of Annex 6, Part II, and make available, for the industry codes of practice, their sources and how they may be obtained.

- (398) **Initial approach segment.** That segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or, where applicable, the final approach fix or point.
- (399) **In-Flight Shutdown (IFSD).** When an engine ceases to function (when the airplane is airborne) and is shut down, whether self induced, flightcrew initiated or caused by an external influence. The CASAS considers IFSD for all causes, such as flameout, internal failure, flight crew initiated shutdown, foreign object ingestion, icing, inability to obtain or control desired thrust or power, and cycling of the start control; however briefly, even if the engine operates normally for the remainder of the flight. This definition excludes the airborne cessation of the functioning of an engine when immediately followed by an automatic engine relight and when an engine does not achieve desired thrust or power but is not shut down.
- (400) **Inspection.** The examination of an aircraft or aeronautical product to establish conformity with a standard approved by the Authority.
- (401) **Instrument approach.** An approach procedure prescribed by the Authority having jurisdiction over the aerodrome.
- (402) **Instrument approach procedure.** A series of predetermined manoeuvres 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 enroute obstacle clearance criteria apply.

- (403) **Instrument flight time.** Time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points.
- (404) **Instrument ground time.** Time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the Licensing Authority.
- (405) **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.
- (406) **Instrument runway.** One of the following types of runways intended for the operation of aircraft using instrument approach procedures:
- a) **Non-precision approach runway.** An instrument runway served by visual aids and a non-visual aid providing at least directional guidance adequate for a straight-in approach.
 - b) **Precision approach runway, category I.** An instrument runway served by ILS and/or MLS and visual aids intended for operations with a decision height not lower than 60 m (200 ft) and either a visibility not less than 800 m or a runway visual range not less than 550 m.
 - c) **Precision approach runway, category II.** An instrument runway served by ILS and/or MLS and visual aids intended for operations with a decision height lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 350 m.
 - d) **Precision approach runway, category III.** An instrument runway served by ILS and/or MLS to and along the surface of the runway and:
 - A- intended for operations with a decision height lower than 30 m (100 ft), or no decision height and a runway visual range not less than 200 m.
 - B- intended for operations with a decision height lower than 15 m (50 ft), or no decision height and a runway visual range less than 200 m but not less than 50 m.
 - C- intended for operations with no decision height and no runway visual range limitations.

Note 1.- See Annex 10, Volume I for related ILS and/or MLS specifications.

Note 2.- Visual aids need not necessarily be matched to the scale of non-visual aids provided. The criterion for the selection of visual aids is the conditions in which operations are intended to be conducted.

- (407) **Instrument time.** Time in which cockpit instruments are used as the sole means for navigation and control.
- (408) **Instrument training.** Training which is received from an authorised instructor under actual or simulated instrument meteorological conditions.
- (409) **Instrument time.** Instrument flight time or instrument ground time.
- (410) **Integrated Aeronautical Information Package.** A package which consists of the following elements:
- AIP, including amendment service;
 - Supplements to the AIP;
 - NOTAM and PIB;
 - AIC; and
 - checklists and lists of valid NOTAM.
- (411) **Integrated survival suit.** A survival suit which meets the combined requirements of the survival suit and life jacket.
- (412) **Integrity (aeronautical data).** A degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment.
- (413) **Interchange agreement.** A leasing agreement which permits an air carrier to dry lease and take or relinquish operational control of an aircraft at an airport.
- (414) **Intermediate approach segment.** That segment of an instrument approach procedure between either the intermediate approach fix and the final approach fix or point, or between the end of a reversal, racetrack or dead reckoning track procedure and the final approach fix or point, as appropriate.

- (415) **Intermediate holding position.** A designated position intended for traffic control at which taxiing aircraft and vehicles shall stop and hold until further cleared to proceed, when so instructed by the aerodrome control tower.
- (416) **International aerodrome:** An aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out, where air traffic services are available on a regular basis.
- (417) **International airport.** Any airport designated by the Contracting State in whose territory it is situated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.
- (418) **International airways volcano watch (IAVW).** International arrangements for monitoring and providing warnings to aircraft of volcanic ash in the atmosphere.
- (419) **International NOTAM office.** An office designated by a State for the exchange of NOTAM internationally.
- (420) **International operating agency.** An agency of the kind contemplated in Article 77 of the Convention.
- (421) **Investigation** means a process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and, when appropriate, the making of safety recommendations
- (422) **Investigator** means a duly qualified person appointed by the Suriname to assist in the investigation of an aviation occurrence
- (423) **Investigator-In-Charge.** A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation
- (424) **Isogonal.** A line on a map or chart on which all points have the same magnetic variation for a specified epoch.
- (425) **Isogriv.** A line on a map or chart which joins points of equal angular difference between the North of the navigation grid and Magnetic North.
- (426) **Joule (J).** The work done when the point of application of a force of 1 newton is displaced a distance of 1 metre in the direction of the force.
- (427) **Journey log.** A form signed by the PIC of each flight that records the aeroplane's registration, crew member names and duty assignments, the type of flight, and the date, place, and time of arrival and departure.
- (428) **Kelvin (K).** A unit of thermodynamic temperature which is the fraction 1/273.16 of the thermodynamic temperature of the triple point of water.
- (429) **Kilogram (kg).** The unit of mass equal to the mass of the international prototype of the kilogram.
- (430) **Knot (kt).** The speed equal to 1 nautical mile per hour.
- (431) **Knowledge test.** A test on the aeronautical knowledge areas required for an airman license or rating that can be administered in written form or by a computer.
- (432) **Landing area.** The part of a movement area intended for the landing or take-off of aircraft.
- (433) **Landing decision point (LDP).** The point used in determining landing performance from which, an engine failure occurring at this point, the landing may be safely continued or a balked landing initiated.
- Note.— LDP applies only to helicopters operating in performance Class 1.*
- (434) **Landing direction indicator.** A device to indicate visually the direction currently designated for landing and for take-off.
- (435) **Landing distance available (LDA).** The length of the runway which is declared available and suitable for the ground run of an aeroplane landing.
- (436) **Landing surface.** That part of the surface of an aerodrome which the aerodrome authority has declare available for the normal ground or water run of aircraft landing in a particular direction.
- (437) **Large aeroplane.** An aeroplane having a maximum certified take-off mass of over 5,700 kg (12,500 lbs)
- (438) **Laser-beam critical flight zone (LCFZ).** Airspace in the proximity of an aerodrome but beyond the LFFZ where the irradiance is restricted to a level unlikely to cause glare effects.
- (439) **Laser-beam free flight zone (LFFZ).** Airspace in the immediate proximity to the aerodrome where the irradiance is restricted to a level unlikely to cause any visual disruption.

- (440) **Laser-beam sensitive flight zone (LSFZ).** Airspace outside, and not necessarily contiguous with, the LFFZ and LCFZ where the irradiance is restricted to a level unlikely to cause flash- blindness or after-image effects.
- (441) **Level.** A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.
- (442) **Licensing Authority.** The CASAS is designated by Suriname as responsible for the licensing of personnel.
- (443) **Life-limited part.** Any part for which a mandatory replacement limit is specified in the type design, the Instructions for Continued Airworthiness, or the maintenance manual.
- (444) **Lighter-than-air aircraft.** Any aircraft supported chiefly by its buoyancy in the air.
- (445) **Lighting system reliability.** The probability that the complete installation operates within the specified tolerances and that the system is operationally usable.
- (446) **Likely.** In the context of the medical provisions in CARS Part 2, likely means with a probability of occurring that is unacceptable to the Medical Assessor.
- (447) **Limit loads.** The maximum loads assumed to occur in the anticipated operating conditions.
- (448) **Line maintenance.** Any unscheduled maintenance resulting from unforeseen events, or scheduled checks that contain servicing and/or inspections that do not require specialised training, equipment or facilities.
- (449) **Line operating flight time.** Flight time recorded by the PIC or CP while in revenue service for an AOC holder.
- (450) **Litre (L).** A unit of volume restricted to the measurement of liquids and gases which is equal to 1 cubic decimetre.
- (451) **Load factor.** The ratio of a specified load to the weight of the aircraft, the former being expressed in terms of aerodynamic forces, inertia forces, or ground reactions.
- (452) **Localizer** means the component of an ILS, which provides azimuth guidance to a runway.
- (453) **Location** means a specific point fixed by its longitude and latitude position.
- (454) **Locator** means a Low /Medium frequency NDB, used as an aid to final approach.
- (455) **Logon address.** A specified code used for data link logon to an ATS unit.
- (456) **Long Range Overwater Flights.** Routes on which an aeroplane may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency landing.
- (457) **Lumen (lm).** The luminous flux emitted in a solid angle of 1 steradian by a point source having a uniform intensity of 1 candela.
- (458) **Lux (lx).** The illuminance produced by a luminous flux of 1 lumen uniformly distributed over a surface of 1 square metre.
- (459) **Magnetic variation.** The angular difference between True North and Magnetic North.

Note. — The value given indicates whether the angular difference is East or West of True North

- (460) **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.
- (461) **Maintenance Control Manual.** A manual containing procedures, instructions and guidance for use by maintenance and concerned operational personnel in the execution of their duties.
- (462) **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.
- (463) **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.
- (464) **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..
- (465) **Maintenance release (AMO)** An approved maintenance organisation document signed by an authorised approved maintenance organisation representative that states that the article worked on is approved for return to service for the maintenance, preventive maintenance, or modification performed.
- (466) **Major Alteration /Modification.** An alteration/modification not listed in the aircraft, aircraft engine, or propeller specifications that:
- Might appreciably affect weight, balance, structural strength, performance, power plant operation, flight characteristics, or other qualities affecting airworthiness
 - Is not done according to accepted practices or cannot be done by elementary operations.
- (467) **Major Repair.** A repair that:
- If improperly done, might appreciably affect weight, balance, structural strength, performance, power plant operation, flight characteristic, or other qualities affecting airworthiness
 - Is not done according to accepted practices or cannot be done by elementary operations
- (468) **Manoeuvring area:** That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.
- (469) **Marker:** An object displayed above ground level in order to indicate an obstacle or delineate a boundary.
- (470) **Marker Beacon** means a type of radio beacon, the emission of which radiate in a vertical pattern, to indicate predetermined distance from the threshold along the ILS glide path.
- (471) **Marking:** A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.
- (472) **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.
- (473) **Maximum carrying capacity:** In relation to an aircraft, means the maximum passenger-seating capacity, or the maximum payload, permitted under the aircraft's certificate of type approval.
- (474) **Maximum Diversion Time.** For the purpose of ETOPS route planning, the longest diversion time authorized for a flight under the operator's ETOPS authority. It is calculated under standard conditions in still air at a one-engine-inoperative cruise speed.
- (475) **Maximum mass.** Maximum certificated take-off mass.
- (476) **Maximum passenger-seating capacity:** In relation to an aircraft, means the maximum number of seats for passengers permitted under the aircraft's certificate of type approval.
- (477) **Measurement Device.** A calibrated calibrator, standard, equipment and test equipment that is intended to be used to test, measure, or calibrate other measurement devices. It is not to be used to test, measure, or calibrate an aeronautical product.
- (478) **Medical Assessment.** The evidence issued by a Contracting State that the licence holder meets specific requirements of medical fitness.
- (479) **Medical Assessor.** A physician, appointed by the Licensing Authority, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.

Note 1.- Medical assessors evaluate medical reports submitted to the Licensing Authority by medical examiners.

Note 2.- Medical assessors are expected to maintain the currency of their professional knowledge.

- (480) **Medical Examiner.** A physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who designated by the Licensing Authority to conduct medical examinations of fitness of applicants for licenses or ratings for which medical requirements are prescribed.

- (481) **Medical certificate.** The evidence issued by the CASAS that the licence holder meets specific requirements of medical fitness. It is issued following an evaluation by the Licensing Authority of the report submitted by the designated medical examiner who conducted the examination of the applicant for the licence.
- (482) **Metadata.** Data about data (ISO 19115*).
- Note - Data that describes and documents data.
- (483) **Meteorological authority.** The authority providing or arranging for the provision of meteorological service for international air navigation on behalf of Suriname.
- (484) **Meteorological bulletin.** A text comprising meteorological information preceded by an appropriate heading.
- (485) **Meteorological information.** Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.
- (486) **Meteorological office.** An office designated to provide meteorological service for international air navigation.
- (487) **Meteorological report.** A statement of observed meteorological conditions related to a specified time and location.
- (488) **Meteorological satellite.** An artificial Earth satellite making meteorological observations and transmitting these observations to Earth.
- (489) **Metre (m).** The distance travelled by light in a vacuum during 1/299 792 458 of a second.
- (490) **Minor alteration.** Any alteration that is not classified as a major alteration.
- (491) **Minor repair.** Any repair that is not classified as a major repair.
- (492) **Minimum descent altitude (MDA) or minimum descent height (MDH).** A specified altitude or height in a non-precision approach 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 as "MDA/H".

- (493) **Minimum en-route altitude (MEA).** The altitude for an en-route segment that provides adequate reception of relevant navigation facilities and ATS communications. complies with the airspace structure and provides the required obstacle clearance.
- (494) **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 Master Minimum Equipment List established for the aircraft type.
- (495) **Minimum obstacle clearance altitude (MOCA).** The minimum altitude for a defined segment of flight that provides the required obstacle clearance.
- (496) **Minimum sector altitude.** The lowest altitude which may be used which will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an area contained within a sector of a circle of 46 km (25 NM) radius centred on a radio aid to navigation.
- (497) **Missed approach point (MAPt).** That point in an instrument approach procedure at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.
- (498) **Missed approach procedure.** The procedure to be followed if the approach cannot be continued.
- (499) **Mole (mol).** The amount of substance of a system which contains as many elementary entities as there are atoms in 0.012 kilogram of carbon-12.

- (500) **Movement area:** That part of the aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).
- (501) **Nautical mile (NM).** The length equal to 1 852 metres exactly.
- (502) **National aerodrome:** An aerodrome available only for domestic air traffic and where no formalities which are used for international air traffic are required.
- (503) **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 specifications:
- a) Required navigation performance (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.
- b) 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.

- (504) **Near-parallel runways.** Non-intersecting runways whose extended centre lines have an angle of convergence/divergence of 15 degrees or less.
- (505) **Newton (N).** The force which when applied to a body having a mass of 1 kilogram gives it an acceleration of 1 metre per second squared.
- (506) **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.

Note.- Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.

- (507) **Non-congested hostile environment.** A hostile environment outside a congested area.
- (508) **Non-Directional Beacon (NDB)** means a radio station, the emissions of which are intended to enable aircraft to determine its radio bearing or direction, with reference to that radio station.
- (509) **Non-hostile environment.** An environment in which:
- a safe forced landing can be accomplished because the surface and surrounding environment are adequate;
 - the helicopter occupants can be adequately protected from the elements;
 - search and rescue response/capability is provided consistent with anticipated exposure; and
 - the assessed risk of endangering persons or property on the ground is acceptable.

Note.— Those parts of a congested area satisfying the above requirements are considered non-hostile.

- (510) **Non instrument runway:** A runway intended for the operation of aircraft using visual approach procedures.
- (511) **Normal flight zone (NFZ).** Airspace not defined as LFFZ, LCFZ or LSFZ but which must be protected from laser radiation capable of causing biological damage to the eye.
- (512) **North Pacific Area of Operation.** Pacific Ocean areas north of 40° N latitudes including NOPAC ATS routes, and published PACOTS tracks between Japan and North America.
- (513) **North Polar Area.** The entire area north of 78° N latitude.

- (514) **NOTAM.** A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
- (515) **Observation (meteorological).** The evaluation of one or more meteorological elements.
- (516) **Obstacle:** All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extended above a defined surface intended to protect aircraft in flight.
- (517) **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 (MDH) 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 as "OCA/H".

- (518) **Obstacle free zone (OFZ):** The airspace above the inner approach surface, inner transitional surfaces, and balked landing surfaces and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than a low-mass and frangible mounted one required for air navigation purposes.
- (519) **Obstacle limitation surfaces:** A series of surfaces that define the volume of airspace at and around an aerodrome to be kept free of obstacles in order to permit the intended aeroplane operations to be conducted safely and to prevent the aerodrome from becoming unusable by the growth of obstacles around the aerodrome.
- (520) **Obstacle/terrain data collection surface.** A defined surface intended for the purpose of collecting obstacle/terrain data.
- (521) **Obstruction clearance plane.** A plane sloping upward from the runway at a slope of 1:20 to the horizontal, and tangent to or clearing all obstructions within a specified area surrounding the runway as shown in a profile view of that area. In the plane view, the centreline of the specified area coincides with the centreline of the runway, beginning at the point where the obstruction clearance plane intersects the centreline of the runway and proceeding to a point at least 1,500 feet from the beginning point. Thereafter, the centreline coincides with the takeoff path over the ground for the runway (in the case of takeoffs) or with the instrument approach counterpart (for landings), or where the applicable one of these paths has not been established, it proceeds consistent with turns of at least 4,000 foot radius until a point is reached beyond which the obstruction clearance plane clears all obstructions. This area extends laterally 200 feet on each side of the centreline at the point where the obstruction clearance plane intersects the runway and continues at this width to the end of the runway; then it increases uniformly to 500 feet on each side of the centreline at a point 1,500 feet from the intersection of the obstruction clearance plane with the runway; thereafter, it extends laterally 500 feet on each side of the centreline.
- (522) **Offshore operations.** Those operations which routinely have a substantial Proportion of the flight conducted over sea areas to or from offshore locations. Such operations include, but are not limited to, support of offshore oil, gas and mineral exploitation and sea-pilot transfer.
- (523) **Ohm (Ω).** The electric resistance between two points of a conductor when a constant difference of potential of 1 volt, applied between these two points, produces in this conductor a current of 1 ampere, this conductor not being the source of any electromotive force.
- (524) **One-engine-inoperative-Cruise Speed.** A speed within the certified operating limits of the airplane that is specified by the certificate holder and approved by the CASAS for:
- i) Calculating required fuel reserves needed to account for an inoperative engine; or
 - ii) Determining whether an ETOPS alternate is within the maximum diversion time authorized for an ETOPS flight.

- (525) **Operation.** An activity or group of activities which are subject to the same or similar hazards and which require a set of equipment to be specified, or the achievement and maintenance of a set of pilot competencies, to eliminate or mitigate the risk of such hazards.
- (526) **Operations** includes: the design, installation testing and maintenance.
- (527) **Operating base.** The location from which operational control is exercised.

Note.— An operating base is normally the location where personnel involved in the associated with the operation are located. An operating base has a degree of permanency beyond that of a regular point of call.

- (528) **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.
- (529) **Operational flight plan.** The operator's plan for the safe conduct of the flight based on considerations of aircraft performance, other operating limitations, and relevant expected conditions on the route to be followed and at the aerodromes or heliports concerned.
- (530) **Operational planning.** The planning of flight operations by an operator.
- (531) **Operations in performance Class 1 (Helicopters).** Operations with performance such that, in the event of a critical power unit failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, unless the failure occurs prior to reaching the take-off decision point (TDP) or after passing the landing decision point (LDP), in which cases the helicopter must be able to land within the rejected take-off or landing area.
- (532) **Operations in performance Class 2 (Helicopters).** Operations with performance such that, in the event of critical power unit failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, 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.
- (533) **Operations in performance Class 3 (Helicopters).** Operations with performance such that, in the event of a power unit failure at any time during the flight, a forced landing will be required.
- (534) **Operations manual.** A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.
- (535) **Operations specifications (AOC).** The authorizations, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual.
- (536) **Operations specifications. (AMO)** The operations specifications describe the ratings (Class and/or Limited) in detail and will contain or reference material and process specifications used in performing repair work, along with any limitations applied to the maintenance organisation. The accountable manager and the Authority sign this document.
- (537) **Operator.** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.
- (538) **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.
- (539) **Ornithopter.** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.
- (540) **Orthometric height.** Height of a point related to the geoid, generally presented as an MSL elevation.
- (541) **Overhaul.** The restoration of an aircraft/aeronautical product using methods, techniques, and practices acceptable to the Authority, including disassembly, cleaning, and inspection as permitted, repair as necessary, and reassembly; and tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the State of Design, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under a Technical Standard Order (TSO).
- (542) **Overpack.** An enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowing.
- (543) **Package.** The complete product of the packing operation consisting of the packaging and its contents prepared for transport.
- (544) **Packaging.** Receptacles and any other components or materials necessary for the receptacle to perform its containment function.
- (545) **Pascal (Pa).** The pressure or stress of 1 newton per square metre.

- (546) **Passenger aircraft.** An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of an appropriate national authority or a person accompanying a consignment or other cargo.
- (547) **Passenger exit seats.** Those seats having direct access to an exit, and those seats in a row of seats through which passengers would have to pass to gain access to an exit, from the first seat inboard of the exit to the first aisle inboard of the exit. A passenger seat having "direct access" means a seat from which a passenger can proceed directly to the exit without entering an aisle or passing around an obstruction.
- (548) **Pavement classification number (PCN).** A number expressing the bearing strength of a pavement for unrestricted operations.
- (549) **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.*
- (550) **Performance criteria.** Simple, evaluative statements on the required outcome of the competency element and a description of the criteria used to judge whether the required level of performance has been achieved.
- (551) **Pilot (to).** To manipulate the flight controls of an aircraft during flight time.
- (552) **Pilot-in-command.** in respect of a pilot, -
- a. engaged in commercial operations means the pilot designated by the operator as being in command and charged with the safe conduct of a flight; and
 - b. engaged in general aviation or helicopter operations means the pilot designated by the operator or owner as being in command and charged with the safe conduct of a flight.
- (553) **Pilot-in-command under supervision.** Co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Licensing Authority.
- (554) **Pilot time.** That time a person—
- (i) Serves as a required pilot;
 - (ii) Receives training from an authorised instructor in an aircraft, approved flight simulator, or approved flight training device; or
 - (iii) Gives training as an authorised instructor in an aircraft, approved flight simulator, or approved flight-training device.
- (555) **Point light.** A luminous signal appearing without perceptible length.
- (556) **Portrayal.** Presentation of information to humans (ISO 19117*)
- (557) **Position (geographical).** Set of coordinates (latitude and longitude) referenced to the mathematical reference ellipsoid which define the position of a point on the surface of the Earth.
- (558) **Post spacing.** Angular or linear distance between two adjacent elevation points.
- (559) **Powered-lift.** A heavier-than-air aircraft capable of vertical take-off, vertical landing, and low-speed flight, which depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on non-rotating airfoil(s) for lift during horizontal flight.
- (560) **Power plant.** An engine that is used or intended to be used for propelling aircraft. It includes turbo superchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers.
- (561) **Power-unit.** A system of one or more engines and ancillary parts which are together necessary to provide thrust, independently of the continued operation of any other power-unit(s), but not including short period thrust-producing devices.
- (562) **Practical test.** A competency test on the areas of operations for a license, certificate, rating, or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in an approved flight simulator, or in an approved flight training device, or in a combination of these.

- (563) **Pre-flight inspection.** The inspection carried out before flight to insure that the aircraft is fit for the intended flight.
- (564) **Precision.** The smallest difference that can be reliably distinguished by a measurement process.
- Note.— In reference to geodetic surveys, precision is a degree of refinement in performance of an operation or a degree of perfection in the instruments and methods used when taking measurements.
- (565) **Precision approach procedure.** An instrument approach procedure utilizing azimuth and glide path information provided by ILS or PAR.
- (566) **Precision approach runways,** see **Instrument runway**
- (567) **Pre-flight information bulletin (PIB).** A presentation of current NOTAM information of operational significance, prepared prior to flight.
- (568) **Preliminary Report.** The communication used for the prompt dissemination of data obtained during the early stages of the investigation.
- (569) **Pressure altitude.** An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.
- (570) **Pressurised aircraft.** For airman-licensing purposes, means an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 feet MSL.
- (571) **Prevailing visibility.** The greatest visibility value, observed in accordance with the definition of “visibility”, which is reached within at least half the horizon circle or within at least half of the surface of the aerodrome. These areas could comprise contiguous or non-contiguous sectors.
- (572) **Preventative maintenance.** Simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.
- (573) **Primary runway(s).** Runway(s) used in preference to others whenever conditions permit.
- (574) **Primary Standard.** A standard defined and maintained by a State Authority and used to calibrate secondary standards.
- (575) **Printed communications.** Communications which automatically provide a permanent printed record at each terminal of a circuit of all messages which pass over such circuit.
- (576) **Problematic use of substances.** The use of one or more psycho-active substances by aviation personnel in a way that:
- a) Constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or
 - b) Causes or worsens an occupational, social, mental or physical problem or disorder.
- (577) **Procedure altitude/height.** A specified altitude/height flown operationally at or above the minimum altitude/height and established to accommodate a stabilized descent at a prescribed descent gradient/angle in the intermediate/final approach segment.
- (578) **Procedures manual. (ATO)** A manual containing procedures, instructions and guidance for use by personnel of the Aviation Training Organization in the execution of their duties in meeting the requirements of the certificate.
- (579) **Procedure turn.** A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track.
- (580) **Prognostic chart.** A forecast of a specified meteorological element(s) for a specified time or period and a specified surface or portion of airspace, depicted graphically on a chart.
- (581) **Prohibited area.** An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.
- (582) **Propeller.** A device for propelling an aircraft that has blades on a powerplant driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation. It includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of powerplants.
- (583) **Proper shipping name.** The name to be used to describe a particular article or substance in all shipping documents and notifications and, where appropriate, on packaging.
- (584) **Protected flight zones.** Airspace specifically designated to mitigate the hazardous effects of laser radiation.

- (585) **Protection area.** An area within a taxi-route and around a helicopter stand which provides separation from objects, the FATO, other taxi-routes and helicopter stands, for safe manoeuvring of helicopters.
- (586) **Psychoactive substances.** Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.
- (587) **Public aircraft.** An aircraft operated by or on behalf of the Surinamese Government
- (588) **Quality.** Degree to which a set of inherent characteristics fulfils requirements. (ISO 9000*).
- Note 1.— The term “quality” can be used with adjectives such as poor, good or excellent.
- Note 2.— “Inherent”, as opposed to “assigned”, means existing in something, especially as a permanent characteristic.
- (589) **Quality assurance.** All the planned and systematic activities implemented within the quality system, and demonstrated as needed, to provide adequate confidence that an entity will fulfill requirements for quality (ISO 9000:2000*).
- (590) **Quality control.** The operational techniques and activities that are used to fulfill requirements for quality (ISO 9000:2000*).
- (591) **Quality management.** All activities of the overall management function that determine the quality policy, objectives and responsibilities, and implementing them by means such as quality planning, quality control, quality assurance and quality improvement within the quality system (ISO 9000:2000*).
- (592) **Quality manager.** The manager, acceptable to the CASAS, responsible for the management of the Quality system, monitoring function and requesting corrective actions.
- (593) **Quality system.** Documented organizational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.
- (594) **Radian (rad).** The plane angle between two radii of a circle which cut off on the circumference an arc equal in length to the radius.
- (595) **Radiotelephony.** A form of radio communication primarily intended for the exchange of information in the form of speech.
- (596) **Rated air traffic controller.** An air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.
- (597) **Rating.** An authorisation entered on or associated with a license or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such license or certificate.
- (598) **Re-issue of a licence, rating, authorisation or certificate.** The administrative action taken after a licence, rating, authorisation or certificate has lapsed that re-issues the privileges of the licence, rating, authorisation or certificate for a further specified period consequent upon the fulfilment of specified requirements.
- (599) **Rebuild.** The restoration of an aircraft/aeronautical product by using methods, techniques, and practices acceptable to the Authority, when it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits.
- (600) **Recovery time -** the period during which the service is malfunctioning.
- (601) **Reference Standard.** A standard that is used to maintain working standards.
- (602) **Regional air navigation agreement.** Agreement approved by the Council of ICAO normally on the advice of a regional air navigation meeting.
- (603) **Registered aerodrome:** An aerodrome whose application is approved and included in the CASAS Aerodrome register.
- (604) **Regulations -** Air Navigation Regulations (as amended).
- (605) **Rejected take-off area.** A defined area on a heliport suitable for helicopters operating in performance class 1 to complete a rejected take-off.
- (606) **Reliability** means the probability that a device or system will function without failure over a specified time period or amount of usage.
- (607) **Relief.** The inequalities in elevation of the surface of the Earth represented on aeronautical charts by contours, hypsometric tints, shading or spot elevations.

- (608) **Rendering (a licence) valid.** The action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.
- (609) **Renewal of licence, rating, authorisation or certificate.** The administrative action taken within the period of validity of a licence, rating, authorisation or certificate that allows the holder to continue to exercise the privileges of a licence, rating, authorisation or certificate for a further specified period consequent upon the fulfilment of specified requirements.
- (610) **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.
- (611) **Reporting point.** A specified geographical location in relation to which the position of an aircraft can be reported.
- (612) **Required inspection items.** Maintenance items and/or alterations that must be inspected by a qualified and authorised person other than the one performing the work, and include at least those that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft, if not properly performed or if improper parts or materials are used.
- (613) **Required communication performance (RCP).** A statement of the performance requirements for operational communication in support of specific ATM functions.
- (614) **Required communication performance type (RCP type).** A label (e.g. RCP 240) that represents the values assigned to RCP parameters for communication transaction time, continuity, availability and integrity.
- (615) **Required navigation performance (RNP).** A statement of the navigation performance necessary for operation within a defined airspace.

Note.— Navigation performance and requirements are defined for a particular RNP type and/or application.

- (616) **Requirements.** Need or expression that is stated, generally implied or obligatory. (ISO 9000*).

Note 1.— “Generally implied” means that it is custom or common practice for the organization, its customers and other interested parties, that the need or expectation under consideration is implied.

Note 2.— A qualifier can be used to denote a specific type of requirement, e.g. product requirement, quality management requirement, customer requirement.

Note 3.— A specified requirement is one which is stated, for example, in a document.

Note 4.— Requirements can be generated by different interested parties.

- (617) **Rescue coordination centre.** A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.
- (618) **Resolution.** A number of units or digits to which a measured or calculated value is expressed and used.
- (619) **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.
- (620) **Restricted area.** An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.
- (621) **Reversal procedure.** A procedure designed to enable aircraft to reverse direction during the initial approach segment of an instrument approach procedure. The sequence may include procedure turns or base turns.
- (622) **RNP type.** A containment value expressed as a distance in nautical miles from the intended position within which flights would be for at least 95 per cent of the total flying time.

Example.— RNP 4 represents a navigation accuracy of plus or minus 7.4 km (4 NM) on a 95 per cent containment basis.

- (623) **Road.** An established surface route on the movement area meant for the exclusive use of vehicles.
- (624) **Road-holding position.** A designated position at which vehicles may be required to hold.
- (625) **Rotorcraft.** A power-driven heavier-than air aircraft supported in flight by the reactions of the air on one or more rotors.
- (626) **Rotorcraft load combinations.** Configurations for external loads carried by rotorcraft—
- (i) Class A – external load fixed to the rotorcraft, cannot be jettisoned, and does not extend below the landing gear, used to transport cargo.
 - (ii) Class B – external load suspended from the rotorcraft, which can be jettisoned, and is transported free of land or water during rotorcraft operations.
 - (iii) Class C – external load suspended from the rotorcraft, which can be jettisoned, but remains in contact with land or water during rotorcraft operation.
 - (iv) Class D - external load suspended from the rotorcraft for the carriage of persons.
- (627) **Route sector.** A flight comprising take off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.
- (628) **Route stage.** A route or portion of a route flown without an intermediate landing.
- (629) **Runway:** A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.
- (630) **Runway end safety area (RESA).** An area symmetrical about the extended runway centre line and adjacent to the end of the strip primarily intended to reduce the risk of damage to an aeroplane undershooting or overrunning the runway.
- (631) **Runway guard lights.** A light system intended to caution pilots or vehicle drivers that they are about to enter an active runway
- (632) **Runway-holding position.** A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorized by the aerodrome control tower.

Note.- In radiotelephony phraseologies, the expression "holding point" is used to designate the runway-holding position.

- (633) **Runway strip:** A defined area including the runway and stop way, if provided, intended:
- a. to reduce the risk of damage to aircraft running off a runway; and
 - b. to protect aircraft flying over it during take-off or landing operations.
- (634) **Runway turn pad.** A defined area on a land aerodrome adjacent to a runway for the purpose of completing a 180-degree turn on a runway.
- (635) **Runway visual range (RVR).** 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.
- (636) **Safe forced landing.** Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.
- (637) **Safety area:** A defined area on a heliport surrounding the FATO which is free of obstacles, other than those required for air navigation purposes, and intended to reduce the risk of damage to helicopters accidentally diverging from the FATO.
- (638) **Safety management system (Aerodrome):** A system for the management of safety at aerodromes including the organizational structure, responsibilities, procedures, processes and provisions for the implementation of aerodrome safety policies by an aerodrome operator, which provides for the control of safety at, and the safe use of, the aerodrome.
- (639) **Safety management system.** A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.
- (640) **Safety programme.** An integrated set of regulations and activities aimed at improving safety.
- (641) **Safety recommendation.** A proposal of the accident investigation authority of the State conducting the investigation, based on information derived from the investigation, made with the intention of preventing accidents or incidents.

- (642) **Satisfactory evidence.** A set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement.
- (643) **Search and rescue services unit.** A generic term meaning, as the case may be, rescue coordination centre, rescue sub-centre or alerting post.
- (644) **Second (s).** The duration of 9 192 631 770 periods of the radiation corresponding to the transition between the two hyperfine levels of the ground state of the caesium-133 atom.
- (645) **Second in command.** A licensed pilot serving in a piloting capacity other than as pilot-in-command, who is designated as second in command and who meets second in command requirements of Part 8 of these regulations.
- (646) **Secondary Standards.** A standard maintained by comparison with a primary standard
- (647) **Segregated parallel operations.** Simultaneous operations on parallel or near-parallel instrument runways in which one runway is used exclusively for approaches and the other runway is used exclusively for departures.
- (648) **Series of flights.** Series of flights are consecutive flights that:
- a) begin and end within a period of 24 hours; and
 - b) are all conducted by the same pilot-in-command.
- (649) **Serious incident.** An incident involving circumstances indicating that an accident nearly occurred.

Note 1.— The difference between an accident and a serious incident lies only in the result.

Note 2.— Examples of serious incidents can be found in Attachment C of Annex 13 and in the Accident/Incident Reporting Manual (Doc 9156).

- (650) **Serious injury.** An injury which is sustained by a person in an accident and which:
- a. Requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received;
 - b. Results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
 - c. Involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
 - d. Involves injury to any internal organ; or
 - e. Involves second or third degree burns, or any burns affecting more than 5% of the body surface; or
 - f. Involves verified exposure to infectious substances or injurious radiation.
- (651) **Service area (world area forecast system).** A geographical area within which a regional area forecast centre is responsible for issuing area forecasts to meteorological authorities and other users.
- (652) **Shipboard heliport.** A heliport located on a ship that may be purpose or non-purpose-built. A purpose-built shipboard heliport is one designed specifically for helicopter operations. A non-purpose-built shipboard heliport is one that utilizes an area of the ship that is capable of supporting a helicopter but not designed specifically for that task.
- (653) **Shoulder.** An area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface.
- (654) **Siemens (S).** The electric conductance of a conductor in which a current of 1 ampere is produced by an electric potential difference of 1 volt.
- (655) **Sievert (Sv).** The unit of radiation dose equivalent corresponding to 1 joule per kilogram.
- (656) **SIGMET information.** Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations.
- (657) **Sign.**
- a) **Fixed message sign.** A sign presenting only one message.
 - b) **Variable message sign.** A sign capable of presenting several pre-determined messages or no messages, as applicable.
- (658) **Sign a maintenance release (to).** To certify that maintenance work has been completed satisfactorily in accordance with the applicable Standards of airworthiness, by issuing the maintenance release referred to in Annex 6.
- (659) **Signal area.** An area on an aerodrome used for the display of ground signals.

- (660) **Signature. (AMO)** An individual's unique identification used as a means of authenticating a maintenance record entry or maintenance record. A signature may be hand-written, electronic, or any other form acceptable to the Authority.
- (661) **Significant.** In the context of the medical provisions in CARS Part 2, **significant** means to a degree or of a nature that is likely to jeopardize flight safety.
- (662) **Significant point.** A specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes.
- (663) **Slush.** Water-saturated snow which with a heel-and-toe slap-down motion against the ground will be displaced with a splatter; specific gravity: 0.5 up to 0.8.

Note.- Combinations of ice, snow and/or standing water may, especially when rain, rain and snow, or snow is falling, produce substances with specific gravities in excess of 0.8.

These substances, due to their high water/ice content, will have a transparent rather than cloudy appearance and, at the higher specific gravities, will be readily distinguishable from slush.

- (664) **Small aeroplane.** An aeroplane having a maximum certified take-off mass of 5,700 kg. (12,500 lbs.) or less.
- (665) **Snow (on the ground).**
- Dry snow.** Snow which can be blown if loose or, if compacted by hand, will fall apart again upon release; specific gravity: up to but not including 0.35.
 - Wet snow.** Snow which, if compacted by hand, will stick together and tend to or form a snowball; specific gravity: 0.35 up to but not including 0.5
 - Compacted snow.** Snow which has been compressed into a solid mass that resists further compression and will hold together or break up into lumps if picked up; specific gravity: 0.5 and over.
- (666) **Solo flight time.** Flight time during which a student pilot is the sole occupant of the aircraft.
- (667) **South Polar Area.** The entire area south of 60° S latitude.
- (668) **Special VFR flight.** A VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.
- (669) **Specialized equipment course-** means a course on specified telecommunications equipment conducted by an approved instructor, at which technicians are taught and examined on equipment principals, theory of operation and practical applications.
- (670) **Specialised maintenance.** Any maintenance not normally performed by an AMO (e.g., tire retreading, plating, etc.).
- (671) **Standard. (AMO)** An object, artifact, tool, test equipment, system, or experiment that stores, embodies, or otherwise provides a physical quantity, which serves as the basis for measurement of the quantity. It also includes a document describing the operations and process that must be performed in order for a particular end to be achieved.
- (672) **Standard atmosphere.** An atmosphere defined as follows:
- the air is a perfect dry gas;
 - the physical constants are:
 - Sea level mean molar mass:
M0 = 28.964420 x 10⁻³ kg mol⁻¹
 - Sea level atmospheric pressure:
P0 = 1013.250 hPa
 - Sea level temperature:
t0 = 15°C
T0 = 288.15 K
 - Sea level atmospheric density:
p0 = 1.2250 kg m⁻³
 - Temperature of the ice point:
Ti = 273.15 K

- Universal gas constant:
R* = 8.31432 JK-1mol-1

c) the temperature gradients are:

Geopotential altitude (km)		Temperature gradient (Kelvin per standard geopotential kilometre)
From	To	
-5.0	11.0	-6.5
11.0	20.0	0.0
20.0	32.0	+1.0
32.0	47.0	+2.8
47.0	51.0	0.0
51.0	71.0	-2.8
71.0	80.0	-2.0

- (673) **Standard isobaric surface.** An isobaric surface used on a worldwide basis for representing and analyzing the conditions in the atmosphere.
- (674) **State of Design.** The State having jurisdiction over the organization responsible for the type design.
- (675) **State of Manufacture.** The State having jurisdiction over the organization responsible for the final assembly of the aircraft.
- (676) **State of Occurrence.** The State in the territory of which an accident or incident occurs
- (677) **State of Origin.** The State in the territory of which the cargo was first loaded on an aircraft.
- (678) **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.
- (679) **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).

- (680) **State safety programme.** An integrated set of regulations and activities aimed at improving safety.
- (681) **Static load-bearing surface.** A surface capable of supporting the mass of a helicopter situated upon it.
- (682) **Station declination.** An alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR is calibrated.
- (683) **Steradian (sr).** The solid angle which, having its vertex in the centre of a sphere, cuts off an area of the surface of the sphere equal to that of a square with sides of length equal to the radius of the sphere.
- (684) **Stop-way.** A defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take off.
- (685) **Suitable Aerodrome.** A suitable aerodrome is an adequate aerodrome which at the time of the particular type of operation has the weather- and field conditions for which there is a high assurance that an approach and landing can be safely completed with an engine and/or system(s) inoperative.
- (686) **Surface-level heliport.** A heliport located on the ground or on the water.
- (687) **Surveillance** means the display of aircraft identification, position, speed and altitude information on air traffic control screens, which is derived from primary, and secondary radar systems and ADS
- (688) **Switch-over time (light).** The time required for the actual intensity of a light measured in a given direction to fall from 50 per cent and recover to 50 per cent during a power supply changeover, when the light is being operated at intensities of 25 per cent or above.
- (689) **Synthetic flight trainer.** Also known as 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.
- (690) **Take-off alternate.** An alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.
- (691) **Take-off and initial climb phase.** That part of the flight from the start of take-off to 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or to the end of the climb in the other cases.
Take-off decision point (TDP). The point used in determining take-off performance of a Class 1 helicopter from which, an engine failure occurring at this point, either a rejected takeoff may be made or a takeoff safely continued.
- (692) **Take-off runway.** A runway intended for take-off only.
- (693) **Take-off surface.** That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft taking off in a particular direction.
- (694) **Target level of safety (TLS).** A generic term representing the level of risk which is considered acceptable in particular circumstances.
- (695) **Taxiing.** Movement of an aircraft on the surface of an aerodrome under its own power, excluding take-off and landing.
- (696) **Taxi-route.** A defined path established for the movement of helicopters from one part of a heliport to another. A taxi-route includes a helicopter air or ground taxiway which is centred on the taxi-route.
- (697) **Taxiway.** A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including:
- a) **Aircraft stand taxilane.** A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.
 - b) **Apron taxiway.** A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.
 - c) **Rapid exit taxiway.** A taxiway connected to a runway at an acute angle and designated to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimizing runway occupancy times.
- (698) **Taxiway intersection.** A junction of two or more taxiways.
- (699) **Taxiway strip:** An area including a taxiway intended to protect an aircraft operating on a taxiway and to reduce the risks of damage to an aircraft accidentally running off the taxiway.
- (700) **Technical instructions.** The latest effective edition of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc. 9284-AN/905), including the supplement and any addendum, approved and published by decision of the Council of the ICAO. The term "Technical Instructions" is used in this Part.
- (701) **Technical log.** A document carried on an aircraft that contains information to meet ICAO requirements; a technical log contains two independent sections: a journey record section and an aircraft maintenance record section.
- (702) **Technician** means an aeronautical facility technician licensed for the maintenance and/or operations of aeronautical telecommunications facilities
- (703) **Terminal arrival altitude (TAA).** The lowest altitude that will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an arc of a circle defined by a 46-km (25 NM) radius centred on the initial approach fix (IAF), or where there is no IAF on the intermediate approach fix (IF), delimited by straight lines joining the extremity of the arc to the IF. The combined TAAs associated with an approach procedure shall account for an area of 360 degrees around the IF.
- (704) **Terminal control area.** A control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.

- (705) **Terrain.** The surface of the Earth containing naturally occurring features such as mountains, hills, ridges, valleys, bodies of water, permanent ice and snow, and excluding obstacles.

Note.— In practical terms, depending on the method of data collection used, terrain represents the continuous surface that exists at the bare Earth, the top of the canopy or something in-between, also known as “first reflective surface”.

- (706) **Tesla (T).** The magnetic flux density given by a magnetic flux of 1 weber per square metre.
- (707) **Threat.** Events or errors that occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.
- (708) **Threat management.** The process of detecting and responding to threats with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired states.
- (709) **Threshold:** The beginning of that portion of the runway usable for landing.
- (710) **Tonne (t).** The mass equal to 1 000 kilograms.
- (711) **Tools, Equipment and Test Equipment (AMO).** Used by an AMO for the performance of maintenance or calibration on an aircraft or aeronautical product. See also working standard.
- (712) **Total vertical error (TVE).** The vertical geometric difference between the actual pressure altitude flow by an aircraft and its assigned pressure altitude (flight level).
- (713) **Touchdown and lift-off area (TLOF).** An area on which a helicopter may touch down or lift off.
- (714) **Touchdown zone.** The portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.
- (715) **Traceability.** Ability to trace the history, application or location of that which is under consideration (ISO 9000*).

Note.— When considering product, traceability can relate to:

- the origin of materials and parts;
- the processing history; and
- the distribution and location of the product after delivery.

- (716) **Traceability. (AMO)** A characteristic of a calibration, analogous to a pedigree. A traceable calibration is achieved when each Measurement Device and Working Standard, in a hierarchy stretching back to the National Standard, was itself properly calibrated, and the results properly documented. The documentation provides the information needed to show that all calibrations in the chain of calibrations were properly performed.
- (717) **Track.** The projection on the earth’s surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).
- (718) **Traffic avoidance advice.** Advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision.
- (719) **Traffic information.** Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.
- (720) **Training manual.(ATO)** A manual containing the training goals, objectives, standards syllabi, and curriculum for each phase of the approved training course. ICAO DOC 7192, Part D-1.
- (721) **Training program.** Program that consists of courses, courseware, facilities, flight training equipment, and personnel necessary to accomplish a specific training objective. It may include a core curriculum and a specialty curriculum.
- (722) **Training time.** The time spent receiving from an authorised instructor flight training, ground training, or simulated flight training in an approved flight simulator or approved flight-training device.
- (723) **Training to proficiency.** The process of a rated instructor administering each prescribed manoeuvre and procedure to a pilot as necessary until it is performed successfully during the training period.
- (724) **Training specifications. (ATO)** A document issued to an Aviation Training Organization certificate holder by SURINAME that specifies training program requirements and authorizes the conduct of training, checking, and testing with any limitations thereof.

- (725) **Transfer Standard. (AMO)** Any standard that is used to compare a measurement process, system, or device at one location or level with another measurement process, system or device at another location or level.
- (726) **Transfer of control point.** A defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next.
- (727) **Transferring unit.** Air traffic control unit in the process of transferring the responsibility for providing air traffic control service to an aircraft to the next air traffic control unit along the route of flight.
- (728) **Transition altitude.** The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.
- (729) **Tropical cyclone.** Generic term for a non-frontal synoptic-scale cyclone originating over tropical or sub-tropical waters with organized convection and definite cyclonic surface wind circulation.
- (730) **Tropical cyclone advisory centre (TCAC).** A meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, world area forecast centers and international OPMET data banks regarding the position, forecast direction and speed of movement, central pressure and maximum surface wind of tropical cyclones.
- (731) **Type Certificate.** A document issued by a Contracting State to define the design of an aircraft type and to certify that this design meets the appropriate airworthiness requirements of that State.
- (732) **Ultimate load.** The limit load multiplied by the appropriate factor of safety.
- (733) **Undesired aircraft state.** Occurs when the flight crew places the aircraft in a situation of unnecessary risk
- (734) **Uncertainty phase.** A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.
- (735) **Unit load device.** Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.
- (736) **UN number.** The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances.
- (737) **Unserviceable area:** A part of the movement area that is unfit and unavailable for use by aircraft.
- (738) **Upper-air chart.** A meteorological chart relating to a specified upper-air surface or layer of the atmosphere.
- (739) **Usability factor.** The percentage of time during which the use of a runway or system of runways is not restricted because of the cross-wind component.

Note.- Cross-wind component means the surface wind component at right angles to the runway centre line.

- (740) **V_{Toss} .** The minimum speed at which climb shall be achieved with the critical power-unit inoperative, the remaining power-units operating within approved operating limits.

Note.— The speed referred to above may be measured by instrument indications or achieved by a procedure specified in the flight manual.

- (741) **Validation.** The action taken by SURINAME as an alternative to issuing its own licence, in accepting a licence issued by another Contracting State as the equivalent of its own licence for use on aircraft registered in SURINAME.
- (742) **Verification.** Confirmation by thought the provision of objective evidence that, specified requirements have been fulfilled (ISO 9000*).

Note 1.— The term “verified” is used to designate the corresponding status.

Note 2.— Confirmation can comprise activities such as:

- performing alternative calculations;
- comparing a new design specification with a similar proven design specification;
- undertaking tests and demonstrations; and
- reviewing documents prior to issue

- (743) **Vectoring.** Provision of navigational guidance to aircraft in the form of specific headings, based on the use of an ATS surveillance system.
- (744) **VFR.** The symbol used to designate the visual flight rules.
- (745) **VFR flight.** A flight conducted in accordance with the visual flight rules.
- (746) **VHF Omni-Directional Radio Range (VOR)** means a very high frequency radio navigational aid which provides a continuous indication of bearing from the selected VOR ground station with respect to magnetic north.
- (747) **Visibility.** Visibility for aeronautical purposes is the greater of:
- the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background;
 - the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background.
- (748) **Visual approach procedure.** A series of predetermined manoeuvres by visual reference, 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, a go-around procedure can be carried out.
- (749) **Visual meteorological conditions (VMC).** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.
- (750) **VMC.** The symbol used to designate visual meteorological conditions.
- (751) **Volcanic ash advisory centre (VAAC).** A meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, area control centres, flight information centres, world area forecast centres and international OPMET data banks regarding the lateral and vertical extent and forecast movement of volcanic ash in the atmosphere following volcanic eruptions.
- (752) **VOLMET.** Meteorological information for aircraft in flight.
- (753) **Data link-VOLMET (D-VOLMET).** Provision of current aerodrome routine meteorological reports (METAR) and aerodrome special meteorological reports (SPECI), aerodrome forecasts (TAF), SIGMET, special air-reports not covered by a SIGMET and, where available, AIRMET via data link.
- (754) **VOLMET broadcast.** Provision, as appropriate, of current METAR, SPECI, TAF and SIGMET by means of continuous and repetitive voice broadcasts.
- (755) **Volt (V).** The unit of electric potential difference and electromotive force which is the difference of electric potential between two points of a conductor carrying a constant current of 1 ampere, when the power dissipated between these points is equal to 1 watt.
- (756) **Watt (W).** The power which gives rise to the production of energy at the rate of 1 joule per second.
- (757) **Waypoint.** A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation. Waypoints are identified as either:
- **Fly-by waypoint.** A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure; or
 - **Flyover waypoint.** A waypoint at which a turn is initiated in order to join the next segment of a route or procedure.
- (758) **Weber (Wb).** The magnetic flux which, linking a circuit of one turn, produces in it an electromotive force of 1 volt as it is reduced to zero at a uniform rate in 1 second.
- (759) **Winching area.** An area provided for the transfer by helicopter of personnel or stores to or from a ship
- (760) **World area forecast centre (WAFC).** A meteorological centre designated to prepare and issue significant weather forecasts and upper-air forecasts in digital form on a global basis direct to States by appropriate means as part of the aeronautical fixed service.
- (761) **World area forecast system (WAFS).** A worldwide system by which world area forecast centers provide aeronautical meteorological en-route forecasts in uniform standardized formats.
- (762) **Work area:** A part of an aerodrome in which maintenance or construction works are in progress.

CIVIL AVIATION REGULATIONS

IMPLEMENTING STANDARDS

SURINAME

VERSION 4.0

April 2005

For ease of reference, the number assigned to each implementing standard corresponds to its associated regulation. For example, IS: 7.1.7.2 would reflect a standard required in subsection 7.1.7.2.

IS 1 SANCTION GUIDANCE TABLES**IS 1-2. SANCTIONS**

Violation	Recommended Sanction per Violation
Personnel of Air Carriers	
1. MAINTENANCE PERFORMED BY UNAUTHORIZED PERSONNEL:	
Exceeding limitations	30 to 45 day suspension
2. FAILURE TO PROPERLY PERFORM MAINTENANCE	30 to 120 day suspension
3. Inspection personnel	
a. Failure to make required inspection	30 to 60 day suspension
b. Making improper inspection	30 to 120 day suspension
c. Improperly releasing an aircraft to service	30 to 60 day suspension
4. Records and Reports	
a. Failure to make entries in aircraft log	15 to 60 day suspension
b. Failure to make entries in worksheets	15 to 30 day suspension
c. Failure to sign off work or inspection performed	15 to 30 day suspension
d. Failure to complete and sign maintenance release	15 to 30 day suspension
e. Falsification of records or reports	Revocation
5. RELEASING AIRCRAFT FOR SERVICE WITHOUT REQUIRED EQUIPMENT	30 to 60 day suspension
6. Pre-flight	
a. Failure to use pre-flight cockpit checklist	15 to 30 day suspension
b. Failure to check aircraft logs, flight manifests, weather, etc.	30 to 90 day suspension
7. TAXIING	
a. Failure to adhere to taxi clearance or instruction	30 to 60 day suspension
b. Collision while taxiing	30 to 120 day suspension
c. Jet blast	30 to 180 day suspension
d. Taxiing with passenger standing	30 to 60 day suspension
8. Takeoff	
a. Takeoff against instruction or clearance	60 to 120 day suspension
b. Takeoff below weather minima	60 to 120 day suspension
c. Takeoff in overloaded aircraft	60 to 120 day suspension
9. ENROUTE	
a. Deviation from clearance or instruction	30 to 90 day suspension
b. Operating VFR within clouds	90 day suspension to revocation
c. Operation of unairworthy aircraft	30 to 180 day suspension
d. Unauthorized departure from flight desk	15 to 30 day suspension
e. Operating within restricted or prohibited area, or within positive control area with clearance	30 to 90 day suspension

f. Operating without required equipment	15 to 120 day suspension
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Violation	Recommended Sanction per Violation
g. Fuel mismanagement/exhaustion	30 to 150 day suspension
10. APPROACH TO LANDING	
a. Deviation from clearance or instruction in terminal area	30 to 90 day suspension
b. Approach below weather minimums	45 to 90 day suspension
c. Exceeding speed limitation in airport traffic areas	30 to 60 day suspension
11. LANDING	
a. Landing at wrong airport	90 to 180 day suspension
b. Deviation from instrument approach procedure	30 to 90 day suspension
c. Overweight landing	30 to 90 day suspension
d. Hard landing	15 to 60 day suspension
e. Short or long landing	30 to 180 day suspension
f. Wheels up landing	30 to 180 day suspension
g. Failure to comply with preferential runway system	Maximum civil penalty to 15 day suspension
12. UNAUTHORIZED ADMISSION TO FLIGHT DECK	30 to 90 day suspension
13. Failure to close and lock cockpit door	15 to 30 day suspension
14. Acting as flight crewmember while under the influence of liquor or drugs, or alcoholic beverage consumption within 8 hours	Emergency revocation`
15. Denial of authorized entry to flight deck	30 to 60 day suspension
16. Flight and duty time limitations	15 to 90 day suspension
17. Operation without required certificate or rating	
a. Medical certificate	15 to 60 day suspension
b. Lack of type rating	180 day suspension to revocation
c. Missed proficiency check	30 to 90 day suspension
d. Lack of current experience	30 to 90 day suspension
e. Failure to have current certificate or license in possession	3 to 7 day suspension
18. OPERATION WITH KNOWN PHYSICAL DISABILITY	Revocation

Violation	Recommended Sanction per Violation
INDIVIDUALS AND GENERAL AVIATION – OWNERS, PILOTS, AVIATION MAINTENANCE ORGANIZATIONS, MAINTENANCE PERSONNEL	
1. STUDENT OPERATIONS	
a. Carrying passengers	Revocation
b. Solo flight without endorsement	45 to 90 day suspension
c. Operation on international flight	60 to 90 day suspension

d. Use of aircraft in business	90 to 120 day suspension
e. Operation for compensation or hire	Revocation
2. FLIGHT INSTRUCTORS	
a. a. False endorsement of student pilot certificate	Revocation
b. Exceeding flight time limitations	30 to 90 day suspension

Violation	Recommended Sanction per Violation
c. Instruction in aircraft for which he/she is not rated	30 to 90 day suspension
3. OPERATIONAL VIOLATIONS	
a. Operation without valid airworthiness or registration certificate	30 to 90 day suspension
b. Failure to close flight plan or file arrival notice	Administrative action
c. Operation without valid pilot certificate (no certificate)	30 to 180 day suspension
d. Operation while pilot certificate is suspended	Emergency revocation
e. Operation without pilot or medical certificate in personal possession	Administrative action to 15 day suspension
f. Operation without valid medical certificate	30 to 180 day suspension
g. Operation for compensation or hire without commercial pilot certificate	180 day suspension to revocation
h. Operation without type or class rating	60 to 120 day suspension
i. Failure to comply with special conditions of medical certificate	90 day suspension to revocation
j. Operation with known physical deficiency	90 day suspension to revocation
k. Failure to obtain pre-flight information	30 to 90 day suspension
l. Deviation from ATC instruction or clearance	30 to 90 day suspension
m. Taxiing, takeoff, or landing without a clearance where ATC tower is in opn	30 to 90 day suspension
n. Failure to maintain radio communications in airport traffic area	30 to 60 day suspension
o. Failure to comply with airport traffic pattern	30 to 60 day suspension
p. Operation in terminal control area without or contrary to a clearance	60 to 90 day suspension
q. Failure to maintain altitude in airport traffic area	30 to 60 day suspension
r. Exceeding speed limitations in traffic area	30 to 60 day suspension
s. Operation of unairworthy aircraft	30 to 180 day suspension
t. Failure to comply with Airworthiness directives	30 to 180 day suspension
u. Operation without required instruments and/or equipment	30 to 90 day suspension
v. Exceeding operating limitations	30 to 90 day suspension
w. Operation within prohibited or restricted area, or within positive control area	30 to 90 day suspension
x. Failure to adhere to right of way rules	30 to 90 day suspension
y. Failure to comply with VFR cruising altitudes	30 to 90 day suspension
z. Failure to maintain required minimum altitudes over structures, persons, or vehicles over: Congested area Sparsely populated area	60 to 180 day suspension 30 to 120 day suspension
aa. Failure to maintain radio watch while under IFR	30 to 60 day suspension
bb. Failure to report compulsory reporting points	30 to 60 day suspension

Violation	Recommended Sanction per Violation
cc. Failure to display position lights	30 to 60 day suspension
dd. Failure to maintain proper altimeter settings	30 to 60 day suspension
ee. Weather operations: Failure to comply with visibility minimums in controlled airspace; Failure to comply with visibility minimums outside controlled airspace; Failure to comply with distance from clouds requirements in controlled airspace Failure to comply with distance from clouds requirements outside of controlled airspace	60 to 180 day suspension 30 to 120 day suspension 60 to 180 day suspension 30 to 120 day suspension
ff. Failure to comply with IFR landing minimums	45 to 180 day suspension
gg. Failure to comply with instrument approach procedures	45 to 180 day suspension
hh. Careless or reckless operations Fuel mismanagement/exhaustion Wheels up landing Short or long landing Landing on or taking off from closed runway Landing or taking off from ramps or other improper areas Taxiing collision Leaving aircraft unattended with motor running Propping aircraft without a qualified person at controls	30 to 150 day suspension 30 to 60 day suspension 30 to 90 day suspension 30 to 60 day suspension 30 to 120 day suspension 30 to 90 day suspension 30 to 90 day suspension 30 to 90 day suspension
ii. Passenger operations Operation without approved seat belts Carrying passengers who are under the influence of drugs or alcohol Performing acrobatics when all passengers are not equipped with approved parachutes	30 to 60 day suspension 60 to 120 day suspension 60 to 90 day suspension