CIVIL AVIATION REGULATIONS SURINAME

SURINAME

PART 1 – GENERAL POLICIES, PROCEDURES, AND DEFINITIONS

VERSION 5.0

NOVEMBER 2023

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AMENDMENTS

The table of amendments begins with version 5.0 as the baseline. Version 5.0 replaced version 4.0 in its entirety.

Location	Date	Description
1.4.1 (a)	15 Jan 2024	procedures changed to requirements
1.4.1 (b)	15 Jan 2024	paragraph added

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CONTENTS

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PART 1 – GENERAL POLICIES, PROCEDURES, AND DEFINITIONS

1.1 GENERAL POLICIES

1.1.1.1 RULES OF CONSTRUCTION

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

(1) *Shall* indicates a mandatory requirement.

(2) *"No person may ..."* or *"a person may not ..."* means that no person is required, authorised, or permitted to perform an act described in a regulation.

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

(4) *Will* indicates an action incumbent upon the Authority.

(5) *Includes* means "includes but is not limited to."

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

(7) *Acceptable* means the Authority has reviewed the method, procedure, or policy in question and has neither objected to nor approved its proposed use or implementation.

(8) *Prescribed* means the Authority has issued written policy or methodology that 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:

(1) Suriname-registered aircraft;

(2) Aircraft registered in another Contracting State that are operated by a person licensed by Suriname and maintained in accordance with the standards of the aircraft's State of Registry, wherever that maintenance is performed; or

(3) Aircraft of other Contracting States operating in Suriname.

(b) 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 and associated operations specifications, licence, 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 special limitations and specific approvals of the operations specifications issued by the Authority and by those requirements in Parts 7, 8, and 10 of these regulations 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:

(1) *Part* refers to the primary subject area.

(2) *Subpart* refers to any subdivision of a part.

(3) *Section* refers to any subdivision of a subpart.

(4) *Subsection* refers to the title of a regulation and can be a subdivision of a subpart or

section.

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

(b) Abbreviations used within each part are defined at the beginning of those parts.

(c) Notes appear in subsections to provide exceptions, explanations, and examples to individual requirements.

(d) Regulations may refer to IS, 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 specified in 1.1.1.1 of this part shall apply to each IS.

1.1.1.4 ABBREVIATIONS

(a) The following abbreviations are used in this part:

(1) **2D –** two-dimensional

(2) **3D –** three-dimensional

(3) **AAT –** airworthiness approval tag

(4) **AD –** Airworthiness Directive

(5) **ADS –** automatic dependent surveillance

(6) **ADS-B –** automatic dependent surveillance – broadcast

(7) **ADS-C –** automatic dependent surveillance – contract

(8) **AIP –** Aeronautical Information Publication

(9) **AMM –** Aircraft Maintenance Manual

(10) **AMO –** approved maintenance organisation

(11) **AMT –** aviation maintenance technician

(12) **AOC –** air operator certificate

(13) **AOM –** Aircraft Operating Manual

(14) **APV –** approach procedure with vertical guidance

(15) **ATC –** air traffic control

(16) **ATO –** approved training organisation

(17) **ATS –** air traffic service

(18) **C2 –** command and control

(19) **CAT I –** Category I

(20) **CAT II –** Category II

(21) **CAT III –** Category III

(22) **CDFA –** continuous descent final approach

(23) **CFIT –** controlled flight into terrain

(24) **CP –** co-pilot

(25) **CPL –** commercial pilot licence

(26) **DA –** decision altitude

(27) **DA/H –** decision altitude/height

(28) **DH –** decision height

(29) **EDTO –** extended diversion time operations

(30) **EFB –** electronic flight bag

(31) **ELT –** emergency locator transmitter

(32) **EVS –** enhanced vision system

(33) **FAS –** final approach segment

(34) **FATO –** final approach and take-off area

(35) **FSTD –** flight simulation training device

(36) **GLS –** global landing system

(37) **IAP –** instrument approach procedure

(38) **ICAO –** International Civil Aviation Organization

(39) **IFR –** instrument flight rules

(40) **ILS –** instrument landing system

(41) **IMC –** instrument meteorological conditions

(42) **IS –** Implementing Standards

(43) **LDP –** landing decision point

(44) **MCM –** Maintenance Control Manual

(45) **MDA –** minimum descent altitude

(46) **MDA/H –** minimum descent altitude/height

(47) **MDH –** minimum descent height

(48) **MEL –** minimum equipment list

(49) **MLS –** microwave landing system

(50) **MMEL –** master minimum equipment list

(51) **MSL –** mean sea level

(52) **NM –** nautical mile

(53) **NPA –** non-precision approach

(54) **OCA –** obstacle clearance altitude

(55) **OCH –** obstacle clearance height

(56) **OM –** Operations Manual

(57) **PA –** precision approach

(58) **PBC –** performance-based communication

(59) **PBN –** performance-based navigation

(60) **PBS –** performance-based surveillance

(61) **PF** – pilot flying

(62) **PIC –** pilot-in-command

(63) **PM** – pilot monitoring

(64) **PPL(A) –** private pilot licence – aeroplane

(65) **PSR –** primary surveillance radar

(66) **RCP –** required communication performance

(67) **RNAV –** area navigation

(68) **RNP –** required navigation performance

(69) **RPA –** remotely piloted aircraft

(70) **RPAS –** remotely piloted aircraft system

(71) **RPS –** remote pilot station

(72) **RSP –** required surveillance performance

(73) **RVR –** runway visual range

(74) **SARPs –** Standards and Recommended Practices

(75) **SBAS –** satellite-based augmentation system

(76) **SMM –** Safety Management Manual

(77) **SMS –** Safety management system

(78) **SSP –** State safety programme

(79) **SSR –** secondary surveillance radar

(80) **SVS –** synthetic vision system

(81) **TC –** type certificate

(82) **TDP –** take-off decision point

(83) **TEM –** threat and error management

(84) **TSO –** technical standard order

(85) **UA –** unmanned aircraft

(86) **UAS –** unmanned aircraft system

(87) **ULD –** unit load device

(88) **UN –** United Nations

(89) **UPU –** Universal Postal Union

(90) **USD –** U.S. dollars

(91) **UTC –** coordinated universal time

(92) **VFR –** visual flight rules

(93) **VMC –** visual meteorological conditions

(94) **VNAV –** vertical navigation

1.2 GENERAL ADMINISTRATIVE RULES GOVERNING TESTING, LICENCES, AND CERTIFICATES

1.2.1.1 DISPLAY AND INSPECTION OF LICENCES AND CERTIFICATES

(a) PILOT LICENCE.

(1) 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, the pilot licence or a special purpose authorisation issued under these regulations.

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

(b) FLIGHT INSTRUCTOR LICENCE. A person who holds a flight instructor licence shall have that licence, or other documentation acceptable to the Authority, in that person's physical possession or readily accessible in the aircraft or at the worksite when exercising the privileges of that licence.

(c) OTHER AIRMAN LICENCE. A person required by any part of these regulations to have an airman licence shall have that licence in that person's physical possession or readily accessible in the aircraft or at the worksite when exercising the privileges of that licence.

(d) MEDICAL CERTIFICATE. A person required by any part of these regulations to have a current medical certificate shall have that certificate in that person's physical possession or readily accessible in the aircraft or at the worksite when exercising the privileges of that certificate.

(e) ATO CERTIFICATE. Each holder of an ATO certificate shall display that certificate in the school in a place that is normally accessible to the public and is not obscured.

(f) CERTIFICATE OF AIRCRAFT REGISTRATION. Each owner or operator of an aircraft shall carry the certificate of aircraft registration on the aircraft and shall have that certificate available for inspection.

(g) CERTIFICATE OF AIRWORTHINESS. Each owner or operator of an aircraft shall display the certificate of airworthiness for that aircraft in the cabin of the aircraft or at the entrance to the aircraft flight deck.

(h) AMO CERTIFICATE. Each holder of an AMO certificate shall prominently display that certificate in a place that is accessible to the public in the principal place of business of the AMO.

(i) AERIAL WORK CERTIFICATE. Each owner or operator of an aircraft engaged in aerial work shall carry the aerial work certificate or a copy of that certificate on the aircraft and shall have the certificate available for inspection. When the Authority issues equivalent authorisations in lieu of a certificate to authorise aerial work, those authorisations, or a copy thereof, shall be on the aircraft and available for inspection.

(j) AOC. Each owner or operator of an aircraft engaged in commercial air transport shall carry the AOC or a copy of the AOC on the aircraft and shall have that certificate available for inspection.

(k) INSPECTION OF LICENCE, CERTIFICATE, OR AUTHORISATION. Each person who holds a licence, a medical certificate, or an authorisation required by these regulations shall present it for inspection upon a request from:

(1) The Authority; or

(2) Any national or local law enforcement officer.

1.2.1.2 CHANGE OF NAME

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

(1) The current licence or certificate; and

(2) A copy of the marriage licence, court order, or other document verifying the name change.

(b) The Authority will return to the licence or certificate holder the documents specified in paragraph 1.2.1.2(a) of this subsection.

1.2.1.3 CHANGE OF ADDRESS

(a) The holder of a licence or certificate who has made a change in permanent mailing address shall not, after 30 days from the date of that change, exercise the privileges of the licence or certificate unless the holder has notified the Authority in writing of the new permanent mailing address, or the 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 LICENCE, MEDICAL CERTIFICATE, OR KNOWLEDGE TEST REPORT

(a) An applicant or holder of an airman licence or a medical certificate 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:

(1) Airman licence;

(2) Medical certificate; or

(3) Knowledge test report.

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

(1) The name of the airman or applicant;

(2) The permanent mailing address of the airman or applicant or, if the permanent mailing address includes a post office box number, that person's current residential address;

(3) The national identification number of the airman or applicant;

(4) The date and place of birth of the airman or applicant; and

(5) Any available information regarding the:

(i) Grade, number, and date of issuance of the airman licence, ratings, or medical certificate, if applicable;

(ii) Date of the medical examination, if applicable; and

(iii) Date the knowledge test was taken, if applicable.

(c) After receiving a copy from the Authority confirming that the lost or destroyed document was issued, the airman shall carry the copy in lieu of the lost or destroyed document for up to 60 days pending the airman's receipt of a duplicate licence or medical certificate.

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

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

(1) Any fraudulent or intentionally false statement;

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

(3) Any reproduction for fraudulent purpose; or

(4) Any alteration.

(b) Any person who commits any act prohibited under paragraph 1.2.1.5(a) of this subsection shall have his or her airman licence, rating, certificate, qualification, or authorisation revoked or suspended.

1.2.1.6 VOLUNTARY SURRENDER OR EXCHANGE OF LICENCE

(a) The holder of a licence issued under these regulations may voluntarily surrender it for:

(1) Cancellation;

(2) Issuance of a lower grade licence; or

(3) Another licence with specific ratings deleted.

(b) A licence holder requesting voluntary surrender of a licence 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 LICENCE OR RATING, AS APPROPRIATE] may not be reissued to me unless I again pass the tests prescribed for its issuance."

1.2.1.7 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:

(1) 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

(2) 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.

1.2.1.8 PSYCHOACTIVE SUBSTANCE TESTING AND REPORTING

(a) Any person who performs any function requiring a licence, certificate, rating, qualification, or authorisation prescribed by these regulations directly or by contract for a certificate holder under these regulations may be tested for usage of psychoactive substances.

(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 licence, 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 licence, 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 licence, 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 licence, 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 licence, 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 licence, certificate, rating, qualification, or authorisation issued under these regulations suspended or revoked.

(e) A list of chemicals that are considered psychoactive substances is contained in IS 1.2.1.8.

1.3 INVESTIGATIVE AND ENFORCEMENT PROCEDURES

1.3.1 INVESTIGATIVE PROCEDURES

1.3.1.1 REPORTS OF VIOLATIONS

(a) Any person who knows of a violation of the Civil Aviation Safety and Security Act (the Act), as amended, or any regulation or order issued thereunder, shall report it to the Authority.

(b) Each report made under this section, together with any other information the Authority may have that is relevant to the matter reported, will be reviewed by the Authority to determine the nature and type of any additional investigation or enforcement action the Authority will take.

1.3.1.2 INVESTIGATIONS – GENERAL

(a) Under the Civil Aviation Safety and Security Act, as amended, the Director may conduct investigations; hold hearings; issue subpoenas; require the production of relevant documents, records, and property; and take evidence and depositions.

1.3.1.3 FORMAL COMPLAINTS

(a) Complaints submitted to the Authority under paragraph 1.3.1.1(a) of this part shall be submitted in a form and manner prescribed by the Authority.

1.3.2 ADMINISTRATIVE ACTION

(a) If the Authority determines that a violation or an alleged violation of the Civil Aviation Safety and Security Act, as amended, or any regulation or order issued thereunder, is appropriate for administrative action, the Authority may take administrative action by one of the following:

(1) A *Warning Notice*, which recites available facts and information about the incident or condition and indicates 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 has agreed to take. If the agreed corrective action is not fully completed, formal licence or certificate action may be taken in accordance with 1.3.3.3 of this part.

(b) An administrative action under this section does not constitute a formal adjudication of the matter.

1.3.3 LEGAL ENFORCEMENT ACTIONS

Note: Table 2, Recommended Sanctions, in IS 1.3.3 contains a sample sanctions guidance. This guidance may be modified to conform to the penalty provisions in the Civil Aviation Safety and Security Act, as amended, and to reflect the Authority's enforcement policy.

1.3.3.1 CIVIL PENALTIES

(a) Any person, other than a person conducting an operation in commercial air transport, who violates any provision of the Civil Aviation Safety and Security Act, as amended, or any order, rule, directive, or regulation issued thereunder, shall be subject to a civil penalty imposed by the Authority in accordance with Article 40 of the Act.

(b) Any person conducting an operation in commercial air transport who violates any provision of the Civil Aviation Safety and Security Act, as amended, or any order, rule, directive, or regulation issued thereunder, shall be subject to a civil penalty imposed by the Authority in accordance with Article 40 of the Act.

(c) Civil penalties may be assessed instead of or in addition to any licence or certificate action described in 1.3.3.3 of this part.

(d) Guidelines for civil penalties and licence and certificate actions are prescribed in IS 1.3.3.

1.3.3.2 CRIMINAL PENALTIES

(a) Article 40 of the Civil Aviation Safety and Security Act, as amended, establishes criminal penalties for any person who knowingly and willfully violates specified provisions of that Act or any order, rule, directive, or regulation thereunder.

(b) If the Authority becomes aware of a possible violation of any criminal provision of the Civil Aviation Safety and Security Act, as amended, that is under the jurisdiction of another Suriname government agency, the Authority will immediately report it to the appropriate Suriname government agency in a manner prescribed by both government agencies.

(c) Guidelines for criminal penalties and licence and certificate actions are prescribed in IS 1.3.3.

1.3.3.3 LICENCE AND CERTIFICATE ACTIONS

(a) SUSPENSION OR REVOCATION OF A LICENCE OR CERTIFICATE FOR VIOLATION OF THE CIVIL AVIATION SAFETY ACT, AS AMENDED, OR ANY REGULATION OR ORDER ISSUED THEREUNDER.

(1) The holder of any licence or certificate issued under these regulations who violates any provision of the Civil Aviation Safety and Security Act, as amended, or any order, rule, directive, or regulation issued thereunder, is subject to suspension or revocation of that licence or certificate, in accordance with the provisions of the Act.

(2) Any licence or certificate issued under these regulations ceases to be effective if it is surrendered, suspended, or revoked.

(3) The holder of any licence or certificate issued under these regulations whose licence or certificate has been suspended, surrendered, or revoked shall return that licence or certificate to the Authority when requested to do so by the Authority.

(b) REINSPECTION OR REEXAMINATION OF A LICENCE OR CERTIFICATE FOR LACK OF QUALIFICATION.

(1) Under de CARS the Authority may reinspect or reexamine any civil aircraft or aeronautical product, air operator, ATO, AMO, or airman holding a licence or certificate issued under CARS.

(2) If, as a result of that reinspection or reexamination 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 licence or certificate in whole or in part.

(3) Procedures for the reexamination of personnel licences or certificates are set forth in Part 2 of these regulations.

(c) NOTICE AND OPPORTUNITY TO BE HEARD. Unless safety in air transport requires immediate action, prior to a final determination under 1.3.3 of this part, the Authority will provide the person with an opportunity to be heard as to why such licence or certificate should not be amended, modified, suspended, or revoked.

(d) REAPPLICATION AFTER REVOCATION. Unless otherwise authorised by the Authority, a person whose licence or certificate has been revoked shall not apply for any licence or certificate for 1 year after the date of revocation.

(e) REAPPLICATION AFTER SUSPENSION. Unless otherwise authorised by the Authority, a

person whose licence or certificate has been suspended shall not apply for any licence or certificate during the period of suspension.

1.3.3.4 SEIZURE OF AIRCRAFT

(a) As provided by the Civil Aviation Safety Act, as amended, an aircraft that is involved in a violation for which a civil penalty has been imposed or may be imposed on its owner or operator may be subject to seizure by the Authority in accordance with enforcement procedures set forth by the Authority.

Note: The seizure of aircraft is typically done only in instances where the violation is particularly egregious (e.g., use of the aircraft in a continuing violation).

1.4 EXEMPTIONS

1.4.1 APPLICABILITY

(a) This subpart prescribes requirements for the application, review, and denial or issuance of exemptions from these Regulations.

(b) In the context of these Regulations the term “Exemption” also includes exceptions, deviations, waivers and prolonged extensions.

1.4.2 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 that person.

(c) Exemptions will be granted by the Authority only in extraordinary circumstances.

1.4.3 APPLICATION FOR EXEMPTION

(a) Applications for exemptions shall be submitted at least 60 days in advance of the proposed effective date, to obtain timely review.

(b) The application shall 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) Applications for exemptions shall be submitted at least 60 days in advance of the proposed effective date, to obtain timely review.

(d) The application shall 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.

(7) Name;

(8) Street address and mailing address, if different;

(9) Telephone number;

(10) Fax number, if available;

(11) Email address, if available; and

(12) Agent for all purposes related to the application.

(e) In addition to paragraph 1.4.3(b) of this subsection, the application shall contain:

(1) A citation of the specific requirement from which the applicant seeks relief;

(2) A 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, how it would 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 regulation, including information about any relevant accidents or incidents of which the applicant is aware; and

(7) If the applicant seeks to operate under the proposed exemption outside Suriname airspace, an indication of whether the exemption would contravene any provision of the ICAO SARPs.

(f) If the applicant is not a citizen or legal resident of Suriname, the application shall specify a Suriname agent for service.

(g) If the applicant seeks emergency processing, the application shall 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.

1.4.4 REVIEW, PUBLICATION, NOTIFICATION, AND EXTENSION OF THE EXEMPTION

1.4.4.1 INITIAL REVIEW BY THE AUTHORITY

(a) The Authority will review the application for accuracy and compliance with the requirements of 1.4.3 of this part.

(b) If the filing requirements of 1.4.3 of this part have not been met, the Authority will notify the applicant and take no further action until the applicant complies with the requirements of that subsection.

(c) If the application appears on its face to satisfy the requirements of 1.4.3 of this part 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 will specify the date by which comments shall be received by the Authority for consideration.

1.4.4.2 EVALUATION OF THE REQUEST

(a) After initial review, if the filing requirements have been satisfied, the Authority will conduct a technical evaluation of the request, to include:

(1) A determination of whether an exemption would be in the public interest.

(2) A determination of whether the applicant's proposal would provide a level of safety equivalent to that established by the regulation.

(i) 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.

(3) A determination, if the applicant seeks to operate under the exemption outside of Suriname airspace, of whether a grant of the exemption would contravene the provisions of the applicable ICAO SARPs.

(4) An evaluation of comments received from interested parties concerning the proposed

exemption.

(5) A recommendation, based on the preceding elements, of whether the request may be granted or denied, and of any conditions or limitations that shall be part of the exemption.

1.4.4.3 NOTIFICATION OF DETERMINATION

(a) The Authority will notify the applicant by formal letter and will publish a detailed summary of its technical evaluation and decision to grant or deny the request for exemption. 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 will also publish the summary in its AIP.

1.4.4.4 EXTENSION OF THE EXEMPTION TO OTHER INTERESTED PARTIES

(a) If the Authority determines that an exemption may be granted, other persons or organisations may apply to the Authority to be included in the relief granted.

(b) Such applications shall be in accordance with the requirements of 1.4.3 of this part.

(c) If the Authority determines that the request merits extension of the exemption to the applicant, it will 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.

1.5 DEFINITIONS

Note: All definitions used in these regulations have been moved to this subpart for ease of reference. Definitions that are predominantly used in specific parts of these regulations may also be included in those parts. In some instances, definitions in the Civil Aviation Safety and Security Act, as amended, may be different from the definitions used in these regulations. This is because the laws tend to be written more broadly and may apply to different government agencies within Suriname. These agencies must define terms according to their specific needs. This part uses ICAO definitions, where available.

(a) 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 the stopway, if provided.

(2) **Acceptable.** A rule of construction in paragraph 1.1.1.1(a)(7) of this part that means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation.

(3) **Acceptance checklist.** As relating to the safe transport of 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.

(4) **Accepting unit.** Air traffic control unit next to take control of an aircraft.

(5) **Accident.** In a safety management context, an occurrence associated with the operation of an aircraft that, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of a UA, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, and in which:

(i) A person is fatally or seriously injured as a result of being in the aircraft; having direct contact with any part of the aircraft, including parts that have become detached from the aircraft; or having direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted, or inflicted by other persons or when the injuries are to stowaways hiding outside the areas

normally available to the passengers and crew;

(ii) The aircraft sustains damage or structural failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories); propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, or the aircraft skin (such as small dents or puncture holes); minor damages to main rotor blades, tail rotor blades, or landing gear; and damage resulting from hail or bird strike (including holes in the radome); or

(iii) The aircraft is missing or is completely inaccessible.

Notes.-

- *For statistical uniformity only, an injury resulting in death within 30 days of the date of the accident is classified by ICAO as a fatal injury.*
- *An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.*
- *The type of UAS to be investigated is addressed in ICAO Annex 13: 5.1.*
- *Guidance for determining aircraft damage can be found in ICAO Annex 13, Attachment E.*

(6) **Accountable manager.** The person acceptable to the Authority who has corporate authority for ensuring that all activities can be financed and carried out to the standard required by the Authority and any additional requirements defined by the operator. The accountable manager may delegate in writing to another person within the organisation the day-to-day management, but not the overall approval management responsibility.

(7) **Accredited medical conclusion.** The conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.

(8) **Accredited representative.** As relating to an aircraft accident, a person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another party.

(9) **Acrobatic flight.** Manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.

(10) **Acts of unlawful interference.** Acts or attempted acts such as to jeopardise the safety of civil aviation and air transport, including:

(i) Unlawful seizure of aircraft;

(ii) Destruction of an aircraft in service;

(iii) Hostage-taking on board aircraft or at aerodromes;

(iv) Forcible intrusion on board an aircraft, at an aerodrome, or on the premises of an aeronautical facility;

(v) Introduction on board an aircraft or at an aerodrome of a weapon or hazardous device or material intended for criminal purposes;

(vi) Use of an aircraft in service for the purpose of causing death, serious bodily injury, or serious damage to property or the environment; and

(vii) Communication of false information such as to jeopardise the safety of an aircraft in flight or on the ground, or of passengers, crew, ground personnel, or the general public, at an aerodrome or on the premises of a civil aviation facility.

(11) **Adapted competency model.** A group of competencies with their associated descriptions and performance criteria adapted from an ICAO competency framework that an organisation uses to develop competency-based training and assessment for a given role.

(12) **Adaptive modulation.** A systems ability to communicate with another system using multiple burst profiles and a systems ability to subsequently communicate with multiple systems using different burst profiles.

(13) **ADS-C agreement.** A reporting plan which establishes the conditions of ADS-C data reporting (i.e. data required by the air traffic services unit and frequency of ADS-C reports which have to be agreed to prior to using ADS-C in the provision of air traffic services).

Note.— The terms of the agreement will be exchanged between the ground system and the aircraft by means of a contract, or a series of contracts.

(14) **Advanced surface movement guidance and control system (A-SMGCS).** A system providing routing, guidance and surveillance for the control of aircraft and vehicles in order to maintain the declared surface movement rate under all weather conditions within the aerodrome visibility operational level (AVOL) while maintaining the required level of safety (Doc 9830 — Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual).

(15) **Advisor.** As relating to an aircraft accident, a person appointed by a State on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.

(16) **Advisory airspace.** An airspace of defined dimensions, or a 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) **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.

(20) **Aerodrome beacon.** Aeronautical beacon used to indicate the location of an aerodrome from the air.

(21) **Aerodrome certificate.** A certificate issued by the appropriate authority under applicable regulations for the operations of an aerodrome.

(22) **Aerodrome climatological summary**. Concise summary of specified meteorological elements at an aerodrome, based on statistical data.

(23) **Aerodrome climatological table**. Table providing statistical data on the observed occurrence of one or more meteorological elements at an aerodrome.

(24) **Aerodrome control service.** ATC service for aerodrome traffic.

(25) **Aerodrome control radio station.** A station providing radio communication between an aerodrome control tower and aircraft or mobile aeronautical stations.

(26) **Aerodrome control tower.** A unit established to provide ATC service to aerodrome traffic.

(27) **Aerodrome elevation.** The elevation of the highest point of the landing area.

(28) **Aerodrome flight information service (AFIS).** A directed traffic information and operational information service provided within an aerodrome flight information zone

to all radio equipped aircraft, to assist in the safe and efficient conduct of flight.

(29) **Aerodrome identification sign.** A sign placed on an aerodrome to aid in identifying the aerodrome from the air.

(30) **Aerodrome infrastructure.** Physical elements and related facilities of the aerodrome.

(31) **Aerodrome mapping data (AMD).** Data collected for the purpose of compiling aerodrome mapping information for aeronautical uses.

Note.— Aerodrome mapping data is collected for purposes that include the improvement of the user's situational awareness, surface navigation operations, training, charting and planning.

(32) **Aerodrome mapping database (AMDB).** A collection of aerodrome mapping data organized and arranged as a structured data set.

(33) **Aerodrome meteorological office**. An office, located at an aerodrome, designated to provide meteorological service for international air navigation.

(34) **Aerodrome operating minima.** The limits of usability of an aerodrome for:

(i) Take-off, expressed in terms of RVR and/or visibility and, if necessary, cloud conditions;

(ii) Landing in 2D instrument approach operations, expressed in terms of visibility and/or RVR, MDA/H, and if necessary, cloud conditions; and

(iii) Landing in 3D instrument approach operations, expressed in terms of visibility and/or RVR and DA/H, as appropriate to the type and/or category of operation.

(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.**

(i) 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.

(ii) 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 total aerodrome movements.

(iii) 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) **Aerodrome traffic zone (ATZ).** An airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

(39) **Aeronautical administrative communications (AAC).** Communications necessary for the exchange of aeronautical administrative messages.

(40) **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.

(41) **Aeronautical Broadcasting Service.** A broadcasting service intended for the transmission of information relating to air navigation.

(42) **Aeronautical chart.** A representation of a portion of the Earth, its culture and relief, specifically designated to meet the requirements of air navigation.

(43) **Aeronautical data**. A representation of aeronautical facts, concepts or instructions in a formalized manner suitable for communication, interpretation or processing.

(44) **Aeronautical experience.** Pilot time obtained in an aircraft or approved FSTD for meeting the training and flight time requirements of these regulations.

(45) **Aeronautical fixed circuit.** A circuit forming part of the aeronautical fixed service (AFS).

(46) **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.

(47) **Aeronautical fixed station.** A station in the aeronautical fixed service.

(48) **Aeronautical Fixed Telecommunications Network (AFTN).** 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.

(49) **Aeronautical fixed telecommunication network circuit**. A circuit forming part of the aeronautical fixed telecommunication network (AFTN).

(50) **Aeronautical ground light.** Any light specially provided as an aid to air navigation, other than a light displayed on an aircraft.**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.

(51) **Aeronautical information management (AIM).** The dynamic, integrated management of aeronautical information through the provision and exchange of quality-assured digital aeronautical data in collaboration with all parties.

(52) **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.

(53) **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.

(54) **Aeronautical information product.** Aeronautical data and aeronautical information provided either as digital data sets or as a standardized presentation in paper or electronic media. Aeronautical information products include: — Aeronautical Information Publication (AIP), including Amendments and Supplements;

— Aeronautical Information Circulars (AIC);
— aeronautical charts;
— NOTAM; and
— digital data sets.

Note.—Aeronautical information products are intended primarily to satisfy international requirements for the exchange of aeronautical information.

(55) **Aeronautical meteorological station**. A station designated to make observations and meteorological reports for use in international air navigation.

(56) **Aeronautical Mobile Airport Communications System (AeroMACS).** A high-capacity data link supporting mobile and fixed communications on the aerodrome surface.

(57) **AeroMACS downlink (DL).** The transmission direction from the base station (BS) to the mobile station (MS).

(58) **AeroMACS handover.** The process in which a mobile station (MS) migrates from the air-interface provided by one base station (BS) to the air-interface provided by another BS. A break-before-make AeroMACS handover is where service with the target BS starts after a disconnection of service with the previous serving BS.

(59) **AeroMACS uplink (UL).** The transmission direction from the mobile station (MS) to the base station (BS).

(60) **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.

(61) **Aeronautical mobile service *(R)* service (RR S1.33).*** An aeronautical mobile service reserved for communications relating to safety and regularity of flight, primarily along national or international civil air routes.

(62) **Aeronautical mobile-satellite service (RR S1.35).** A mobile-satellite service in which mobile earth stations are located on board aircraft; survival craft stations and emergency position-indicating radio beacon stations may also participate in this service.

(63) **Aeronautical mobile -satellite (R)* service (RR S1.36).** An aeronautical mobile-satellite service reserved for communications relating to safety and regularity of flights, primarily along national or international civil air routes.

(64) **Aeronautical operational control (AOC).** Communication required for the exercise of authority over the initiation, continuation, diversion or termination of flight for safety, regularity and efficiency reasons.

(65) **Aeronautical product.** Any aircraft, aircraft engine, or aircraft propeller, or a part to be installed thereon.

(66) **Aeronautical station.** A land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea.

(67) **Aeronautical station *(*RR S1.81).** A land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea.

(68) **Aeronautical telecommunication agency.** An agency responsible for operating a station or stations in the aeronautical telecommunication service.

(69) **Aeronautical telecommunication log**. A record of the activities of an aeronautical telecommunication station.

(70) **Aeronautical telecommunication network (ATN).** A global internetwork architecture that allows ground, air-ground and avionic data subnetworks to exchange digital data for the safety of air navigation and for the regular, efficient and economic operation of air traffic services.

(71) **Aeronautical Telecommunications Service.** A telecommunication service provided for any aeronautical purpose.

(72) **Aeronautical telecommunication station.** A station in the aeronautical telecommunication service.

(73) **Aeronautical radio navigation service (RR S1.46).** A radio navigation service intended for the benefit and for the safe operation of aircraft.

Note.— The following Radio Regulations are quoted for purposes of reference and/or clarity in understanding of the above definition of the aeronautical radio navigation service:

RR S1.10 Radio navigation: Radiodetermination used for the purpose of navigation, including obstruction warning.

RR S1.9 Radiodetermination: The determination of the position, velocity and/or other characteristics of an object, or the obtaining of information relating to these parameters, by means of the propagation properties of radio waves.

(74) **Aeroplane.** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces that remain fixed under given conditions of flight.

(75) **Aeroplane reference field length.** The minimum field length required for take-off maximum certificated 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.

Note.- attachment A, Section 2, provides information on the concept of balanced field length and the Airworthiness Manual(Doc 9760) contains detailed guidance on matters related to take-off distance.

(76) **Aeroplane system**. Includes all elements of equipment necessary for the control and performance of a particular major function. It includes both the equipment specifically provided for the function in question and other basic related aeroplane equipment, such as that required to supply power for the equipment operation. The engine is not considered to be an aeroplane system.

(77) **AFTN communication centre**. An AFTN station whose primary function is the relay or retransmission of AFTN traffic from (or to) a number of other AFTN stations connected to it.

(78) **AFTN destination station.** An AFTN station to which messages and/or digital data are addressed for processing for delivery to the addressee.

(79) **AFTN origin station.** An AFTN station where messages and/or digital data are accepted for transmission over the AFTN.

(80) **AFTN station.** A station forming part of the aeronautical fixed telecommunication network (AFTN) and operating as such under the authority or control of a State.

(81) **Agreement summary**. When an aircraft is operating under an Article 83 *bis* agreement between the State of Registry and another State, the agreement summary is a document transmitted with the Article 83 *bis* agreement registered with the ICAO Council that identifies succinctly and clearly which functions and duties are transferred by the State of Registry to that other State.

Note: The other State in the above definition refers to either the State of the Operator for commercial air transport operations or, for general aviation operations, to the State of the principal location of a general aviation operator.

(82) **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.

(83) **Aided night flight.** For a flight in which a pilot uses night vision goggles, the portion of the flight in which the pilot uses night vision goggles to maintain visual surface reference.

(84) **AIP Amendment.** Permanent changes to the information contained in the AIP.

(85) **AIP Supplement**. Temporary changes to the information contained in the AIP which are published by means of special pages.

(86) **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.

(87) **Airborne collision avoidance system (ACAS).** An aircraft system based on SSR transponder signals that operates independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders.

Note.— SSR transponders referred to above are those operating in Mode C or Mode S. ACAS may also use automatic dependent surveillance — broadcast (ADS-B) signals received from other aircraft to improve its performance.

(88) **Airborne image recorder (AIR).** A device that uses a combination of cameras to collect and record information that reflects the status of various parts of the aircraft (internal and external). Source: Current edition of EUROCAE ED-112A, *Minimum Operational Performance Specification for Crash Protected Airborne Recorder Systems*, paragraph 1-1.5.1.

Note: The FAA defines AIR as equipment intended to record aircraft flight images and store the data in crash-protected memory to assist in accident or incident investigations. Source: Current edition of FAA TSO-C176, Aircraft Cockpit Image Recorder Systems*, paragraph 3(a).*

(89) **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. The term "aircraft," when used in the Civil Aviation Safety and Security Act (the Act) or in these regulations, shall apply only to civil aircraft and not to State or public aircraft.

Note: Classification of aircraft is prescribed in IS 4.2.1.6.

(90) **Aircraft address.** A unique combination of twenty-four bits available for assignment to an aircraft for the purpose of airground communications, navigation and surveillance.

Note.— SSR Mode S transponders transmit extended squitters to support the broadcast of aircraft-derived position for surveillance purposes. The broadcast of this type of information is a form of automatic dependent surveillance (ADS) known as ADS-broadcast (ADS-B).

(91) **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.

(92) **Aircraft – category.** Classification of aircraft according to specified basic characteristics (e.g., aeroplane, helicopter, glider, free balloon, airship, powered-lift).

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

(94) **Aircraft certificated for single-pilot operation.** A type of aircraft that the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.

(95) **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 centre 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 forwardmost CG position may result in the nose gear loading being more critical.

(96) **Aircraft classification rating (ACR).** A number expressing the relative effect of an

aircraft on a pavement for a specified standard subgrade category.

Note.- The aircraft classification rating is calculated with respect to the centre 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 ACR. In exceptional cases the forwardmost CG position may result in the nose gear loading being more critical.

(97) **Aircraft component.** Any component part of an aircraft up to and including a complete powerplant and/or any operational/emergency equipment.

(98) **Aircraft data circuit-terminating equipment (ADCE).** An aircraft specific data circuit-terminating equipment that is associated with an airborne data link processor (ADLP). It operates a protocol unique to Mode S data link for data transfer between air and ground.

(99) **Aircraft data link processor (ADLP).** An aircraft-resident processor that is specific to a particular air-ground data link (e.g. Mode S) and which provides channel management, and segments and/or reassembles messages for transfer. It is connected to one side of aircraft elements common to all data link systems and on the other side to the air-ground link itself.

(100) **Aircraft data recording system (ADRS).** A device or devices that use a combination of data providers to collect and record parameters that reflect the state and performance of an aircraft. Source: Current edition of EUROCAE ED-155, *Minimum Operational Performance Specification for Lightweight Flight Recording Systems*, paragraph 1-1.5.1.

(101) **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).

(102) **Aircraft earth station (AES).** A mobile earth station in the aeronautical mobile-satellite service located on board an aircraft (see also “GES”)

(103) **Aircraft engine.** Any engine used, or intended to be used, for propulsion of aircraft, including all parts, appurtenances, and accessories thereof other than propellers.

(104) **Aircraft Flight Manual (AFM).** A manual, associated with the certificate of airworthiness, containing the limitations within which the aeroplane is to be considered airworthy and the instructions and information necessary to the flight crew members for the safe operation of the aeroplane.

(105) **Aircraft observation.** The evaluation of one or more meteorological elements made from an aircraft in flight.

(106) **Aircraft Operating Agency.** A person, organization or enterprise engaged in, or offering to engage in, an aircraft operation.

(107) **Aircraft Operating Manual (AOM).** 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 AOM is part of the operator’s OM.

(108) **Aircraft piracy.** Any actual or attempted seizure or exercise of control, by force or violence or by any other form of intimidation, with wrongful intent, of an aircraft within the jurisdiction of Suriname.

(109) **Aircraft required to be operated with a CP.** A type of aircraft that is required to be operated with a CP, as specified in the flight manual or by the AOC.

(110) **Aircraft stand.** A designated area on an apron intended to be used for parking an aircraft.

(111) **Aircraft station (RR S1.83).** A mobile station in the aeronautical mobile service, other than a survival craft station, located on board an aircraft.

(112) **Aircraft security check.** An inspection of the interior of an aircraft to which passengers may have had access and an inspection of the hold for the purpose of discovering suspicious objects, weapons, explosives, or other dangerous devices, articles, or substances.

(113) **Aircraft security search.** A thorough inspection of the interior and exterior of an aircraft for the purpose of discovering suspicious objects, weapons, explosives, or other dangerous devices, articles, or substances.

(114) **Aircraft technical log.** A document that is carried on an aircraft and contains information to meet ICAO Standards; it contains two independent sections: a journey records section and an aircraft maintenance records section.

(115) **Aircraft tracking.** A process established by the operator that maintains and updates, at standardised intervals, a ground-based record of the four-dimensional position of individual aircraft in flight.

(116) **Aircraft – type of.** All aircraft of the same basic design, including all modifications thereto except those modifications that result in a change in handling or flight characteristics.

(117) **Aircraft/vehicle.** May be used to describe either a machine or device capable of atmospheric flight, or a vehicle on the airport surface movement area (i.e. runways and taxiways).

(118) **Airframe.** The fuselage, booms, nacelles, cowlings, fairings, aerofoil surfaces (including rotors but excluding propellers and rotating aerofoils of a powerplant), and landing gear of an aircraft and their accessories and controls.

(119) **Air-ground (A/G) Communication.** Two-way communication between aircraft and stations or locations on the surface of the earth.

(120) **Air-ground control radio station.** An aeronautical telecommunication station having primary responsibility for handling communications pertaining to the operation and control of aircraft in a given area.

(121) **Air-initiated protocol.** A procedure initiated by a Mode S aircraft installation for delivering a standard length or extended length downlink message to the ground.

(122) **Airman.** Refers to:

(i) Any individual who engages, as the person in command or as a pilot, mechanic, or member of the crew, or navigates an aircraft while the aircraft is underway;

(ii) Any individual in charge of the inspection, maintenance, overhaul, or repair of aircraft and any individual in charge of the inspection, maintenance, overhaul, or repair of aircraft engines, propellers, or appliances; or

(iii) Any individual who serves in the capacity of flight operations officer.

(123) **Airmanship.** The consistent use of good judgement and well-developed knowledge, skills, and attitudes to accomplish flight objectives.

(124) **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.

(125) **Air navigation facility.** Any facility used in, available for use in, or designed for use in the aid of air navigation, including aerodromes, landing areas, and lights; any apparatus or equipment for disseminating weather information, signalling, radio directional finding, or 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.

(126) **Air operator.** Any organisation that undertakes to engage in domestic commercial air transport or international commercial air transport, whether directly or indirectly or by a lease or any other arrangement.

(127) **Air operator certificate (AOC).** A certificate authorising an operator to carry out specified commercial air transport operations.

(128) **Air-report**. A report from an aircraft in flight prepared in conformity with requirements for position, and operational and/or meteorological reporting.

Note.— Details of the AIREP form are given in the PANS-ATM (Doc 4444)

(129) **Air operator security programme.** Each Contracting State shall establish and implement a written national civil aviation security programme to safeguard civil aviation operations against acts of unlawful interference, through regulations, practices, and procedures that take into account the safety, regularity, and efficiency of flights.

(130) **Airship.** A power-driven lighter-than-air aircraft.

(131) **Airside.** The movement area of an aerodrome and adjacent terrain and buildings, or portions thereof, access to which is controlled.

(132) **Air-taxiing.** Movement of a helicopter/vertical take-off and landing 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 air-taxiing 8 m (25 ft) above ground level to reduce ground-effect turbulence or provide clearance for cargo slingloads.

(133) **Air-to-ground communication.** One-way communication from aircraft to stations or locations on the surface of the earth.

(134) **Air traffic.** All aircraft in flight or operating on the manoeuvring area of an aerodrome.

(135) **Air traffic advisory service.** A service provided within advisory airspace to ensure separation, insofar as practical, between aircraft that are operating on IFR flight plans.

(136) **Air traffic control (ATC) clearance.** Authorisation for an aircraft to proceed under conditions specified by an ATC unit.

Note 1: For convenience, the term "ATC 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 ATC clearance relates.

(137) **Air traffic control (ATC) facility.** A building holding the persons and equipment responsible for providing ATC services (e.g., aerodrome tower, approach control, centre). May also be called an ATC unit.

(138) **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.

(139) **Air traffic control unit.** A generic term meaning variously, area control center, approach control unit or aerodrome control tower.

(140) **Air traffic controller schedule.** A plan for allocating air traffic controller duty periods and non-duty periods over a period of time, otherwise referred to as a roster.

(141) **Air traffic management (ATM).** The dynamic, integrated management of air traffic and airspace (including air traffic services, airspace management and air traffic flow management) — safely, economically and efficiently — through the provision of facilities and seamless services in collaboration with all parties and involving airborne and ground-based functions.

(142) **Air traffic service (ATS).** A generic term meaning variously, flight information service, alerting service, air traffic advisory service, ATC service (area control service, approach control service, or aerodrome control service.) See also air traffic control (ATC) service.

(143) **Air traffic service (ATS) airspaces.** Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which ATSs and rules of operation are specified.

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

(144) **Air traffic service (ATS) or air traffic control (ATC) route.** A specified route designed for channelling the flow of air traffic as necessary for the provision of ATSs, defined by route specifications that include an ATS or ATC route designator, the track to or from significant points (way points), the distance between significant points, the reporting requirements, and as determined by the appropriate ATS or ATC authority, the lowest safe altitude.

Note: ATS or ATC route is used to mean variously: airway, advisory route, controlled or uncontrolled route, or arrival or departure route.

(145) **Air traffic service (ATS) reporting office.** A unit established for the purpose of receiving reports concerning ATS and flight plans submitted before departure.

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

(146) **Air traffic service (ATS) surveillance service.** Indicates a service provided directly by means of an ATS surveillance system.

(147) **Air traffic service (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.

(148) **Air traffic service (ATS) unit.** A generic term meaning variously, ATC unit, flight information centre, or ATS reporting office.

(149) **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.

(150) **Air transit route**. A defined route for the air transiting of helicopters.

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

(152) **Airworthiness approval tag (AAT).** A tag that shall be attached to a part. The tag shall 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 shall be created or the existing tag shall be updated with the current life status. The AAT has two distinct purposes: (1) as an approval for return to service of an aeronautical product or assembly after maintenance, overhaul, modification, repair, or inspection; and (2) for shipping of a newly manufactured part.

(153) **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.

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

(155) **Airworthiness release.** The air operator's aircraft are released for service following maintenance by a person specifically authorised by the air operator rather than by an individual or maintenance organisation on the air operator's behalf.

Note: Regarding the airworthiness release, in effect, the person signing the release acts in the capacity of an authorised agent for the operator and is certifying that the maintenance covered by the release was accomplished according to the air operator's continuing airworthiness maintenance programme. Normally, a release is required following inspections prescribed by the air operator's operations specifications, maintenance activities involving inspections, and any other significant maintenance. A copy of the airworthiness release must be given to the PIC before the aircraft commences operations. The air operator is obligated to designate, by name or occupational title, each licensed AMT or maintenance organisation authorised to execute the airworthiness release. In addition, the air operator shall designate when an airworthiness release is required.

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

(157) **ALERFA.** The code word used to designate an alert phase.

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

(159) **Alerting post.** Any facility intended to serve as an intermediary between a person reporting an emergency and a rescue coordination centre or rescue subcentre.

(160) **Alerting service.** A service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid and to assist such organisations as required.

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

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

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

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

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

(162) **Alternative means of communication.** A means of communication provided with equal status, and in addition to the primary means

(163) **Alternative means of compliance.** An approved alternative to prescribed approaches, which has been demonstrated to consistently achieve or exceed the desired outcomes as intended through regulation.

Note: An example of an alternative means of compliance would be the Authority's approval of reduced flight time from 40 hours to 35 hours for a PPL(A) when training is conducted in an ATO.

(164) **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.

(165) **Altitude.** The vertical distance of a level, a point, or an object considered as a point, measured from MSL.

(166) **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.

(167) **Annexes to the Chicago Convention.** The documents issued by ICAO containing the SARPs applicable to civil aviation.

(168) **Anticipated operating conditions.** Those conditions that are envisaged to occur during the operation 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, the configuration of terrain, the functioning of the aircraft, the efficiency of personnel, and all the factors affecting safety in flight. Anticipated operating conditions do not include:

(i) Those extremes that can be effectively avoided by means of operating procedures; and

(ii) Those extremes that 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.

(169) **Appliances.** Instruments, equipment, apparatus, parts, appurtenances, or accessories, of whatever description, that are used, or are capable of being or intended to be used, in the navigation, operation, or control of aircraft in flight (including parachutes, communication equipment, and any other mechanism or mechanisms installed in or attached to aircraft during flight) and that are not part or parts of aircraft, aircraft engines, or propellers.

(170) **Applicable regulation.** Regulations applicable to the aerodrome and to the aerodrome operator that are transposed from international specifications and other relevant regulations.

(171) **Application.** Manipulation and processing of data in support of user requirements (ISO 19104*).

(172) **Application entity (AE).** An AE represents a set of ISO/OSI communication capabilities of a particular application process (see ISO/IEC 9545 for further details).

(173) **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 balked landing point.

(174) **Approach control service.** ATC service for arriving or departing controlled flights.

(175) **Approach control unit.** A unit established to provide ATC service to controlled flights arriving at, or departing from, one or more aerodromes.

(176) **Approach procedure with vertical guidance (APV).** A PBN IAP designed for 3D instrument approach operations Type A.

(177) **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.

(178) **Appropriate ATS authority.** The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.

(179) **Appropriate authority.**

(i) Regarding flight over the high seas: The relevant authority of the State of

Registry.

(ii) Regarding flight other than over the high seas: The relevant authority of the State having sovereignty over the territory being overflown.

(180) **Approval.** As relating to dangerous goods in Parts 8 and 9 of these regulations, a provision in ICAO Annex 18 states that an approval is an authorisation granted by an appropriate national authority for:

(i) The transport of dangerous goods forbidden on passenger and/or cargo aircraft where the Technical Instructions state that such goods may be carried with an approval; or

(ii) Other purposes as provided for in the Technical Instructions.

Note 1: In the absence of a specific reference in the Technical Instructions allowing the granting of an approval, an exemption may be sought.

Note 2: See definition below for Technical Instructions.

(181) **Approval for return to service.** A document that 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 AMO Procedures Manual or under an equivalent system.

(182) **Approved.** Accepted by a Contracting State as suitable for a particular purpose.

Note: Relating to approvals as used in these regulations, the term "approved" is a rule of construction in paragraph 1.1.1.1(a)(6) of this part that means the Authority has reviewed the method, procedure, or policy in question and has issued a formal written approval.

(183) **Approved by the Authority.** Approved by the Authority directly or in accordance with a procedure approved by the Authority.

(184) **Approved curriculum.** A set of special training courses in an area of specialisation offered by an ATO and approved by the Authority.

(185) **Approved data.** Technical information approved by the Authority.

(186) **Approved maintenance organisation (AMO) .** An organisation approved by a Contracting State, in accordance with the Standards of ICAO Annex 8, Part II, Chapter 6, Maintenance Organization Approval, to perform maintenance of aircraft, engine, propeller, or parts thereof and operating under supervision approved by that State.

Note: Nothing in this definition is intended to preclude that the organisation and its supervision be approved by more than one State.

(187) **Approved standard.** A manufacturing, design, maintenance, or quality standard approved by the Authority.

(188) **Approved training.** Training carried out under special curricula and supervision approved by the Authority.

(189) **Approved training organisation (ATO).** An organisation approved by the Authority, in accordance with Part 3 of these regulations, to perform flight crew training, mechanic training, and other training approved by the Authority.

(190) **Approved Training Organisation (ATO) Procedures Manual.** A manual containing procedures, instructions, and guidance for use by personnel of an ATO in the execution of their duties in meeting the requirements of the certificate. It may be a combined manual or may be separated into a Training Manual and a Procedures Manual.

(i) **Training manual.** A manual containing the training goals, objectives, standards, syllabi, and curriculum for each phase of the approved training course.

(ii) **Procedures manual.** A manual containing procedures, instructions, and guidance for use by personnel of the ATO in the execution of their duties in meeting the requirements of the certificate.

(191) **Apron.** A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

(192) **Apron management service.** A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.

(193) **Area control centre.** A unit established to provide ATC service to controlled flights in control areas under its jurisdiction.

(194) **Area control service.** ATC service for controlled flights in control areas.

(195) **Area navigation (RNAV).** A method of navigation that permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

Note: Area navigation includes PBN as well as other operations that do not meet the definition of PBN.

(196) **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.

(197) **Area navigation route.** An ATS route established for the use of aircraft capable of employing area navigation.

(198) **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.

(199) **Arresting system.** A system designed to decelerate an aeroplane overrunning the runway.

(200) **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.

(201) **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.

(202) **ATN security services.** A set of information security provisions allowing the receiving end system or intermediate system to unambiguously identify (i.e. authenticate) the source of the received information and to verify the integrity of that information.

(203) **ATS direct speech circuit.** An aeronautical fixed service (AFS) telephone circuit, for direct exchange of information between air traffic services (ATS) units.

(204) **ATS interfacility data communication (AIDC).** Automated data exchange between air traffic services units in support of flight notification, flight coordination, transfer of control and transfer of communication.

(205) **ATS message handling service (ATSMHS).** An ATN application consisting of procedures used to exchange ATS messages in store-and-forward mode over the ATN such that the conveyance of an ATS message is in general not correlated with the conveyance of another ATS message by the service provider.

(206) **ATS message handling system (AMHS).** The set of computing and communication resources implemented by ATS organizations to provide the ATS message handling service.

(207) **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.

(208) **Authorized instructor.** A person who:

(i) Holds a valid ground instructor certificate issued under Part 2 of these regulations when conducting ground training;

(ii) Holds a current flight instructor certificate issued under Part 2 of these regulations when conducting ground training or flight training; or

(iii) Is authorised by the Authority to provide ground training or flight training under Parts 2 and 3 of these regulations.

(209) **Authorized path.** A communication path suitable for a given message category.

(210) **Authority.** The CASAS responsible for safety and security oversight of civil aviation in Suriname.

(211) **Automatic dependent surveillance (ADS).** A surveillance technique in which aircraft automatically provide, via a data link, data derived from on-board navigation and position-fixing systems, including aircraft identification, four-dimensional position, and additional data as appropriate.

(212) **Automatic dependent surveillance (ADS) agreement.** An ADS reporting plan that establishes the conditions of ADS data reporting (i.e., data required by the ATS or control unit and frequency of ADS reports that shall be agreed to prior to the provision of the ADS services).

(213) **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.

(214) **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.

(215) **Automatic dependent surveillance – contract (ADS-C) agreement.** A reporting plan that establishes the conditions of ADS-C data reporting (i.e. data required by the ATS unit and frequency of ADS-C reports that shall be agreed to prior to using ADS-C in the provision of ATS).

Note: The terms of the agreement will be exchanged between the ground system and the aircraft by means of a contract or a series of contracts.

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

Note: This could include the cockpit voice recorder or flight data recorder.

(217) **Automatic relay installation.** A teletypewriter installation where automatic equipment is used to transfer messages from incoming to outgoing circuits.

Note.— This term covers both fully automatic and semi-automatic installations

(218) **Automatic telecommunication log**. A record of the activities of an aeronautical telecommunication station recorded by electrical or mechanical means.

(219) **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.

(220) **Autonomous runway incursion warning system (ARIWS)**. A system which provides autonomous detection of a potential incursion or of the occupancy of an active runway and a direct warning to a flight crew or a vehicle operator.

(221) **Aviation medical assessor.** A physician, appointed by the Licensing Authority, who is qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.

(222) **Aviation medical examiner.** A physician with training in aviation medicine and practical knowledge and experience of the aviation environment who is designated by the Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed.

(223) **Balked landing.** A landing manoeuvre that is unexpectedly discontinued at any point below the obstacle clearance altitude/height (OCA/H).

(224) **Balloon.** A non-power-driven lighter-than-air aircraft.

(225) **Banner.** An advertising medium supported by a temporary framework attached externally to the aircraft and towed behind the aircraft.

(226) **Bare Earth**. Surface of the Earth including bodies of water and permanent ice and snow, and excluding vegetation and man-made objects.

(227) **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.

(228) **Base station (BS).** A generalized equipment set providing connectivity, management and control of the mobile station (MS).

(229) **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 circum-stances of each individual procedure.

(230) **BDS Comm-B Data Selector**. The 8-bit BDS code determines the register whose contents are to be transferred in the MB field of a Comm-B reply. It is expressed in two groups of 4 bits each, BDS1 (most significant 4 bits) and BDS2 (least significant 4 bits).

(231) **Behaviour detection**. Within an aviation security environment, the application of techniques involving the recognition of behavioural characteristics, including physiological or gestural signs indicative of anomalous behaviour, to identify persons who may pose a threat to civil aviation.

(232) **Becquerel (Bq).** The activity of a radionuclide having one spontaneous nuclear transition per second.

(233) **Bit error rate (BER).** The number of bit errors in a sample divided by the total number of bits in the sample, generally averaged over many such samples

(234) **Blind transmission.** A transmission from one station to another station in circumstances where two-way communication cannot be established but where it is believed that the called station is able to receive the transmission.

(235) **Briefing**. Oral commentary on existing and/or expected meteorological conditions.

(236) **Broadcast.** A transmission of information relating to air navigation that is not addressed to a specific station or stations.

(237) **Burst**. A time-defined, contiguous set of one or more related signal units which may convey user information and protocols, signaling, and any necessary preamble.

(238) **Burst profile.** Set of parameters that describe the uplink or downlink transmission properties associated with an interval usage code. Each profile contains parameters such as modulation type, forward error correction (FEC) type, preamble length, guard times, etc.

(239) **C2 Link.** The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.

(240) **C2 Link communication service provider (C2CSP).** An entity which provides a portion of, or all of, the C2 Link service for the operation of an RPAS.

Note.— An RPAS operator may also be its own C2CSP.

(241) **C2 Link coverage area.** The area in which the C2 Link service can be received including the area where the QoSD does not meet the QoSR.

(242) **C2 Link interruption.** Any temporary situation where the C2 Link is unavailable, discontinuous, introduces too much delay, or has inadequate integrity; but where the lost C2 Link decision time has not been exceeded.

(243) **C2 Link log.** A record of the activities related to the C2 Link.

(244) **C2 Link service.** A communication service providing the C2 Link.

(245) **C2 Link service area.** The area within the C2 Link coverage area where the C2 Link QoSD meets the QoSR.

(246) **C2 Link specification.** The minimum performance to be achieved by the C2 Link equipment in conformity with the applicable airworthiness system design requirements.

(247) **Cabin crew member.** A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the PIC of the aircraft, but who shall not act as a flight crew member.

Note: Cabin crew may or may not be licensed by the Authority.

(248) **Calendar.** Discrete temporal reference system that provides the basis for defining temporal position to a resolution of one day (ISO 19108).

(249) **Calendar day.** The period of elapsed time, using coordinated universal time or local time, that begins at midnight and ends 24 hours later at the next midnight.

(250) **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 month (as 1 January through 31 January in the Gregorian calendar).

(251) **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 1 January through 31 December in the Gregorian calendar).

(252) **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 with a recognised bureau of standards for the purpose of detecting and reporting or eliminating adjustment errors in the measurement device, working standard, or aeronautical product tested.

(253) **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.

(254) **Canopy.** Bare Earth supplemented by vegetation height.

(255) **Capability report.** Information identifying whether the transponder has a data link capability as reported in the capability (CA) field of an all-call reply or squitter transmission (see "data link capability report"). **Cargo.** Any property carried on an aircraft other than mail, stores, and accompanied or mishandled baggage.

(256) **Cargo aircraft.** Any aircraft carrying goods or property but not passengers. In this context, the following are not considered to be passengers:

(i) A crew member

(ii) An operator's employee permitted by, and carried in accordance with, the instructions contained in the OM

(iii) An authorised representative of an Authority

(iv) A person with duties with respect to a particular shipment on board

(257) **Carrier-to-multipath ratio (C/M).** The ratio of the carrier power received directly, i.e. without reflection, to the multipath power, i.e. carrier power received via reflection

(258) **Carrier-to-noise density ratio (C/No).** The ratio of the total carrier power to the average noise power in a 1 Hz bandwidth, usually expressed in dBHz.

(259) **Causes.** As relating to an aircraft accident or incident, the actions, omissions, events, or conditions, or a combination thereof, that led to the accident or incident.

(260) **Ceiling.** The height above the ground or water of the base of the lowest layer of cloud below 6 000 m (20 000 ft) covering more than half the sky.

(261) **Celsius temperature (t°C).** The Celsius temperature is equal to the difference t°C = T - T0 between two thermodynamic temperatures T and T0 where T0 equals 273.15 kelvin.

(262) **Certificate of airworthiness.** A certificate issued by the State of Registry when an aircraft has been deemed fit and safe for flight and in conformity with the type design approved by the State of Design and maintained in accordance with the continuing airworthiness requirements of the State of Registry.

Note: The definition of certificate of airworthiness was developed by using primarily the definition from Transport Canada with additional ICAO material.

(263) **Certified aerodrome.** An aerodrome whose operator has been granted an aerodrome certificate.

(264) **Certify as airworthy.** The act of completing an approval for return to service, by a properly authorised person after the maintenance, overhaul, modification, repair, or inspection of an aircraft or aeronautical product, by which the aircraft or aeronautical part is cleared for use in flight as meeting the requirements of the certificate of airworthiness of Suriname.

(265) **Certifying staff.** Those personnel who are authorised by the AMO in accordance with a procedure acceptable to the Authority to approve aircraft or aeronautical products for return to service.

(266) **Change over point.** The point at which an aircraft navigating on ATS route segment defined by reference to very high frequency omnidirectional 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: Changeover points are established to provide the optimum balance with respect to 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.

(267) **Channel rate**. The rate at which bits are transmitted over the RF channel. These bits include those bits used for framing and error correction, as well as the information

bits. For burst transmission, the channel rate refers to the instantaneous burst rate over the period of the burst.

(268) **Channel rate accuracy.** This is relative accuracy of the clock to which the transmitted channel bits are synchronized. For example, at a channel rate of 1.2 kbits/s, maximum error of one part in 106 implies the maximum allowed error in the clock is ±1.2 × 10-3 Hz.

(269) **Check person.** A qualified person who is authorised by the Authority to conduct an evaluation of either an AOC holder's flight crew (pilots, flight engineers, or flight navigators), cabin crew, or flight operations officer. Terms that may be used to describe this person, depending upon responsibilities, are check pilot, check flight engineer, check flight navigator, check cabin crew member, and check flight operations officer. Check persons for flight crew may be further authorised to perform checks in either an aircraft or simulator, as defined below.

(i) **Check person (aircraft).** A person who is qualified, and authorised by the Authority, to conduct a flight crew evaluation in an aircraft or in an FSTD for a particular type aircraft, for a particular AOC holder.

(ii) **Check person (simulator).** A person who is qualified, and authorised by the Authority, to conduct a flight crew evaluation, but only in an FSTD for a particular type aircraft, for a particular AOC holder.

(270) **Circuit mode.** A configuration of the communications network which gives the appearance to the application of a dedicated transmission path.

(271) **Citizen of Suriname.** Refers to one of the following:

(i) An individual who is a citizen of Suriname;

(ii) A partnership of which each member is a citizen of Suriname; or

(iii) A corporation or association created or organised and authorised under the laws of Suriname.

(272) **Civil aircraft.** Any aircraft other than a State or public aircraft.

(273) **Civil aviation.** The operation of any civil aircraft for the purpose of general aviation operations, aerial work, or commercial air transport operations.

(274) **Clearance limit.** The point to which an aircraft is granted an ATC clearance.

(275) **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.

(276) **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.

(277) **Close-out.** A command from a Mode S interrogator that terminates a Mode S link layer communication transaction.

(278) **Cluster of interrogators.** Two or more interrogators with the same interrogator identifier (II) code, operating cooperatively to ensure that there is no interference to the required surveillance and data link performance of each of the interrogators, in areas of common coverage.

(279) **Cockpit audio recording system (CARS).** A device that uses a combination of microphones and other audio and digital inputs to collect and record the aural environment of the flight deck and communications to, from, and between the pilots. *Source: Current edition of EUROCAE ED-155, Minimum Operational Performance Specification for Lightweight Flight Recording Systems, paragraph 1-1.5.1.*

(280) **Coded chip.** A "1" or "0" output of the rate ½ or ¼ convolutional code encoder.

(281) **Collision avoidance logic**. The sub-system or part of ACAS that analyses data

relating to an intruder and own aircraft, decides whether or not advisories are appropriate and, if so, generates the advisories. It includes the following functions: range and altitude tracking, threat detection and RA generation. It excludes surveillance.

(282) **Combined vision system (CVS).** A system to display images from a combination of an EVS and an SVS.

(283) **Comm-A.** A 112-bit interrogation containing the 56-bit MA message field. This field is used by the uplink standard length message (SLM) and broadcast protocols.

(284) **Comm-B.** A 112-bit reply containing the 56-bit MB message field. This field is used by the downlink SLM, ground-initiated and broadcast protocols.

(285) **Comm-C.** A 112-bit interrogation containing the 80-bit MC message field. This field is used by the uplink extended length message (ELM) protocol.

(286) **Comm-D**. A 112-bit reply containing the 80-bit MD message field. This field is used by the downlink ELM protocol.

(287) **Command and control (C2) link.** The data link between the RPA and the RPS for the purposes of managing the flight.**Commercial air transport operation.** An aircraft operation involving the transport of passengers, cargo, or mail for remuneration or hire.

(288) **Common mark.** A mark assigned by ICAO 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 that are registered on other than a national basis will bear the same common mark.

(289) **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.

(290) **Communication centre.** An aeronautical fixed station which relays or retransmits telecommunication traffic from (or to) a number of other aeronautical fixed stations directly connected to it.

(291) **Company materials (COMAT).** Operator material carried on an operator's aircraft for the operator's own purposes.

(292) **Compatibility study.** A study undertaken by the aerodrome operator to address the impact of introducing an aeroplane type/model new to the aerodrome. A compatibility study may include one or several safety assessments.

(293) **Competency.** A dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviours that mobilise the relevant knowledge, skills, and attitudes to carry out activities or tasks under specified conditions.

(294) **Competency-based training and assessment.** Training and assessment that are characterised by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards.

Note: This training process is derived from a job and task analysis and focuses on the achievement of well-defined, benchmarked standards of performance as opposed to training programmes that simply focus on the acquisition of prescribed levels of experience.

(295) **Competency standard**. A level of performance that is defined as acceptable when assessing whether or not competency has been achieved.

(296) **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.

(297) **Composite.** Structural materials made of substances, including 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.

(298) **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.

(299) **Conditions**. Anything that may qualify a specific environment in which performance will be demonstrated.

(300) **Conference communications.** Communication facilities whereby direct speech conversation may be conducted between three or more locations simultaneously.

(301) **Confidence level.** The probability that the true value of a parameter is within a certain interval around the estimate of its value.

Note.— The interval is usually referred to as the accuracy of the estimate

(302) **Configuration (as applied to the aeroplane).** A particular combination of the positions of the moveable elements, such as wing flaps and landing gear, etc., that affects the aerodynamic characteristics of the aeroplane.

(303) **Configuration deviation list (CDL).** A list, established by the organisation responsible for the type design with the approval of the State of Design, that identifies any external parts of an aircraft type that may be missing at the commencement of a flight and that contains, where necessary, any information on associated operating limitations and performance correction.

(304) **Congested area.** A city, town, or settlement or an open-air assembly of people.

(305) **Congested hostile environment.** A hostile environment within a congested area.

(306) **Connection.** A logical association between peer-level entities in a communication system.

(307) **Connection establishment delay.** Connection establishment delay, as defined in ISO 8348, includes a component, attributable to the called subnetwork (SN) service user, which is the time between the SN-CONNECT indication and the SN-CONNECT response. This user component is due to actions outside the boundaries of the satellite subnetwork and is therefore excluded from the AMS(R)S specifications.

(308) **Consignment.** 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.

(309) **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.

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

(311) **Continuing airworthiness.** The set of processes by which an aircraft or aeronautical product complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.

(312) **Continuing airworthiness maintenance programme.** A maintenance programme approved by the State of Registry.

(313) **Continuing airworthiness records.** Records that are related to the continuing airworthiness status of an aircraft or aeronautical product.

(314) **Continuous descent final approach (CDFA).** A technique, consistent with stabilised

approach procedures, for flying the FAS of an instrument NPA procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 15 m (50 ft) above the landing runway threshold or the point where the flare manoeuvre begins for the type of aircraft flown; for the FAS of an NPA procedure followed by a circling approach, the CDFA technique applies until circling approach minima (circling OCA/H) or visual flight manoeuvre altitude/height are reached.

(315) **Contour line.** A line on a map or chart connecting points of equal elevation.

(316) **Contracting State.** A State that is a signatory to the Convention on International Civil Aviation (Chicago Convention).

(317) **Control area.** A controlled airspace extending upward from a specified limit above the earth.

(318) **Control zone.** A controlled airspace extending upward from the surface of the earth to a specified upper limit.

(319) **Controlled aerodrome.** An aerodrome at which ATC 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.

(320) **Controlled airspace.** An airspace of defined dimensions within which ATC service is provided in accordance with the airspace classification.

Note: Controlled airspace is a generic term that covers ATC or ATS airspace Classes A, B, C, D, and E as described in ICAO Annex 11: 2.6.

(321) **Controlled flight.** Any flight that is subject to an ATC clearance.

(322) **Controlled flight into terrain (CFIT).** Occurs when an airworthy aircraft is flown, under the control of a qualified pilot, into terrain, water, or an obstacle with inadequate awareness on the part of the pilot of the impending collision.

(323) **Controller-pilot data link communications (CPDLC).** A means of communication between controller and pilot, using data link for ATC communications.**Convention on International Civil Aviation (Chicago Convention).** The Convention on International Civil Aviation concluded in Chicago, Illinois, of the United States of America, in 1944, in effect, 1947. The Articles of the Chicago Convention govern the actions of the Contracting States in matters of international civil aviation safety directly and through the Annexes to the Chicago Convention, which set forth the ICAO SARPs.

(324) **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.

(325) **Convolutional turbo codes (CTC).** Type of forward error correction (FEC) code.

(326) **Co-pilot (CP).** A licensed pilot serving in any piloting capacity other than as PIC but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.

(327) **Corporate aviation.** 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.

(328) **Coulomb (C).** The quantity of electricity transported in 1 second by a current of 1 ampere.

(329) **Course.** A programme of instruction to teach knowledge, skills, and/or competencies in a particular area or subject or to maintain existing qualifications.

(330) **Courseware.** Instructional material developed for each course or curriculum,

including lesson plans and other aids such as computer software programs, audiovisual programmes, workbooks, and handouts.

(331) **CPDLC message.** Information exchanged between an airborne system and its ground counterpart. A CPDLC message consists of a single message element or a combination of message elements conveyed in a single transmission by the initiator.

(332) **CPDLC message set**. A list of standard message elements and free text message elements.

(333) **Credit.** Recognition of alternative means or prior qualifications.

(334) **Crew member.** A person assigned by an operator to duty on an aircraft during a flight duty period.

(335) **Crew resource management.** A programme 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 coordination.

(336) **Critical aeroplane.** The type of aeroplane which is the most demanding for the relevant elements of the physical infrastructure and the facilities for which the aerodrome is intended.

(337) **Critical engine.** The engine whose failure would most adversely affect the performance or handling qualities of an aircraft.

(338) **Critical phases of flight.** Those portions of operations involving taxiing, take-off and landing, and all flight operations below 3 050 m (10 000 ft) except cruise flight.

(339) **Critical power unit(s).** A power unit, the failure of which has the most adverse effect on the aircraft characteristics relative to the case under consideration.

Note: On some aircraft there may be more than one equally critical power unit. In that case, the phrase "the critical power unit" means one of those critical power units.

(340) **Cross-country.** A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.

(341) **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 PPL (except with a rotorcraft rating), a CPL, or an instrument rating, includes a landing at an aerodrome that shall be a straight-line distance of more than 50 NM from the original point of departure.

(342) **Cruise climb.** An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases.

(343) **Cruise relief pilot.** A flight crew member who is assigned to perform pilot tasks during cruise flight to allow the PIC or CP to obtain planned rest.

(344) **Cruising level.** A level maintained during a significant portion of a flight.

(345) **Culture.** All man-made features constructed on the surface of the Earth, such as cities, railways and canals.

(346) **Current data authority**. The designated ground system through which a CPDLC dialogue between a pilot and a controller currently responsible for the flight is permitted to take place.

(347) **Current flight plan.** The flight plan, including changes, if any, brought about by subsequent clearances.

(348) **Current slot**. The slot in which a received transmission begins.

(349) **Curriculum.** A set of courses in an area of specialisation offered as part of a training programme.

(350) **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.

(351) **Danger area.** An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

(352) **Dangerous goods.** Articles or substances that are capable of posing a risk to health, safety, property, or the environment and are shown in the list of dangerous goods in the Technical Instructions or are classified according to those instructions.

Note 1: See definition below for Technical Instructions.

Note 2: Dangerous goods are classified in Chapter 3 of ICAO Annex 18, The Safe Transport of Dangerous Goods by Air.

(353) **Dangerous goods accident.** An occurrence associated with and related to the transport of dangerous goods by air that results in fatal or serious injury to a person or major property or environmental damage.

Note: See definition below for Technical Instructions.

(354) **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, that results in injury to a person, property or environmental 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 that seriously jeopardises the aircraft or its occupants is also deemed to constitute a dangerous goods incident.

Note: See definition below for Technical Instructions.

(355) **Dangerous goods transport document.** A document specified by Technical Instructions. 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.

Note: See definition below for Technical Instructions.

(356) **Data accuracy**. A degree of conformance between the estimated or measured value and the true value.

(357) **Data circuit-terminating equipment (DCE).** A DCE is a network provider equipment used to facilitate communications between DTEs.

(358) **Data completeness.** The degree of confidence that all of the data needed to support the intended use is provided.

(359) **Data format.** A structure of data elements, records and files arranged to meet standards, specifications or data quality requirements.

(360) **Data integrity (assurance level).** A degree of assurance that an aeronautical data and its value has not been lost or altered since the origination or authorized amendment.

(361) **Data link capability report.** Information in a Comm-B reply identifying the complete Mode S communications capabilities of the aircraft installation.

(362) **Data link communications.** A form of communication intended for the exchange of messages via a data link.

(363) **Data link entity (DLE).** A protocol state machine capable of setting up and managing a single data link connection.

(364) **Data link flight information services (D-FIS).** The provision of FIS via data link.

(365) **Data link initiation capability (DLIC).** A data link application that provides the ability to exchange addresses, names and version numbers necessary to initiate data link applications (see Doc 4444).

(366) **Data link recording system.** A device, controlled directly or indirectly, that records the messages through which the flight path of an aircraft is authorised and that relays those messages over a digital data link rather than by voice communication. Source: Current edition of EUROCAE ED-155, Minimum Operational Performance Specification for Lightweight Flight Recording Systems, paragraph 1-1.5.1.

(367) **Data link service (DLS) sublayer**. The sublayer that resides above the MAC sublayer. For VDL Mode 4, the DLS sublayer resides above the VSS sublayer. The DLS manages the transmit queue, creates and destroys DLEs for connection-oriented communications, provides facilities for the LME to manage the DLS, and provides facilities for connectionless communications.

(368) **Data product**. Data set or data set series that conforms to a data product specification (ISO 19131*).

(369) **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.

(370) **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 (or equivalent assurance level), traceability, timeliness, completeness and format.

(371) **Data resolution.** A number of units or digits to which a measured or calculated value is Expressed and used.

(372) **Data set.** Identical collection of data (ISO 19101*).

(373) **Data set series.** Collection of data sets sharing the same product specification (ISO 19115*).

(374) **Data signaling rate.** Data signaling rate refers to the passage of information per unit of time, and is expressed in bits/second.

Data signaling rate is given by the formula:

$$\sum_{i=1}^{i=m} \frac{1}{T_i} \log_2 n_i$$

where m is the number of parallel channels, Ti is the minimum interval for the ith channel expressed in seconds, ni is the number of significant conditions of the modulation in the ith channel.

Note 1.—

a) For a single channel (serial transmission) it reduces to (1/T)log2n; with a two-condition modulation (n = 2), it is 1/T.

b) For a parallel transmission with equal minimum intervals and equal number of significant conditions on each channel, it is m(1/T)log2n (m(1/T) in case of a two-condition modulation).

Note 2.— In the above definition, the term "parallel channels" is interpreted to mean: channels, each of which carries an integral part of an information unit, e.g. the parallel transmission of bits forming a character. In the case of a circuit comprising a number of channels, each of which carries information "independently", with the sole purpose of increasing the traffic handling capacity, these channels are not to be regarded as parallel channels in the context of this definition.

(375) **Data terminal equipment (DTE).** A DTE is an endpoint of a subnetwork connection.

(376) **Data timeliness**. The degree of confidence that the data is applicable to the period of

its intended use.

(377) **Data traceability.** The degree that a system or a data product can provide a record of the changes made to that product and thereby enable an audit trail to be followed from the end-user to the originator.

(378) **Data transit delay.** In accordance with ISO 8348, the average value of the statistical distribution of data delays. This delay represents the sub network delay and does not include the connection establishment delay.

(379) **Data transfer delay (95th percentile).** The 95th percentile of the statistical distribution of delays for which transit delay is the average.

(380) **Datum.** Any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities (ISO 19104).

(381) **Deadhead transportation.** Time spent in transportation on aircraft (at the insistence of the AOC holder) to or from a crew member's home station.

(382) **Decision altitude (DA) or decision height (DH).** A specified altitude or height in a 3D instrument approach operation at which a missed approach shall be initiated if the required visual reference to continue the approach has not been established.

Note 1: DA is referenced to MSL and DH is referenced to the threshold elevation.

Note 2: The required visual reference means that section of the visual aids or of the approach area that 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 CAT III operations with a DH, 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."

(383) **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 avail-able, and any other factors that may affect the workload of the controller responsible for the airspace.

(384) **Declared distances.**

(i) Take-off run available (TORA). The length of runway declared available and suitable for the ground run of an aeroplane taking off.

(ii) Take-off distance available (TODA). The length of the take-off run available plus the length of the clearway, if provided.

(iii) Accelerate-stop distance available (ASDA). The length of the take-off run available plus the length of the stopway, if provided.

(iv) Landing distance available (LDA). The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

(385) **Defined point after take-off (DPATO).** The point, within the take-off and initial climb phase, before which the performance Class 2 helicopter's ability to continue the flight safely, with one engine inoperative, is not ensured and a forced landing may be required.

(386) **Defined point before landing (DPBL).** The point, within the approach and landing phase, after which the performance Class 2 helicopter's ability to continue the flight safely, with one engine inoperative, is not ensured and a forced landing may be required.

(387) **Degree Celsius (°C).** The special name for the unit kelvin for use in stating values of Celsius temperature.

(388) **Degree of standardized test distortion.** The degree of distortion of the restitution measured during a specific period of time when the modulation is perfect and corresponds to a specific text.

(389) **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.

(390) **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.

(391) **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.

(392) **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.

(393) **Designated examiner.** Any person designated by the Authority to act as a representative of the Authority in examining, inspecting, and testing persons for the purposes of issuing licences, ratings, or certificates.

(394) **Designated operational coverage (DOC) area.** The area in which a particular service is provided and in which the service is afforded frequency protection.

Note.— This area may, after proper coordination to ensure frequency protection, extend to areas outside the allotment areas contained in Appendix S27 to the Radio Regulations.

(395) **Designated postal operator**. Any governmental or non-governmental entity officially designated by a UPU member country to operate postal services and to fulfil the related obligations arising from the acts of the UPU Convention on its territory.

(396) **Detect and avoid.** The capability to see, sense, or detect conflicting traffic or other hazards and take the appropriate action.

(397) **DETRESFA.** The code word used to designate a distress phase.

(398) **Digital Elevation Model. (DEM).** The representation of terrain surface by continuous elevation vales at all intersections of a defined grid, referenced to common datum.

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

(399) **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.

(400) **Directly in charge.** As relating to an AMO in Part 6 of these regulations, an appropriately licensed person(s) having the responsibility for the work of an AMO that performs maintenance, overhaul, modification, repair, inspection, 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 a higher authority.

(401) **Director.** The Director of CASAS appointed under the Civil Aviation Safety and Security Act.

(402) **Directory service (DIR).** A service, based on the ITU-T X.500 series of recommendations, providing access to and management of structured information relevant to the operation of the ATN and its users.

(403) **Direct link service (DLS).** A data communications service which makes no attempt to automatically correct errors, detected or undetected, at the link layer of the air-ground communications path. (Error control may be effected by end-user systems.)

(404) **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.

(405) **Displaced threshold.** A threshold not located at the extremity of a runway.

(406) **Disruptive passenger.** A passenger who fails to respect the rules of conduct at an aerodrome or on board an aircraft or to follow the instructions of aerodrome personnel or crew members and thereby disturbs the good order and discipline at the aerodrome or on board the aircraft.

(407) **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.

(408) **Ditching.** The forced landing of an aircraft on water.

(409) **Domain.** A set of end systems and intermediate systems that operate according to the same routing procedures and that is wholly contained within a single administrative domain.

(410) **Doppler shift.** The frequency shift observed at a receiver due to any relative motion between transmitter and receiver.

(411) **Double channel simplex.** Simplex using two frequency channels, one in each direction.

Note.— This method was sometimes referred to as cross-band

(412) **Downlink**. A term referring to the transmission of data from an aircraft to the ground. Mode S air-to-ground signals are transmitted on the 1 090 MHz reply frequency channel.

(413) **Downlink ELM (DELM).** A term referring to extended length downlink communication by means of 112-bit Mode S Comm-D replies, each containing the 80-bit Comm-D message field (MD).

(414) **Downstream clearance.** A clearance issued to an aircraft by an air traffic control unit that is not the current controlling authority of that aircraft.

(415) **Dry lease.** The lease of an aircraft without the crew.

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

(417) **Dual instruction time.** Flight time during which a person is receiving flight instruction from a properly authorised pilot on board the aircraft.

(418) **Dual instruction time.** Flight time during which a person is receiving flight instruction from a properly authorised pilot on board the aircraft or from a properly authorised remote pilot using the RPS during an RPA flight.

(419) **Duplex**. A method in which telecommunication between two stations can take place in both directions simultaneously

(420) **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.

(421) **Duty. (ANS)** Any task that an air traffic controller is required by an air traffic services provider to perform. These tasks include those performed during time-in-position, administrative work and training.

(422) **Duty period.** As related to an air operator, a period that 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.

(423) ***Duty period (ANS).*** A period which starts when an air traffic controller is required by an air traffic services provider to report for or to commence a duty and ends when that person is free from all duties.

(424) **Duty time.** The total time from the moment a person identified in these regulations begins, immediately after a rest period, any work on behalf of the operator until that person is free from all restraint associated with that work.

(425) **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, that the Suriname may declare to be a pest; or

(ii) Use as a plant regulator, defoliant, or desiccant.

(426) **Effective acceptance bandwidth.** The range of frequencies with respect to the assigned frequency for which reception is assured when all receiver tolerances have been taken into account.

(427) **Effective adjacent channel rejection.** The rejection that is obtained at the appropriate adjacent channel frequency when all relevant receiver tolerances have been taken into account.

(428) **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.

(429) **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 centre line of the runway to the far end.

(430) **Effective margin.** That margin of an individual apparatus which could be measured under actual operating conditions.

(431) **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.

(432) **Electronic flight bag (EFB).** An electronic information system, consisting of equipment and applications for flight crew, that allows for the storing, updating, displaying, and processing of EFB functions to support flight operations or duties.

(433) **Elevated heliport.** A heliport located on a raised structure on land.

(434) **Elevation.** The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.

(435) **Ellipsoid height (Geodetic height).** The height related to the reference ellipsoid, measured along the ellipsoid outer normal through the point in question.

(436) **Emergency locator transmitter (ELT).** A generic term describing equipment that broadcasts distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or manually activated. An ELT may be any of the following:

(i) **Automatic fixed ELT (ELT(AF)).** An automatically activated ELT that is permanently attached to an aircraft.

(ii) **Automatic portable ELT (ELT(AP)).** An automatically activated ELT that is rigidly attached to an aircraft but readily removable from the aircraft.

(iii) **Automatic deployable ELT (ELT(AD)).** An ELT that is rigidly attached to an aircraft and 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 that is removable from an aircraft, stowed to facilitate its ready use in an emergency, and manually activated by survivors.

(437) **Emergency phase.** A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.

(438) **End-to-end.** Pertaining or relating to an entire communication path, typically from (1) the interface between the information source and the communication system at the transmitting end to (2) the interface between the communication system and the information user or processor or application at the receiving end.

(439) **End-user.** An ultimate source and/or consumer of information.

(440) **Energy per symbol to noise density ratio (Es/No).** The ratio of the average energy transmitted per channel symbol to the average noise power in a 1 Hz bandwidth, usually expressed in dB. For A-BPSK and A-QPSK, one channel symbol refers to one channel bit.

(441) **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 it excludes the propeller/rotors (if applicable).

(442) **Enhanced ground proximity warning system (EGPWS).** A forward-looking warning system that uses the terrain database for terrain avoidance.

(443) **Enhanced vision system (EVS).** A system to display electronic real-time images of the external scene achieved through the use of image sensors.

Note: EVS does not include night vision imaging systems.

(444) **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 engine, operators may need to adopt alternative procedures.

(445) **Equivalent isotropically radiated power (e.i.r.p.).** The product of the power supplied to the antenna and the antenna gain in a given direction relative to an isotropic antenna (absolute or isotropic gain).

(446) **Equivalent system of maintenance.** An AOC holder may conduct maintenance activities through an arrangement with an AMO or may conduct its own maintenance, overhaul, modifications, repairs, or inspections, as 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 AMT or ARS in accordance with Part 2 of these regulations, as appropriate.

(447) **Error.** As relates to the flight crew, an action or inaction by the flight crew that leads to deviations from organisational or flight crew intentions or expectations.

(448) **Error management.** The process of detecting errors and responding to them with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired states.

Note: See Chapter 6 of Part II, Section I, of ICAO Doc 9868, Procedures for Air Navigation Services – Training (PANS-TRG)*; and ICAO Circular 314,* Threat and Error Management (TEM) in Air Traffic Control*, for a description of undesired states.*

(449) **Essential radio navigation service.** A radio navigation service whose disruption has a significant impact on operations in the affected airspace or aerodrome.

(450) **Estimated off-block time.** The estimated time at which the aircraft will commence movement associated with departure.

(451) **Estimated time of arrival.** For IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an IAP will be commenced or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For VFR flights, the time at which it is estimated that the aircraft will arrive

over the aerodrome.

(452) **Examiner.** Any person designated by the Authority to act as a representative of the Authority in examining, inspecting, and testing persons and aircraft for the purpose of issuing licences, ratings, and certificates.

(453) **Exception.** As relating to dangerous goods in Part 9 of these regulations, a provision in ICAO Annex 18 that excludes a specific item of dangerous goods from the Standards normally applicable to that item.

(454) **Expected approach time.** The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding point to complete its approach for a landing.

Note: The actual time of leaving the holding point will depend upon the approach clearance.

(455) **Extended diversion time operations (EDTO).** Any operation by an aeroplane with two or more turbine engines where the diversion time to an en route alternate aerodrome is greater than the threshold time established by the State of the Operator.

(456) **Extended diversion time operations (EDTO) critical fuel.** The fuel quantity necessary to fly to an en route alternate aerodrome considering, at the most critical point on the route, the most limiting system failure.

(457) **Extended diversion time operations (EDTO) significant system.** An aeroplane system whose failure or degradation could adversely affect the safety particular to an EDTO flight or whose continued functioning is specifically important to the safe flight and landing of an aeroplane during an EDTO diversion.

(458) **Extended flight over water.** A flight operated over water at a distance of more than 93km (50 NM) or 30 minutes at normal cruising speed, whichever is the lesser, away from land suitable for making an emergency landing.

(459) **Extended Golay Code.** An error correction code capable of correcting multiple bit errors.

(460) **Extended length message (ELM).** A series of Comm-C interrogations (uplink ELM) transmitted without the requirement for intervening replies, or a series of Comm-D replies (downlink ELM) transmitted without intervening interrogations.

(461) **Extended overwater operation.** With respect to aircraft other than helicopters, an operation over water at a horizontal distance of more than 50 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.

(462) **Extended range operation**. Any flight by an aeroplane with two turbine engines where the flight time at the one engine 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.

(463) **Facility.** A physical plant, including land, buildings, and equipment, that provides a means for the conduct of the activities approved by the Authority for an approved or certificated entity.

(464) **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.

(465) **Fan marker beacon.** A type of radio beacon, the emissions of which radiate in a vertical fan-shaped pattern.

(466) **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.

(467) **Fatal injury.** As relates to an aircraft accident, any injury that results in death within 30 days of the accident.

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

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

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

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

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

(472) **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.

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

(474) **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.

(475) **Filed flight plan.** The flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes.

(476) **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.

(477) **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.

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

(479) **Final approach segment (FAS).** The segment of an IAP in which alignment and descent for landing are accomplished.

(480) **Finding.** A conclusion by audit personnel that demonstrates nonconformity with a specific standard.

(481) **Fireproof.** The capability to withstand the application of heat by a flame for a period of 15 minutes.

Note: The characteristics of an acceptable flame can be found in ISO 2685, Aircraft – Environmental test procedure for airborne equipment – Resistance to fire in designated fire zones.

(482) **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.

(483) **Fire resistant.** The capability to withstand the application of heat by a flame for a

period of 5 minutes.

Note: The characteristics of an acceptable flame can be found in ISO 2685, Aircraft **–** Environmental test procedure for airborne equipment **–** Resistance to fire in designated fire zones.

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

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

(486) **Flight data analysis.** A process of analysing recorded flight data in order to improve the safety of flight operations.

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

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

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

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

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

(492) **Flight level.** A surface of constant atmospheric pressure that 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.

(493) **Flight manual.** A manual associated with the certificate of airworthiness that contains 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.

(494) **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, who is suitably qualified in accordance with ICAO Annex 1 and who supports, briefs, and/or assists the PIC in the safe conduct of the flight.

(495) **Flight plan.** Specified information provided to ATS 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.

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

(497) **Flight(s).** The period from take-off to landing.

(498) **Flight safety documents system.** A set of interrelated documentation established by

the operator, compiling and organising information necessary for flight and ground operations and comprising, as a minimum, the OM and the operator's MCM.

(499) **Flight simulation training device (FSTD).** Any one of the following three types of apparatus in which flight conditions are simulated on the ground:

(i) **Flight simulator.** Provides an accurate representation of the flight deck of a particular aircraft type or an accurate representation of the RPAS 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.

(ii) **Flight procedures trainer.** Provides a realistic flight deck environment or realistic RPAS environment and 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.

(iii) **Basic instrument flight trainer.** Is equipped with appropriate instruments and simulates the flight deck environment of an aircraft in flight or the RPAS environment in instrument flight conditions.

(500) **Flight simulator.** See flight simulation training device (FSTD).

(501) **Flight status.** An indication of whether or not a given aircraft requires special handling by ATS units.

(502) **Flight time.** The period of time that an aircraft moves under its own power for the purpose of flight, ending when the aircraft comes to rest after it is parked, with engine(s) shut down, if applicable.

Note: Flight time, as defined here, is synonymous with the terms "block-to-block" time or "chock-to-chock" time in general usage and is measured from the time an aircraft moves from the loading point until it stops at the unloading point.

(503) **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.

(504) **Flight time – glider.** 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.

(505) **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.

(506) **Flight time – remotely piloted aircraft (RPA) systems.** The total time from the moment a C2 link is established between the RPS and the RPA for the purpose of taking off or from the moment the remote pilot receives control following a handover until the moment the remote pilot completes a handover or the C2 link between the RPS and the RPA is terminated at the end of the flight.

(507) **Flight training.** Training, other than ground training, received from an authorised instructor in flight in an aircraft.

(508) **Flight visibility.** The visibility forward from the flight deck of an aircraft in flight.

(509) **Foot (ft).** The length equal to 0.304 8 metre exactly.

(510) **Forecast.** A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.

(511) **Foreign air operator.** Any air operator, other than a Suriname air operator, that undertakes, whether directly or indirectly or by lease or any other arrangement, to engage in commercial air transport operations within the borders or airspace of Suriname, whether on a scheduled or charter basis.

(512) **Foreign Authority.** The civil aviation authority that issues and oversees the AOC of the foreign operator.

(513) **Foreign object debris (FOD).** An inanimate object within the movement area which has no operational or aeronautical function and which has the potential to be a hazard to aircraft operations.

(514) **Forward error correction (FEC).** The process of adding redundant information to the transmitted signal in a manner which allows correction, at the receiver, of errors incurred in the transmission.

(515) **Frame (1).** The basic unit of transfer at the link level. In the context of Mode S subnetwork, a frame can include from one to four Comm-A or Comm-B segments, from two to sixteen Comm-C segments, or from one to sixteen Comm-D segments.

(516) **Frame (2).** The link layer frame is composed of a sequence of address, control, FCS and information fields. For VDL Mode 2, these fields are bracketed by opening and closing flag sequences, and a frame may or may not include a variable-length information field.

(517) **Frangible object.** An object of low mass designed to break, distort or yield on impact so as to present the minimum hazard to aircraft.

Note.- Guidance on design for frangibility is contained in the Aerodrome Design Manual (Doc 9157), Part 6.

(518) **Free text message element.** Part of a message that does not conform to any standard message element in the PANS-ATM (Doc 4444).

(519) **Freight container.** See unit load device (ULD).

(520) **Freight container in the case of radioactive material transport.** An article of transport equipment designed to facilitate the transport of packaged goods by one or more modes of transport without intermediate reloading. It shall be of a permanent enclosed character, rigid and strong enough for repeated use, and shall be fitted with devices facilitating its handling, particularly in transfer between aircraft and from one mode of transport to another. A small freight container is one that has either an overall outer dimension less than 1.5 m or an internal volume of not more than 3 m^3. Any other freight container is considered to be a large freight container.

(521) **Frequency assignment.** A logical assignment of centre frequency and channel bandwidth programmed to the base station (BS).

(522) **Frequency channel.** A continuous portion of the frequency spectrum appropriate for a transmission utilizing a specified class of emission

Note.— The classification of emissions and information relevant to the portion of the frequency spectrum appropriate for a given type of transmission (bandwidths) are specified in the ITU Radio Regulations, Article S2 and Appendix S1

(523) **Fully automatic relay installation.** A teletypewriter installation where interpretation of the relaying responsibility in respect of an incoming message and the resultant setting-up of the connections required to effect the appropriate retransmissions is carried out automatically, as well as all other normal operations of relay, thus obviating the need for operator intervention, except for supervisory purposes.

(524) **Gain-to-noise temperature ratio.** The ratio, usually expressed in dB/K, of the antenna gain to the noise at the receiver output of the antenna subsystem. The noise is expressed as the temperature that a 1 ohm resistor must be raised to produce the same noise power density.

(525) **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.

(526) **Gaussian filtered frequency shift keying (GFSK).** A continuous-phase, frequency shift keying technique using two tones and a Gaussian pulse shape filter.

(527) **General aviation operation.** An aircraft operation other than a commercial air transport operation or an aerial work operation.

(528) **General formatter/manager (GFM).** The aircraft function responsible for formatting messages to be inserted in the transponder registers. It is also responsible for detecting and handling error conditions such as the loss of input data.

(529) **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.

(530) **Geodesic distance.** The shortest distance between any two points on a mathematically defined ellipsoidal surface.

(531) **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 if perpendicular to the geoid at every point.

(532) **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.

(533) **Glide path.** A descent profile determined for vertical guidance during a final approach.

(534) **Glider.** A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces that remain fixed under given conditions of flight.

(535) **Global signaling channel (GSC).** A channel available on a worldwide basis which provides for communication control.

(536) **Gray (Gy).** The energy imparted by ionizing radiation to a mass of matter corresponding to 1 joule per kilogram.

(537) **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.(ISO 19108*)

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

(538) **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.

(539) **Ground data circuit-terminating equipment (GDCE).** A ground specific data circuit-terminating equipment associated with a ground data link processor (GDLP). It operates a protocol unique to Mode S data link for data transfer between air and ground.

(540) **Ground data link processor (GDLP).** A ground-resident processor that is specific to a particular air-ground data link (e.g. Mode S), and which provides channel management, and segments and/or reassembles messages for transfer. It is connected on one side (by means of its DCE) to ground elements common to all data link systems, and on the other side to the air-ground link itself.

(541) **Ground earth station (GES).** An earth station in the fixed satellite service, or, in some cases, in the aeronautical mobile-satellite service, located at a specified fixed point on land to provide a feeder link for the aeronautical mobile satellite service.

Note.— This definition is used in the ITU's Radio Regulations under the term "aeronautical earth station". The definition herein as "GES" for use in the SARPs is to clearly distinguish it from an aircraft earth station (AES), which is a mobile station on an aircraft.

(542) **Ground handling.** Services necessary for an aircraft's arrival at, and departure from, an aerodrome, other than ATS.

(543) **Ground-initiated Comm-B (GICB).** The ground-initiated Comm-B protocol allows the interrogator to extract Comm-B replies containing data from a defined source in the MB field.

(544) **Ground-initiated protocol.** A procedure initiated by a Mode S interrogator for delivering standard length or extended length messages to a Mode S aircraft installation.

(545) **Ground proximity warning system (GPWS).** A warning system that uses radar altimeters to alert the pilots of hazardous flight conditions.

(546) **Ground to Air Communication** means one-way communication from stations or locations on the surface of the earth to aircraft.

(547) **Ground visibility.** The visibility at an aerodrome, as reported by an accredited observer or by automatic systems.

(548) **Gyroplane.** A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors that rotate freely on substantially vertical axes.

(549) **Handling agent.** An agency that 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.

(550) **Handover.** The act of passing piloting control from one RPS to another.

(551) **Hazard.** A condition or an object with the potential to cause injuries to personnel, damage to equipment or structures, loss of material, or reduction of ability to perform a prescribed function.

(552) **Hazard beacon.** An aeronautical beacon used to designate a danger to air navigation.

(553) **Heading.** The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from north (true, magnetic, compass, or grid).

(554) **Head-up display (HUD).** A display system that presents flight information into the pilot's forward external field of view.

(555) **Heavier-than-air aircraft.** Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

(556) **Height.** The vertical distance of a level, a point, or an object considered a point, measured from a specified datum.

(557) **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 axes.

(i) Categories:

(A) **Category A.** A multi-engine helicopter designed with engine and system isolation features specified in ICAO Annex 8, Part IVB, and capable of operations using take-off and landing data scheduled under a critical engine failure concept that assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off.

(B) **Category B.** A single-engine or multi-engine helicopter that does not meet Category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and a forced landing is assumed.

(ii) Performance classes:

(A) **Class 1 helicopter.** A helicopter with performance such that, in case of critical engine failure, it is able to land within the rejected take-off area or safely continue the flight to an appropriate landing area, depending on when the failure occurs.

(B) **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.

(C) **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.

Note 1: See also the definitions for operations in performance Class 1, Class 2, and Class 3 below.

Note 2: Helicopters operating as Class 1 or 2 will be certified as Category A. Helicopters operating as Class 3 will be certified as either Category A or B (or equivalent).

Note 3: Some States use the term "rotorcraft" as an alternative to "helicopter."

(558) **Helicopter stand**. An aircraft stand which provides for parking a helicopter and where ground taxi operations are completed or where the helicopter touches down and lifts off for air taxi operations.

(559) **Helideck.** A heliport located on a floating or fixed offshore structure.

(560) **Heliport.** An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure, and surface movement of helicopters.

(561) **Heliport reference point (HRP).**The designated location of a heliport or a landing location.

(562) **Heliport operating minima.** The limits of usability of a heliport for:

(i) Take-off, expressed in terms of RVR and/or visibility and, if necessary, cloud conditions;

(ii) Landing in 2D instrument approach operations, expressed in terms of visibility and/or RVR, MDA/H, and if necessary, cloud conditions; and

(iii) Landing in 3D instrument approach operations, expressed in terms of visibility and/or RVR and DA/H as appropriate to the type and/or category of the operation.

(563) **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.

(564) **Hertz (Hz).** The frequency of a periodic phenomenon of which the period is 1 second.

(565) **High frequency network protocol data unit (HFNPDU).** User data packet.

(566) **High performance receiver.** A UAT receiver with enhanced selectivity to further improve the rejection of adjacent frequency DME interference (see 12.3.2.2 for further details).

(567) **High-risk cargo or mail.** Cargo or mail presented by an unknown entity or showing

signs of tampering shall be considered high risk if, in addition, it meets one of the following criteria:

(i) Specific intelligence indicates that the cargo or mail poses a threat to civil aviation;

(ii) The cargo or mail shows anomalies that give rise to suspicion; or

(iii) The nature of the cargo or mail is such that baseline security measures alone are unlikely to detect prohibited items that could endanger the aircraft.

Note: Regardless of whether the cargo or mail comes from a known or an unknown entity, a State's specific intelligence about a consignment may render it as high risk.

(568) **High speed aural warning.** A speed warning that is required for turbine-engine aeroplanes and aeroplanes with a Vmo/Mmo greater than 0.80 Vdf/Mdf or Vd/Md.

(569) **Holding procedure.** A predetermined manoeuvre which keeps an aircraft within a specified airspace while awaiting further clearance.

(570) **Holding bay.** A defined area where aircraft can be held, or bypassed, to facilitate efficient surface movement of aircraft

(571) **Holdover time.** The estimated time de-icing or 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.

(572) **Homing.** The procedure of using the direction-finding equipment of one radio station with the emission of another radio station, where at least one of the stations is mobile, and whereby the mobile station proceeds continuously towards the other station.

(573) **Hostile environment.** An environment in which:

(i) A safe forced landing cannot be accomplished because the surface and surrounding environment are inadequate;

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

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

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

(574) **Hot spot.** A location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

(575) **Housing.** As relating to AMOs that are certificated in accordance with Part 6 of these regulations, buildings, hangars, and other structures to accommodate the necessary equipment and materials of a maintenance organisation and to:

(i) Provide working space for the performance of maintenance, overhaul, modification, repair, and inspection for which the maintenance organisation is approved and rated;

(ii) Provide structures for the proper protection of aircraft and aeronautical products during disassembly, cleaning, inspection, repair, modification, assembly, and testing; and

(iii) Provide for the proper storage, segregation, and protection of materials, parts, and supplies.

(576) **Human factors principles.** Principles that apply to aeronautical design, certification, training, operations, and maintenance and that seek safe interface between the human and other system components by proper consideration to human

performance.

(577) **Human performance.** Human capabilities and limitations that have an impact on the safety and efficiency of aeronautical operations.

(578) **Hypsometric tints.** A succession of shades or colour gradations used to depict ranges of elevation.

(579) **ICAO.** Where used in these regulations, an abbreviation for the International Civil Aviation Organization.

(580) **ICAO competency framework**. Developed by ICAO, it is a selected group of competencies for a given aviation discipline. Each competency has an associated description and observable behaviours.

(581) **ICAO meteorological information exchange model (IWXXM).** A data model for representing aeronautical meteorological information.

(582) **IFR.** The symbol used to designate the instrument flight rules.

(583) **IFR flight.** A flight conducted in accordance with the instrument flight rules.

(584) **IMC.** The symbol used to designate instrument meteorological conditions.

(585) **Identification beacon.** An aeronautical beacon emitting a coded signal by means of which a particular point of reference can be identified.

(586) **Incident.** An occurrence, other than an accident, associated with the operation of an aircraft, that affects or could affect the safety of operations.

Note: The types of incidents that are of interest for safety-related studies include the incidents listed in ICAO Annex 13, Attachment C.

(587) **INCERFA.** The code word used to designate an uncertainty phase.

(588) **Includes.** A rule of construction defined in paragraph 1.1.1.1(a)(5) of this part as "includes but is not limited to."

(589) **Incompatible.** Describing dangerous goods that, if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance.

(590) **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.

(591) **Independent parallel departures.** Simultaneous departures from parallel or near-parallel instrument runways.

(592) **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 ICAO SARPs, 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 ICAO Annex 6, Part II, and ICAO Annex 19, and make available, for the industry codes of practice, their sources and how they may be obtained.

(593) **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.

(594) **Inspection.** The examination of an aircraft or aeronautical product to establish conformity with a standard approved by the Authority.

(595) **Instructions for continuing airworthiness.** A set of descriptive data, maintenance planning, and accomplishment instructions, developed by a design approval holder in accordance with the certification basis for the product, providing operators with the necessary information for the development of their own maintenance programme and

accomplishment instructions.

(596) **Instrument approach categories.**

(i) **Category I (CAT I) operation.** A precision instrument approach and landing with a DH not lower than 60 m (200 ft) and with either a visibility not less than 800 m or an RVR not less than 550 m.

(ii) **Category II (CAT II) operation.** A precision instrument approach and landing with a DH lower than 60 m (200 ft), but not lower than 30 m (100 ft), and an RVR not less than 300 m.

(iii) **Category III (CAT III) operation.** A DH lower than 30 m (100 ft) or no DH and an RVR less than 300 m or no RVR limitations.

Note: Definitions taken from text in ICAO Annex 6, Part I: 4.2.8.3, and ICAO Annex 6, Part III, Section II: 2.2.8.

(597) **Instrument approach operations.** An approach and landing using instruments for navigation guidance based on an IAP. There are two methods for executing instrument approach operations:

(i) A 2D instrument approach operation, using lateral navigation guidance only; and

(ii) A 3D instrument approach operation, using both lateral and vertical navigation guidance.

Note: Lateral and vertical navigation guidance refers to the guidance provided either by: (a) a ground-based radio navigation aid; or (b) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.

(598) **Instrument approach procedure (IAP).** 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 en route obstacle clearance criteria apply. IAPs are classified as follows:

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

Note: NPA procedures may be flown using a CDFA technique. CDFAs with advisory VNAV guidance calculated by on-board equipment are considered 3D instrument approach operations. CDFAs with manual calculation of the required rate of descent are considered 2D instrument approach operations. For more information on CDFAs, refer to ICAO Doc 8168, PANS-OPS*, Volume I, Part II, Section 5.*

(ii) **Approach procedure with vertical guidance (APV).** A PBN IAP designed for 3D instrument approach operations Type A.

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

Note: Refer to ICAO Annex 6 for instrument approach operation types.

(599) **Instrument flight procedure design service.** A service established for the design, documentation, validation, maintenance and periodic review of instrument flight procedures necessary for the safety, regularity and efficiency of air navigation.

(600) **Instrument flight rules (IFR).** The rules that allow properly equipped aircraft to be flown under IMC.

Note: IFR are detailed in ICAO Annex 2, Chapter 5.

(601) **Instrument flight time.** Time during which a pilot is piloting an aircraft, or a remote

pilot is piloting an RPA, solely by reference to instruments and without external reference points.

(602) **Instrument ground time.** Time during which a pilot is practising, on the ground, simulated instrument flight in an FSTD approved by the Licensing Authority.

(603) **Instrument landing system (ILS).** A precision runway approach aid based on two radio beams which together provide pilots with both vertical and horizontal guidance during an approach to land.

(604) **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.

(605) **Instrument runway.** One of the following types of runways intended for the operation of aircraft using instrument approach procedures:

(i) Non-precision approach runway. A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type A and a visibility not less than 1000 m.

(ii) Precision approach runway, category I. A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) not lower than 60 m (200 ft) and either a visibility not less than 800 m or a runway visual range not less than 550 m.

(iii) Precision approach runway, category II. A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 300m.

(iv) Precision approach runway, category III. A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) lower than 30 m (100 ft), or no decision height and a runway visual range less than 300 m, or no runway visual range limitations.

Note 1: 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.

Note 2: refer to Annex 6 – Operation of Aircraft for instrument approach operation types.

(606) **Instrument time.** Time in which flight deck instruments are used as the sole means for navigation and control, which may be instrument flight time or instrument ground time.

(607) **Instrument training.** Training that is received from an authorised instructor under actual or simulated IMC.

(608) **Integrated survival suit.** A survival suit that meets the combined requirements of the survival suit and life jacket.

(609) **Integrity classification (aeronautical data).** Classification based upon the potential risk resulting from the use of corrupted data. Aeronautical data is classified as:

a) routine data: there is a very low probability when using corrupted routine data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe;

b) essential data: there is a low probability when using corrupted essential data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; and

c) critical data: there is a high probability when using corrupted critical data that the

continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe.

(610) **Interchange agreement.** A leasing agreement that permits an air carrier to dry lease and take or relinquish operational control of an aircraft at an aerodrome.

(611) **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.

(612) **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.

(613) **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.

(614) **International airways volcano watch (IAVW**). International arrangements for monitoring and providing warnings to aircraft of volcanic ash in the atmosphere.

Note.— The IAVW is based on the cooperation of aviation and non-aviation operational units using information derived from observing sources and networks that are provided by States. The watch is coordinated by ICAO with the cooperation of other concerned international organizations.

(615) **International commercial air transport.** The carriage by aircraft of persons or property for remuneration or hire or the carriage of mail between any two or more countries.

(616) **International NOTAM office (NOF).** An office designated by a State for the exchange of NOTAM internationally.

(617) **International operating agency.** An agency of the kind contemplated in Article 77 of the Convention on International Civil Aviation (Chicago Convention).

(618) **International telecommunication service.** A telecommunication service between offices or stations of different States, or between mobile stations which are not in the same State, or are subject to different States.

(619) **Interpilot air-to-air communication.** Two-way communication on the designated air-to-air channel to enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

(620) **Investigation.** As relates to an aircraft accident or incident, a process conducted for the purpose of accident prevention that includes the gathering and analysis of information; the drawing of conclusions, including the determination of causes; and when appropriate, the making of safety recommendations.

(621) **Investigator-in-charge.** As relates to an aircraft accident or incident, a person charged, on the basis of his or her qualifications, with the responsibility for the organisation, conduct, and control of an investigation.

(622) **Isogonal.** A line on a map or chart on which all points have the same magnetic variation for a specified epoch.

(623) **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.

(624) **Isolated aerodrome.** A destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type.

(625) **Joint rescue coordination centre (JRCC).** A rescue coordination centre responsible for both aeronautical and maritime search and rescue operations

(626) ***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.

(627) **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.

(628) ***Kelvin (K).*** A unit of thermodynamic temperature which is the fraction 1/273.16 of the thermodynamic temperature of the triple point of water.

(629) ***Kilogram (kg).*** The unit of mass equal to the mass of the international prototype of the kilogram.

(630) ***Knot (kt).*** The speed equal to 1 nautical mile per hour.

(631) **Knowledge test.** A test on the aeronautical knowledge areas required for an airman licence or rating that can be administered in written form or by a computer.

(632) **Land distance available (LDA).** The length of runway that is declared available and suitable for the ground run of an aeroplane landing.

(633) **Landing area.** That part of a movement area intended for the landing or take-off of aircraft.

(634) **Landing decision point (LDP).** The point used in determining the Class 1 helicopter's landing performance from which, an engine failure having been recognised at this point, the landing may be safely continued or a balked landing initiated.

(635) **Landing direction indicator.** A device to indicate visually the direction currently designated for landing and for take-off.

(636) **Landing surface.** That part of the surface of an aerodrome that the aerodrome authority has declared available for the normal ground or water run of aircraft landing in a particular direction.

(637) **Large aeroplane.** An aeroplane having a maximum certificated take-off mass of over 5 700 kg (12 500 lbs.).

(638) **Laser-beam critical flight zone (LCFZ).** Airspace in the proximity of an aerodrome by beyond the LFFZ where the irradiance is restricted to a level unlikely to cause glare effects.

(639) **Laser-beam free flight zone (LFFZ).** Airspace in the immediate proximity of the aerodrome where the irradiance is restricted to a level unlikely to cause any visual disruption.

(640) **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.

(641) **Level.** A generic term relating to the vertical position of an aircraft in flight and meaning, variously, height, altitude, or flight level.

(642) **Licensing Authority.** The Authority designated by a Contracting State as responsible for the licensing of personnel.

Note: In these regulations, the Licensing Authority is deemed to have been given the following responsibilities by the Contracting State:

- *Assessment of an applicant's qualifications to hold a licence or rating;*
- *Issue and endorsement of licences and ratings;*
- *Designation and authorisation of approved persons;*
- *Approval of training courses;*
- *Approval of the use of FSTDs and authorisation for their use in gaining the experience or demonstrating the skill required for the issue of a licence or rating; and*

- *Validation of licences issued by other Contracting States.*

(643) **Life-limited part.** Any part for which a mandatory replacement limit is specified in the type design, the instructions for continuing airworthiness, or the AMM.

(644) **Lighter-than-air aircraft.** Any aircraft supported chiefly by its buoyancy in the air.

(645) **Lighting system reliability.** The probability that the complete installation operates within the specified tolerances and that the system is operationally usable.

(646) **Likely.** In the context of the medical requirements for licensing in Part 2 of these regulations, likely means a probability of occurring that is unacceptable to the medical assessor.

(647) **Limit loads.** The maximum loads assumed to occur in the anticipated operating conditions.

(648) **Line check.** A check given to a pilot by a check pilot to evaluate the pilot's operational competency during line operating flight time, in an aircraft type he or she is qualified to fly, over a route and area in which the AOC holder is authorised to operate.

(649) **Line maintenance.** Any unscheduled maintenance resulting from unforeseen events, or scheduled checks containing servicing and/or inspections that do not require specialised training, equipment, or facilities.

(650) **Line operating flight time.** Flight time recorded by the PIC or CP while in revenue service for an AOC holder.

(651) **Link.** A link connects an aircraft DLE and a ground DLE and is uniquely specified by the combination of aircraft DLS address and the ground DLS address. A different subnetwork entity resides above every link endpoint.

(652) **Link layer.** The layer that lies immediately above the physical layer in the Open Systems Interconnection protocol model. The link layer provides for the reliable transfer of information across the physical media. It is subdivided into the data link sublayer and the media access control sublayer.

(653) **Link management entity (LME).** A protocol state machine capable of acquiring, establishing and maintaining a connection to a single peer system. An LME establishes data link and subnetwork connections, "hands-off" those connections, and manages the media access control sublayer and physical layer. An aircraft LME tracks how well it can communicate with the ground stations of a single ground system. An aircraft VME instantiates an LME for each ground station that it monitors. Similarly, the ground VME instantiates an LME for each aircraft that it monitors. An LME is deleted when communication with the peer system is no longer viable.

(654) **Link protocol data unit (LPDU).** Data unit which encapsulates a segment of an HFNPDU.

(655) **Litre (L).** A unit of volume restricted to the measurement of liquids and gases which is equal to 1 cubic decimetre.

(656) **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.

(657) **Location indicator.** A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the location of an aeronautical fixed station.

(658) **Logon address.** A specified code used for data link logon to an ATS unit.

(659) **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.

(660) **Lost C2 Link decision state**. The state of the RPAS in which a C2 Link interruption

has occurred, but the duration of which does not exceed the lost C2 Link decision time.

(661) **Lost C2 Link decision time**. The maximum length of time permitted before declaring a lost C2 Link state during which the C2 Link performance is not sufficient to allow the remote pilot to actively manage the flight in a safe and timely manner appropriate to the airspace and operational conditions.

(662) **Lost C2 Link state**. The state of the RPAS in which the C2 Link performance has degraded, as a result of a C2 Link interruption that is longer than the lost C2 Link decision time, to a point where it is not sufficient to allow the remote pilot to actively manage the flight in a safe and timely manner.

(663) **Low-altitude wind shear warning and guidance system.** A system that will issue a warning of low-altitude wind shear and in some cases provide the pilot with guidance information of the escape manoeuvre.

(664) **Low modulation rates.** Modulation rates up to and including 300 bauds.

(665) **Low-visibility operations (LVO).** Approach operations in RVRs less than 550 m and/or with a DH less than 60 m (200 ft) or take-off operations in RVRs less than 400 m.

(666) **Lumen (lm).** The luminous flux emitted in a solid angle of 1 steradian by a point source having a uniform intensity of 1 candela.

(667) **Lux (lx).** The illuminance produced by a luminous flux of 1 lumen uniformly distributed over a surface of 1 square metre.

(668) **Mach number indicator.** An indicator that shows airspeed as a function of the Mach number.

(669) **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

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

(671) **Maintenance Control Manual (MCM).** A document that 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.

(672) **Maintenance organisation's procedures manual.** A document endorsed by the head of the maintenance organisation that details the maintenance organisation's structure and management responsibilities, scope of work, description of facilities, maintenance procedures, and quality assurance programme or equivalent system of inspections.

(673) **Maintenance programme.** A document that 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.

(674) **Maintenance records.** Records that set out the details of the maintenance carried out on an aircraft or aeronautical product.

(675) **Maintenance release.** A document that contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements.

(676) **Major modification.** With respect to an aeronautical product for which a TC has been issued, a change in the type design that has an appreciable effect, or other than a

negligible effect, on the mass and balance limits, structural strength, powerplant operation, flight characteristics, reliability, operational characteristics, or other characteristics or qualities affecting the airworthiness or environmental characteristics of an aeronautical product.

(677) **Major repair.** A repair that (1) if improperly done might appreciably affect mass, balance, structural strength, performance, powerplant, operations, flight characteristics, or other qualities affecting airworthiness or (2) is not done according to accepted practices or cannot be done by elementary operations.

(678) **Manoeuvring area.** That part of an aerodrome to be used for the take-off, landing, and taxiing of aircraft, excluding aprons.

(679) **Margin.** The maximum degree of distortion of the circuit at the end of which the apparatus is situated which is compatible with the correct translation of all the signals which it may possibly receive.

(680) **Marker.** An object displayed above ground level in order to indicate an obstacle or de delineate a boundary.

(681) **Marking.** A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.

(682) **M-ary phase shift keying (M-PSK) modulation.** A digital phase modulation that causes the phase of the carrier waveform to take on one of a set of M values.

(683) **Master minimum equipment list (MMEL).** A list established for a particular aircraft type by the organisation responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations, or procedures. The MMEL provides the basis for development, review, and approval by the Authority of an individual operator's MEL.

(684) **Materially modified aircraft.** Aircraft having powerplants installed other than those for which it is certified or modifications to the aircraft or its components that materially affect flight characteristics.

(685) **Maximum certificated take-off mass.** The maximum permissible take-off mass of the aircraft according to the certificate of airworthiness, the flight manual, or other official document.

(686) **Maximum diversion time.** Maximum allowable range, expressed in time, from a point on a route to an en route alternate aerodrome.

(687) **Maximum certificated take-off mass.** The maximum permissible take-off mass of the aircraft according to the certificate of airworthiness, the flight manual, or other official document.

(688) **May.** A rule of construction in paragraph 1.1.1.1(a)(3) of this part that indicates that discretion can be used when performing an act described in a regulation.

(689) **M burst.** A management channel data block of bits used in VDL Mode 3. This burst contains signaling information needed for media access and link status monitoring.

(690) **Mean power (of a radio transmitter).** The average power supplied to the antenna transmission line by a transmitter during an interval of time sufficiently long compared with the lowest frequency encountered in the modulation taken under normal operating conditions.

Note.— A time of 1/10 second during which the mean power is greatest will be selected normally.

(691) **Media access control (MAC).** The sublayer that acquires the data path and controls the movement of bits over the data path.

(692) **Media access protocol data unit (MPDU).** Data unit which encapsulates one or more LPDUs.

(693) **Medical assessment.** The evidence issued by a Contracting State that the licence holder meets specific requirements of medical fitness.

(694) **Medical certificate.** A document issued by the Authority as acceptable evidence of physical fitness as required for certain personnel licence holders.

(695) **Medium modulation rates.** Modulation rates above 300 and up to and including 3 000 bauds.

(696) **Message field.** An assigned area of a message containing specified elements of data.

(697) **Metadata.** Data about data (ISO 19115*).

Note - Data that describes and documents data.

(698) **Meteorological authority**. The authority providing or arranging for the provision of meteorological service for international air navigation on behalf of Suriname.

(699) **Meteorological bulletin.** A text comprising meteorological information preceded by an appropriate heading.

(700) **Meteorological information.** A meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.

(701) **Meteorological office.** An office designated to provide meteorological service for international air navigation

(702) **Meteorological operational channel.** A channel of the aeronautical fixed service (AFS), for the exchange of aeronautical meteorological information.

(703) **Meteorological operational telecommunication network.** An integrated system of meteorological operational channels, as part of the aeronautical fixed service (AFS), for the exchange of aeronautical meteorological information between the aeronautical fixed stations within the network

Note.— "Integrated" is to be interpreted as a mode of operation necessary to ensure that the information can be transmitted and received by the stations within the network in accordance with pre-established schedules.

(704) **Meteorological report**. A statement of observed meteorological conditions related to a specified time and location.

(705) **Meteorological satellite**. An artificial Earth satellite making meteorological observations and transmitting these observations to Earth.

(706) **Meteorological watch office (MWO).** An office designated to provide information concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations within its specified area of responsibility.

(707) **Metre (m).** The distance travelled by light in a vacuum during 1/299 792 458 of a second.

(708) **Minimum descent altitude (MDA) or minimum descent height (MDH).** A specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent must not be made without the required visual reference.

Note 1: MDA is referenced to MSL and 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. An MDH 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 that should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position in relation to the desired flight path. In the case of a circling approach, the required visual

reference is the runway environment.

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

(709) **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.

(710) **Minimum equipment list (MEL).** A list approved by the Authority that provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type.

(711) **Minimum obstacle clearance altitude (MOCA).** The minimum altitude for a defined segment of flight that provides the required obstacle clearance.

(712) **Minimum sector altitude (MSA).** 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 significant point, the aerodrome reference point (ARP) or the heliport reference point (HRP).

(713) **Minister.** The Minister responsible for civil aviation, as identified in the Civil Aviation Safety Act and Security.

(714) **Minor modification.** A modification other than a major modification.

(715) **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.

(716) **Missed approach procedure.** The procedure to be followed if the approach cannot be continued.

(717) **Mobile object.** A movable device moving under the control of an operator, driver or pilot.

(718) **Mobile station (MS).** A station in the mobile service intended to be used while in motion or during halts at unspecified points. An MS is always a subscriber station (SS).

(719) **Mobile surface station.** A station in the aeronautical telecommunication service, other than an aircraft station, intended to be used while in motion or during halts at unspecified points.

(720) **Mode 2.** A data-only VDL mode that uses D8PSK modulation and a carrier sense multiple access (CSMA) control scheme.

(721) **Mode 3.** A voice and data VDL mode that uses D8PSK modulation and a TDMA media access control scheme.

(722) **Mode 4.** A data-only VDL mode using a GFSK modulation scheme and self-organizing time division multiple access (STDMA).

(723) **Mode S air-initiated Comm-B (AICB) protocol**. A procedure initiated by a Mode S transponder for transmitting a single Comm-B segment from the aircraft installation.

(724) **Mode S broadcast protocols.** Procedures allowing standard length uplink or downlink messages to be received by more than one transponder or ground interrogator respectively.

(725) **Mode S ground-initiated Comm-B (GICB) protocol**. A procedure initiated by a Mode S interrogator for eliciting a single Comm-B segment from a Mode S aircraft installation, incorporating the contents of one of 255 Comm-B registers within the Mode S transponder.

(726) **Mode S multisite-directed protocol.** A procedure to ensure that extraction and close-out of a downlink standard length or extended length message is affected only

by the particular Mode S interrogator selected by the aircraft.

(727) **Mode S packet**. A packet conforming to the Mode S subnetwork standard, designed to minimize the bandwidth required from the air-ground link. ISO 8208 packets may be transformed into Mode S packets and vice-versa.

(728) **Mode S specific protocol (MSP).** A protocol that provides restricted datagram service within the Mode S subnetwork.

(729) **Mode S specific services.** A set of communication services provided by the Mode S system which are not available from other air-ground subnetworks, and therefore not interoperable.

(730) **Mode S specific services entity (SSE).** An entity resident within an XDLP to provide access to the Mode S specific services.

(731) **Mode S subnetwork.** A means of performing an interchange of digital data through the use of secondary surveillance radar (SSR) Mode S interrogators and transponders in accordance with defined protocols.

(732) **Modification.** The alteration of an aircraft/aeronautical product in conformity with an approved standard.

(733) **Modulation rate.** The reciprocal of the unit interval measured in seconds. This rate is expressed in bauds.

Note.— Telegraph signals are characterized by intervals of time of duration equal to or longer than the shortest or unit nterval. The modulation rate (formerly telegraph speed) is therefore expressed as the inverse of the value of this unit interval.

If, for example, the unit interval is 20 milliseconds, the modulation rate is 50 bauds.

(734) **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.

Note.— When the mole is used, the elementary entities must be specified and may be atoms, molecules, ions, electrons, other particles or specified groups of such particles

(735) **Monitoring**. A cognitive process to compare an actual to an expected state.

Note: Monitoring is embedded in the competencies for a given role within an aviation discipline, which serve as countermeasures in the threat and error management model. It requires knowledge, skills, and attitudes to create a mental model and to take appropriate action when deviations are recognised.

(736) **Movement area.** That part of an aerodrome to be used for take-off, landing, and taxiing of aircraft, consisting of the manoeuvring area and the aprons.

(737) **M-PSK symbol.** One of the M possible phase shifts of the M-PSK modulated carrier representing a group of log2 M coded chips.

(738) **Nautical mile (NM).** The length equal to 1 852 metres exactly.

(739) **Navigable airspace.** The airspace above the minimum altitudes of flight prescribed in Part 8 of these regulations; includes airspace needed to ensure safety in the take-off and landing of aircraft.

(740) **Navigation of aircraft.** A function that includes the piloting of aircraft.

(741) **Navigation specification.** A set of aircraft and flight crew requirements needed to support PBN operations within a defined airspace. There are two kinds of navigation specifications:

(i) **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).

(ii) **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: ICAO Doc 9613, Performance-based Navigation (PBN) Manual*, 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 these regulations, as the concept of RNP has been overtaken by the concept of PBN. The term RNP is now solely used in the context of navigation specifications that require performance monitoring and alerting; for example, 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 ICAO Doc 9613.

(742) **Near-parallel runways.** Non-intersecting runways whose extended centre lines have an angle of convergence/divergence of 15 degrees or less.

(743) **Network (N).** The word "network" and its abbreviation "N" in ISO 8348 are replaced by the word "subnetwork" and its abbreviation "SN", respectively, wherever they appear in relation to the subnetwork layer packet data performance.

(744) **Network station.** An aeronautical station forming part of a radiotelephony network.

(745) ***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 **Next data authority.** The ground system so designated by the current data authority through which an onward transfer of communications and control can take place.

(746) **Next intended user**. The entity that receives the aeronautical data or information from the aeronautical information service.

(747) **Night.** The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.

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.

(748) **Non-congested hostile environment.** A hostile environment outside a congested area.

(749) **Non-hostile environment.** An environment in which:

(i) A safe forced landing can be accomplished because the surface and surrounding environment are adequate;

(ii) Occupants can be adequately protected from the elements;

(iii) Search and rescue response/capability is provided consistent with anticipated exposure; and

(iv) 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.

(750) **Non-instrument runway.** A runway intended for the operation of aircraft using visual approach procedures or an instrument approach procedure to a point beyond which the approach may continue in visual meteorological conditions.

Note: Visual meteorological conditions (VMC) are described in Chapter 3 of Annex 2 – Rules of the Air.

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

Note: NPA procedures may be flown using a CDFA. CDFA with advisory VNAV guidance calculated by on-board equipment (see ICAO Doc 8168, Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS), *Volume I,* Flight Procedures, *Part I, Section 4, Chapter 1, paragraph 1.8.1) are considered 3D instrument approach operations. CDFA with manual calculation of the required rate of descent are considered 2D instrument approach operations.*

(752) **Nominal C2 Link state.** The state of the RPAS when the C2 Link performance is sufficient to allow the remote pilot to actively manage the flight of the RPA in a safe and timely manner appropriate to the airspace and operational conditions.

(753) **Non-duty period.** A continuous and defined period of time, subsequent to and/or prior to duty periods, during which the air traffic controller is free of all duties

(754) **Non-network communications**. Radiotelephony communications conducted by a station of the aeronautical mobile service, other than those conducted as part of a radiotelephony network.

(755) **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.

(756) **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.

(757) **Observable behaviour (OB)**. A single role-related behaviour that can be observed and may or may not be measurable.

(758) **Observation (meteorological).** The evaluation of one or more meteorological elements.

(759) **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. All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that:

a) are located on an area intended for the surface movement of aircraft; or

b) extend above a defined surface intended to protect aircraft in flight; or

c) stand outside those defined surfaces and that have been assessed as being a hazard to air navigation.

(760) **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: OCA is referenced to MSL and OCH is referenced to the threshold elevation or, in the case of NPA procedures, to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An OCH for a circling approach procedure is referenced to the aerodrome elevation.

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

Note 3.— See Procedures for Air Navigation Services — Aircraft Operations (Doc 8168), Volume I, Part I, Section 4, Chapter 1, 1.5, and Volume II, Part I, Section 4, Chapter 5, 5.4, for specific applications of this definition.

(761) **Obstacle free zone (OFZ).** The airspace above the inner approach surface, inner transitional surfaces, and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than a low-mass and frangibly mounted one required for air navigation purposes.

(762) **Obstacle/terrain data collection surface**. A defined surface intended for the purpose of collecting obstacle/terrain data.

(763) **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 centre line of the specified area coincides with the centre line of the runway, beginning at the point where the obstruction clearance plane intersects the centre line of the runway and proceeding to a point at least 450 m (1 500 ft) from the beginning point. Thereafter, the centre line coincides with the take-off path over the ground for the runway (in the case of take-offs) 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 a 1.2-km (4 000-ft) radius until a point is reached beyond which the obstruction clearance plane clears all obstructions. This area extends laterally 60 m (200 ft) on each side of the centre line 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 150 m (500 ft) on each side of the centre line at a point 450 m (1 500 ft) from the intersection of the obstruction clearance plane with the runway; thereafter, it extends laterally 150 m (500 ft) on each side of the centre line.

(764) **Offset frequency simplex**. A variation of single channel simplex wherein telecommunication between two stations is effected by using in each direction frequencies that are intentionally slightly different but contained within a portion of the spectrum allotted for the operation

(765) **Offshore operations.** Operations that routinely have a substantial proportion of the flight conducted over sea areas to or from offshore locations. Such operations include support of offshore oil, gas, and mineral exploitation and sea-pilot transfer.

(766) **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.

(767) **Operating base.** The location from which operational control is exercised.

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

(768) **Operation.** An activity or group of activities that are subject to the same or similar hazards and 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.

Note 1: Such activities could include offshore operations, heli-hoist operations, or emergency medical service.

(769) **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.

(770) **Operational control communications.** Communications required for 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 a flight.

Note.— Such communications are normally required for the exchange of messages between aircraft and aircraft operating agencies

(771) **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.

(772) **Operational personnel.** Personnel involved in aviation activities who are in a position to report safety information.

Note: Such personnel include flight crews, air traffic controllers, aeronautical station operators, maintenance technicians, personnel of aircraft design and manufacturing organisations, cabin crews, flight dispatchers, ramp personnel, and ground handling personnel.

(773) **Operations in performance Class 1.** Helicopter operations with performance such that, in the event of critical engine 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 or after passing the LDP, in which cases the helicopter must be able to land within the rejected take-off or landing area.

(774) **Operations in performance Class 2.** Helicopter operations with performance such that, in the event of critical engine 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.

(775) **Operations in performance Class 3.** Helicopter operations with performance such that, in the event of an engine failure at any time during the flight, a forced landing will be required.

(776) **Operations Manual (OM).** A manual containing procedures, instructions, and guidance for use by operational personnel in the execution of their duties.

(777) **Operations specifications (AOC).** The authorisations including specific approvals, conditions, and limitations associated with the AOC and subject to the conditions in the OM.

(778) **Operations specifications (AMO).** A part of the AMO certificate used to administer safety standards and define the terms, conditions, and limitations within which the AMO shall conduct business operations.

Note: Operations specifications are issued by the Authority and are considered a legal, contractual agreement between the Authority and the AMO.

(779) **Operator.** ~~A~~ person, organisation, or enterprise engaged in or offering to engage in an aircraft operation. The person who causes or authorises the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft, and/or the PIC.

Note: In the context of RPA, an aircraft operation includes the RPAS.

(780) **Operator's Maintenance Control Manual (MCM).** A document that 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.

(781) **Optimum sampling point.** The optimum sampling point of a received UAT bit stream is at the nominal centre of each bit period, when the frequency offset is either plus or minus 312.5 kHz.

(782) **Organisation responsible for the type design.** The organisation that holds the TC, or an equivalent document, for an aircraft, engine, or propeller type, issued by a Contracting State.

(783) **Origination (aeronautical data or aeronautical information).** The creation of the value associated with new data or information or the modification of the value of existing data or information.

(784) **Originator (aeronautical data or aeronautical information).** An entity that is

accountable for data or information origination and/or from which the AIS organization receives aeronautical data and aeronautical information

(785) **Ornithopter.** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on aeroplanes to which a flapping motion is imparted.

(786) **Orthometric height.** Height of a point related to the geoid, generally presented as an MSL elevation.

(787) **Outer main gear wheel span (OMGWS).** The distance between the outside edges of the main gear wheels.

(788) **Overhaul.** The restoration of an aircraft/aeronautical product to a condition that will give a reasonable assurance of operation for a specified amount of time using methods, techniques, and practices acceptable to the Authority, including disassembly, cleaning, inspection, repair, reassembly; and testing.

(789) **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 stowage.

(790) **Package.** The complete product of the packing operation, consisting of the packaging and its contents prepared for transport.

(791) **Packaging.** Receptacles and any other components or materials necessary for the receptacle to perform its containment function.

(792) **Packet**. The basic unit of data transfer among communication devices within the network layer (e.g. an ISO 8208 packet or a Mode S packet).

(793) **Partial usage sub-channelization (PUSC).** A technique in which the orthogonal frequency division multiplexing (OFDM) symbol subcarriers are divided and permuted among a subset of sub-channels for transmission, providing partial frequency diversity.

(794) **Pascal (Pa).** The pressure or stress of 1 newton per square metre.

(795) **Passenger aircraft.** An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorised representative of an appropriate national authority, or a person accompanying a consignment or other cargo.

(796) **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.

(797) **Pavement classification number (PCN).** A number expressing the bearing strength of a pavement for unrestricted operations.

(798) **Pavement classification rating (PCR).** A number expressing the bearing strength of a pavement.

(799) **Peak envelope power (PEP).** The peak power of the modulated signal supplied by the transmitter to the antenna transmission line.

(800) **Performance-based communication (PBC).** Communication based on performance specifications applied to the provision of ATS.

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

(801) **Performance-based navigation (PBN).** Area navigation based on performance requirements for aircraft operating along an ATS route, on an IAP, 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.

(802) **Performance-based surveillance (PBS).** Surveillance based on performance specifications applied to the provision of ATS.

Note: An RSP specification includes surveillance performance requirements that are allocated to system components in terms of the surveillance to be provided and the associated data delivery time, continuity, availability, integrity, accuracy of the surveillance data, safety, and functionality needed for the proposed operation in the context of a particular airspace concept.

(803) **Performance Class 1 helicopter.** A helicopter with performance such that, in case of engine failure, it is able to land on the rejected take-off area or safely continue the flight to an appropriate landing area.

(804) **Performance Class 2 helicopter.** A helicopter with performance such that, in case of 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 cases a forced landing may be required.

(805) **Performance 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.

(806) **Performance criteria.** Statements used to assess whether the required levels of performance have been achieved for a competency. A performance criterion consists of an observable behaviour, condition(s), and a competency standard.

(807) **Person.** Any individual, firm, partnership, corporation, company, association, joint stock association, or body politic, including any trustee, receiver, assignee, or other similar representative of these entities.

(808) **Physical layer.** The lowest level layer in the Open Systems Interconnection protocol model. The physical layer is concerned with the transmission of binary information over the physical medium (e.g. VHF radio).

(809) **Physical layer protocol data unit (PPDU).** Data unit passed to the physical layer for transmission, or decoded by the physical layer after reception.

(810) **Pilot flying (PF).** The pilot whose primary task is to control and manage the flight path. The secondary tasks of the PF are to perform non-flight-path-related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crew members.

(811) **Pilot-in-command (PIC).** The pilot responsible for the operation and safety of the aircraft during flight time. The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

(812) **Pilot-in-command (PIC) under supervision.** A CP performing, under the supervision of the PIC, the duties and functions of a PIC, in accordance with a method of supervision acceptable to the Licensing Authority.

(813) **Pilot monitoring (PM).** The pilot whose primary task is to monitor the flight path and its management by the PF. The secondary tasks of the PM are to perform non-flight-path-related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crew members.

(814) **Pilot time.** That time a person:

(i) Serves as a required pilot;

(ii) Receives training from an authorised instructor in an aircraft or an approved

FSTD; or

(iii) Provides training as an authorised instructor in an aircraft or an approved FSTD.

(815) **Pilot (to).** To manipulate the flight controls of an aircraft during flight time.

(816) **Point light.** A luminous signal appearing without perceptible length.

(817) **Point of no return.** The last possible geographic point at which an aircraft can proceed to the destination aerodrome as well as to an available en route alternate aerodrome for a given flight.

(818) **Point-to-point.** Pertaining or relating to the interconnection of two devices, particularly end-user instruments. A communication path of service intended to connect two discrete end-users; as distinguished from broadcast or multipoint service.

(819) **Policy.** A document containing a position or stance regarding a specific issue.

(820) **Portrayal.** Presentation of information to humans (ISO 19117*)

(821) **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.

(822) **Post spacing.** Angular or linear distance between two adjacent elevation points.

(823) **Power measurement point (PMP).** A cable connects the antenna to the UAT equipment. The PMP is the end of that cable that attaches to the antenna. All power measurements are considered as being made at the PMP unless otherwise specified. The cable connecting the UAT equipment to the antenna is assumed to have 3 dB of loss.

(824) **Powered lift.** A heavier-than-air aircraft capable of vertical take-off, vertical landing, and low-speed flight that depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on non-rotating aerofoil(s) for lift during horizontal flight.

(825) **Powered-lift.** A heavier-than-air aircraft capable of vertical take-off, vertical landing, and low-speed flight that depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on non-rotating aerofoil(s) for lift during horizontal flight.

(826) **Powerplant.** 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.

(827) **Power unit.** A system of one or more engines and ancillary parts that 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.

(828) **Practical test.** See Skill test.

(829) **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.

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

Note: Refer to ICAO Annex 6, Part I: 4.2.8.3, for instrument approach operation types.

(831) **Precision approach procedure (ANS).** An instrument approach procedure utilizing azimuth and glide path information provided by ILS or PAR.

(832) **Precision approach runway,** see **Instrument runway.**

(833) **Pre-flight inspection.** The inspection carried out before flight to ensure that the aircraft is fit for the intended flight.

(834) **Pre-flight information bulletin (PIB).** A presentation of current NOTAM information of operational significance, prepared prior to flight.

(835) **Prescribed.** A rule of construction in paragraph 1.1.1.1(a)(8) of this part that means the Authority has issued written policy or methodology that 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.”

(836) **Pressure altitude.** An atmospheric pressure expressed in terms of altitude, which corresponds to that pressure in the Standard Atmosphere.

(837) **Pressurised aircraft.** For airman-licensing purposes, an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25 000 ft MSL.

(838) **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.

Note.— This value may be assessed by human observation and/or instrumented systems. When instruments are installed, they are used to obtain the best estimate of the prevailing visibility.

(839) **Preventive maintenance.** Simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.

(840) **Primary frequency**. The radiotelephony frequency assigned to an aircraft as a first choice for air-ground communication in a radiotelephony network

(841) **Primary means of communication.** The means of communication to be adopted normally by aircraft and ground stations as a first choice where alternative means of communication exist.

(842) **Primary runway(s).** Runway(s) used in preference to others whenever conditions permit.

(843) **Primary standard.** A standard defined and maintained by a State Authority and used to calibrate secondary standards.

(844) **Printed communications.** Communications which automatically provide a permanent printed record at each terminal of a circuit of all messages which pass over such circuit.

(845) **Problematic use of substances.** The use of one or more psychoactive substances by aviation personnel in a way that:

(i) Constitutes a direct hazard to the user or endangers the lives, health, or welfare of others; and/or

(ii) Causes or worsens an occupational, social, mental, or physical problem or disorder.

(846) **Procedure.** A step-by-step logical progression of actions and decisions to achieve an objective.

(847) **Procedure altitude/height.**
A published altitude/height used in defining the vertical profile of a flight procedure, at or above the minimum obstacle clearance altitude/height where established

(848) **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.

Note 1.— Procedure turns are designated "left" or "right" according to the direction of the initial turn.
Note 2.— Procedure turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.

(849) **Process.** A set of interrelated or interacted activities that transforms inputs into outputs.

(850) **Proficiency check.** A competency test by a licence holder on the areas of operation contained in the skill test for a particular licence, certificate, rating, or authorisation that is conducted by an authorised representative of the Authority.

(851) **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.

(852) **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.

(853) **Promulgation.** The act of formally notifying official information to the aviation community.

(854) **Propeller.** A device for propelling an aircraft that has blades on a powerplant-driven shaft and, 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 aerofoils of powerplants.

(855) **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.

(856) **Protected flight zones.** Airspace specifically designated to mitigate the hazardous effects of laser radiation.

(857) **Protected service volume.** A part of the facility coverage where the facility provides a particular service in accordance with relevant SARPs and within which the facility is afforded frequency protection.

(858) **Pseudorandom message data block.** Several UAT requirements state that performance will be tested using pseudorandom message data blocks. Pseudorandom message data blocks should have statistical properties that are nearly indistinguishable from those of a true random selection of bits. For instance, each bit should have (nearly) equal probability of being a ONE or a ZERO, independent of its neighboring bits. There should be a large number of such pseudorandom message data blocks for each message type (Basic ADS-B, Long ADS-B or Ground Uplink) to provide sufficient independent data for statistical performance measurements. See Section 2.3 of Part I of the Manual on the Universal Access Transceiver (UAT) (Doc 9861) for an example of how to provide suitable pseudorandom message data blocks.

(859) **Psychoactive substances.** Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, excluding coffee and tobacco.

(860) **Public aircraft.** An aircraft used exclusively in the service of any government or of any political jurisdiction thereof, including the Government of Suriname, but not including any government-owned aircraft engaged in operations that meet the definition of commercial air transport operations.

(861) **Qualification-based training.** Training designed to ensure that graduates demonstrate the necessary minimum skill, knowledge, and experience levels to meet the qualification requirements of the licence, rating, or privilege.

(862) **Quality.** The totality of features and characteristics of a product or service that bear on its ability to satisfy stated or implied needs.

(863) **Quality (ANS)**. 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.

(864) **Quality assurance.** Part of quality management focused on providing confidence that quality requirements will be fulfilled (ISO 9000*).

(865) **Quality Audit.** A systematic and independent examination to determine whether quality activities and related results comply with planned arrangements and whether these arrangements are implemented effectively and are suitable to achieve objectives.

(866) **Quality Control**. Part of quality management focused on fulfilling quality requirements (ISO 9000*).

(867) **Quality Inspection.** That part of quality management involving quality control. In other words, inspections accomplished to observe events, actions, documents, etc., in order to verify whether established operational procedures and requirements are fulfilled during the accomplishment of the event or action and whether the required standard is achieved. Student stage checks and skill tests are quality inspections, and they are also quality control functions.

(868) **Quality Management**. Coordinated activities to direct and control an organization with regard to quality (ISO 9000*)

(869) **Quality Manager.** The manager, acceptable to the CASAS, responsible for the management of the Quality system, monitoring function and requesting corrective actions.

(870) **Quality Manual.** The document containing the relevant information pertaining to the organisation's quality system.

(871) **Quality of service (ANS).** The information relating to data transfer characteristics used by various communication protocols to achieve various levels of performance for network users

(872) **Quality of service (QoS).** The totality of the characteristics of an entity that bear on its ability to satisfy stated and implied needs.

(873) **Quality of service delivered (QoSD).** A statement of the QoS achieved or delivered to the RPAS operator by the C2CSP.

(874) **Quality of service experienced (QoSE).** A statement expressing the QoS that the remote pilot believes they have experienced.

(875) **Quality of service required (QoSR).** A statement of the QoS requirements of the RPAS operator to the C2CSP.

Note.— The QoSR may be expressed in descriptive terms (criteria) listed in the order of priority, with preferred performance value for each criterion. The C2CSP then translates these into parameters and metrics pertinent to the service.

(876) **Quality of training.** The outcome of the training that meets stated or implied needs within the framework of set standards.

(877) **Quality system.** The set of policies, processes and procedures required for the planning and execution of safe and efficient air operations. The system integrates the various internal processes and enables the organisation to identify, measure, control and improve the effectiveness and safety of its activities.

(878) **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.

(879) **Radio bearing.** The angle between the apparent direction of a definite source of emission of electro-magnetic waves and a reference direction, as determined at a radio direction-finding station. A true radio bearing is one for which the reference direction is that of true North. A magnetic radio bearing is one for which the reference direction is that of magnetic North.

(880) **Radio direction finding (RR S1.12).** Radiodetermination using the reception of radio waves for the purpose of determining the direction of a station or object.

(881) **Radio direction-finding station (RR S1.91).** A radiodetermination station using radio direction finding. Note.— The aeronautical application of radio direction finding is in the aeronautical radio navigation service

(882) **Radio navigation service.** A service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids.

(883) **Radiotelephony.** A form of radiocommunication primarily intended for the exchange of information in the form of speech.

(884) **Radiotelephony network.** A group of radiotelephony aeronautical stations which operate on and guard frequencies from the same family and which support each other in a defined manner to ensure maximum dependability of air-ground communications and dissemination of air-ground traffic.

(885) **Ramp.** A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail, or cargo; fuelling; parking; or maintenance.

(886) **Rated air traffic controller.** An air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.

(887) **Rating.** An authorisation entered on or associated with a licence or certificate and forming part thereof, stating special conditions, privileges, or limitations pertaining to such licence or certificate.

(888) **Readback**. A procedure whereby the receiving station repeats a received message or an appropriate part thereof back to the transmitting station so as to obtain confirmation of correct reception.

(889) **Reed-Solomon code.** An error correction code capable of correcting symbol errors. Since symbol errors are collections of bits, these codes provide good burst error correction capabilities.

(890) **Reference standard.** A standard that is used to maintain working standards.

(891) **Regional air navigation agreement.** Agreement approved by the Council of ICAO normally on the advice of a regional air navigation meeting.

(892) **Regular station.** A station selected from those forming an en-route air-ground radiotelephony network to communicate with or to intercept communications from aircraft in normal conditions.

(893) **Reissue of a licence, rating, authorisation, or certificate.** The administrative action taken after a licence, rating, authorisation, or certificate has lapsed that reissues the privileges of the licence, rating, authorisation, or certificate for a further specified period contingent upon the fulfilment of specified requirements.

(894) **Reliable link service (RLS).** A data communications service provided by the subnetwork which automatically provides for error control over its link through error detection and requested retransmission of signal units found to be in error.

(895) **Relief.** The inequalities in elevation of the surface of the Earth represented on aeronautical charts by contours, hypsometric tints, shading or spot elevations.

(896) **Remote co-pilot (CP).** A licensed remote pilot serving in any piloting capacity other than as remote PIC but excluding a remote pilot who is in the RPS for the sole

purpose of receiving flight instruction.

(897) **Remote flight crew member.** A licensed flight crew member charged with duties essential to the operation of an RPAS during a flight duty period.

(898) **Remotely piloted aircraft (RPA).** An unmanned aircraft that is piloted from an RPS.

(899) **Remotely piloted aircraft system (RPAS).** An RPA, its associated RPSs, the required C2 links, and any other components as specified in the type design.

(900) **Remote pilot.** A person charged by the operator with duties essential to the operation of an RPA and who manipulates the flight controls, as appropriate, during flight time.

(901) **Remote pilot-in-command (PIC).** The remote pilot designated by the operator as being in command and charged with the safe conduct of a flight.

(902) **Remote pilot station (RPS).** The component of the RPAS containing the equipment used to pilot the RPA.

(903) **Remotely piloted aircraft (RPA).** An unmanned aircraft which is piloted from a remote pilot station.

(904) **Remotely piloted aircraft system (RPAS).** A remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s) and any other component as specified in the type design.

(905) **Rendering (a certificate of airworthiness) valid.** The action taken by a Contracting State, as an alternative to issuing its own certificate of airworthiness, in accepting a certificate of airworthiness issued by any other Contracting State as the equivalent of its own certificate of airworthiness. Also referred to as validation.

(906) **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. Also referred to as validation.

(907) **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 contingent upon the fulfilment of specified requirements.

(908) **Repair.** The restoration of an aircraft, engine, propeller, or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements, after it has been damaged or subjected to wear.

(909) **Repetitive flight plan (RPL).** A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATC or ATS units.

(910) **Reporting point.** A specified geographical location in relation to which the position of an aircraft can be reported.

Note.— There are three categories of reporting points: ground-based navigation aid, intersection and waypoint. In the context of this definition, intersection is a significant point expressed as radials, bearings and/or distances from ground-based navigation aids. A reporting point can be indicated as "on request" or as "compulsory".

(911) **Required communication performance (RCP).** A statement of the performance req uirements for operational communication in support of specific ATM functions (Doc 9869).

(912) **Required communication performance (RCP) specification.** A set of requirements for ATS provision and associated ground equipment, aircraft capability, and operations needed to support PBC.

(913) **Required inspection.** As used in Part 5 of these regulations, maintenance items and/or modifications that shall be inspected by a person other than the person

performing the work and shall 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.

(914) **Required surveillance performance (RSP) specification.** A set of requirements for ATS provision and associated ground equipment, aircraft capability, and operations needed to support PBS.

(915) **Requirement**. 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.

(916) **Rescue.** An operation to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety.

(917) **Rescue coordination centre.** (**RCC)** 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.

(918) **Rescue subcentre (RSC).** A unit subordinate to a rescue coordination centre, established to complement the latter according to particular provisions of the responsible authorities.

(919) **Residual error rate.** The ratio of incorrect, lost and duplicate subnetwork service data units (SNSDUs) to the total number of SNSDUs that were sent.

(920) **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.

(921) **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.

(922) **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.

(923) **Risk mitigation.** The process of incorporating defences or preventive controls to lower the severity and/or likelihood of a hazard's projected consequence.

(924) **Road.** An established surface route on the movement area meant for the exclusive use of vehicles.

(925) **Road-holding position.** A designated position at which vehicles may be required to hold.

(926) **Rotorcraft.** A power-driven, heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

(927) **Rotorcraft Flight Manual (RFM).** A manual, associated with the certificate of airworthiness, containing limitations within which the rotorcraft is to be considered airworthy and instructions and information necessary to the flight crew members for the safe operation of the rotorcraft.

(928) **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, can be jettisoned, and is transported free of land or water during rotorcraft operations.

(iii) **Class C.** External load suspended from the rotorcraft, 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.

(929) **Route sector.** A flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach, and landing phases.

(930) **Route segment**. A route or portion of route usually flown without an intermediate stop.

(931) **Route stage**. A route or portion of a route flown without an intermediate landing.

(932) **Routing Directory.** A list in a communication centre indicating for each addressee the outgoing circuit to be used.

(933) **RPA observer.** A trained and competent person designated by the operator, who, by visual observation of the RPA, assists the remote pilot in the safe conduct of the flight.

(934) **Runway.** A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

(935) **Runway condition assessment matrix (RCAM).** A matrix allowing the assessment of the runway condition code, using associated procedures, from a set of observed runway surface condition(s) and pilot report of braking action.

(936) **Runway condition code (RWYCC).** A number describing the runway surface condition to be used in the runway condition report.

Note.— The purpose of the runway condition code is to permit an operational aeroplane performance calculation by the flight crew. Procedures for the determination of the runway condition code are described in the PANS-Aerodromes (Doc 9981).

(937) ***Runway condition report (RCR).*** A comprehensive standardized report relating to runway surface condition(s) and its effect on the aeroplane landing and take-off performance.

(938) **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 authorised by the aerodrome control tower.

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

(939) **Runway incursion.** Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft (Doc 9870 – Manual on the Prevention of Runway Incursions).

(940) **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.

(941) **Runway guard lights.** A light system intended to caution pilots or vehicle drivers that they are about to enter an active runway.

(942) **Runway strip.** A defined area including the runway and stopway, 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.

(943) **Runway surface condition(s).** A description of the condition(s) of the runway surface used in the runway condition report which establishes the basis for the determination of the runway condition code for aeroplane performance purposes.

Note 1.— The runway surface conditions used in the runway condition report establish the performance requirements between the aerodrome operator, aeroplane manufacturer and aeroplane operator.

Note 2.— Procedures on determining runway surface conditions are available in the PANS-Aerodromes (Doc 9981).

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

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

c) Slippery wet runway. A wet runway where the surface friction characteristics of a significant portion of the runway have been determined to be degraded.

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

Note.— Procedures on determination of contaminant coverage on runway are available in the PANS-Aerodromes (Doc 9981).

e) Runway surface condition descriptors. One of the following elements on the surface of the runway:

Note.— The descriptions for e) i) is used solely in the context of the runway condition report and are not intended to supersede or replace any existing WMO definitions.

i) Standing water. Water of depth greater than 3 mm.

Note.— Running water of depth greater than 3 mm is reported as standing water by convention.

(944) **Runway/taxiway excursion.** Any occurrence at any aerodrome involving the departure, wholly or partly, of an aircraft from the runway/taxiway in use during take-off, a landing run, taxiing or manoeuvring.

(945) **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.

(946) **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.

(947) **Safe forced landing.** Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.

(948) **Safety.** The state in which risks associated with aviation activities, related to or in direct support of the operations of aircraft, are reduced and controlled to an acceptable level.

(949) **Safety data.** A defined set of facts or set of safety values collected from various aviation-related sources, which when analysed is used to maintain or improve safety.

Note: Such safety data is collected from proactive or reactive safety-related activities, including:

- *Accident or incident investigations;*
- *Safety reporting;*

- *Continuing airworthiness reporting;*
- *Operational performance monitoring;*
- *Inspections, audits, and surveys; or*
- *Safety studies and reviews.*

(950) **Safety information.** Safety data processed, organised, or presented in a given context so as to make it useful for the purpose of sharing, exchanging, or retaining for safety management.

(951) **Safety management system (SMS).** A systematic approach to managing safety, including the necessary organisational structures, accountability, responsibilities, policies, and procedures.

(952) **Safety oversight.** A function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and regulations.

(953) **Safety performance.** A State or service provider's safety achievement as defined by its safety performance targets and safety performance indicators.

(954) **Safety performance indicator.** A data-based parameter used for monitoring and assessing safety performance.

(955) **Safety performance target.** A State or service provider's planned or intended target for a safety performance indicator over a given period that aligns with the safety objectives.

(956) **Safety programme.** An integrated set of regulations and activities aimed at improving safety.

(957) **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.

(958) **Safety risk.** The predicted probability and severity of the consequences or outcomes of a hazard.

(959) **Safety-sensitive personnel.** Persons who might endanger aviation safety if they perform their duties and functions improperly, including crew members, aircraft maintenance personnel, and air traffic controllers.

(960) **Satellite approved training organization (ATO).** An ATO at a location other than the ATO's principal place of business.

(961) **Satisfactory evidence.** A set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement.

(962) **Screening.** The application of technical or other means that are intended to identify and/or detect weapons, explosives, or other dangerous devices, articles, or substances that may be used to commit an act of unlawful interference.

Note 1: Certain dangerous articles or substances are classified as dangerous goods by ICAO Annex 18 and the Technical Instructions, and must be transported in accordance with those instructions. In addition, ICAO Doc 8973, Restricted – Aviation Security Manual, provides a list of prohibited items that shall never be carried in the cabin of an aircraft.

Note 2: See definition below for Technical Instructions.

(963) **Search.** An operation normally coordinated by a rescue coordination centre or rescue subcentre using available personnel and facilities to locate persons in distress.

(964) **Search and rescue aircraft.** An aircraft provided with specialized equipment suitable for the efficient conduct of search and rescue missions.

(965) **Search and rescue facility.** Any mobile resource, including designated search and rescue units, used to conduct search and rescue operations.

(966) **Search and rescue service.** The performance of distress monitoring, communication, coordination and search and rescue functions, initial medical assistance or medical evacuation, through the use of public and private resources, including cooperating aircraft, vessels and other craft and installations.

(967) **Search and rescue region (SRR).** An area of defined dimensions, associated with a rescue coordination centre, within which search and rescue services are provided.

(968) **Search and rescue services unit**. A generic term meaning, as the case may be, rescue coordination centre, rescue sub-centre or alerting post.

(969) **Search and rescue unit.** A mobile resource composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations.

(970) ***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.

(971) **Secondary frequency**. The radiotelephony frequency assigned to an aircraft as a second choice for air-ground communication in a radiotelephony network

(972) **Secondary surveillance radar (SSR).** A surveillance radar system which uses transmitters/receivers (interrogators) and transponders.

Note.– The requirements for interrogators and transponders are specified in Chapter 3 of annex 10

(973) **Secondary standards.** A standard maintained by comparison with a primary standard.

(974) **Security.** Safeguarding civil aviation against acts of unlawful interference. This objective is achieved by a combination of measures and human and material resources.

(975) **Security audit.** An in-depth compliance examination of all aspects of the implementation of the national civil aviation security programme.

(976) **Security control.** A means by which the introduction of weapons, explosives, or other dangerous devices, articles, or substances that may be used to commit an act of unlawful interference can be prevented.

(977) **Security inspection.** An examination of the implementation of relevant national civil aviation security programme requirements by an airline, aerodrome, or other entity involved in security.

(978) **Security restricted area.** Those areas of the airside of an aerodrome that are identified as priority risk areas where in addition to access control, other security controls are applied. Such areas will normally include, inter alia, all commercial aviation passenger departure areas between the screening checkpoint and the aircraft; the ramp; baggage make-up areas, including those where aircraft are being brought into service and screened baggage and cargo are present; cargo sheds; mail centres; and airside catering and aircraft cleaning premises.

(979) **Security survey.** An evaluation of security needs, including the identification of vulnerabilities that could be exploited to carry out an act of unlawful interference, and the recommendation of corrective actions.

(980) **Security test.** A covert or overt trial of an aviation security measure that simulates an attempt to commit an unlawful act.

(981) **Segment.** A portion of a message that can be accommodated within a single MA/MB field in the case of a standard-length message, or MC/MD field in the case of an extended length message. This term is also applied to the Mode S transmissions containing these fields.

(982) **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.

(983) **Self-organizing time division multiple access (STDMA).** A multiple access scheme based on time-shared use of a radio frequency (RF) channel employing: (1) discrete contiguous time slots as the fundamental shared resource; and (2) a set of operating protocols that allows users to mediate access to these time slots without reliance on a master control station.

(984) **Semi-automatic relay installation.** A teletypewriter installation where interpretation of the relaying responsibility in respect of an incoming message and the resultant setting-up of the connections required to effect the appropriate retransmissions require the intervention of an operator but where all other normal operations of relay are carried out automatically.

(985) **Series of flights.** Consecutive flights that:

(i) Begin and end within a period of 24 hours; and

(ii) Are all conducted by the same PIC.

(986) **Serious incident.** An incident involving circumstances indicating that an accident nearly occurred.

(987) **Serious injury.** An injury that is sustained by a person in an accident and that:

(i) Requires hospitalisation for more than 48 hours, commencing within 7 days from the date the injury was received;
(ii) Results in a fracture of any bone (except simple fractures of fingers, toes, or nose);
(iii) Involves lacerations that cause severe hemorrhage, nerve, muscle, or tendon damage;
(iv) Involves injury to any internal organ;
(v) Involves second- or third-degree burns or any burns affecting more than 5 per cent of the body surface; or
(vi) Involves verified exposure to infectious substances or injurious radiation.

(988) **Service data unit (SDU).** A unit of data transferred between adjacent layer entities, which is encapsulated within a protocol data unit (PDU) for transfer to a peer layer.

(989) **Service flow.** A unidirectional flow of media access control layer (MAC) service data units (SDUs) on a connection that is providing a particular quality of service (QoS)

(990) **Service level agreement (SLA).** The agreement between the C2CSP and the RPAS operator covering the safety, performance, service area and security of the C2 Link provision as required for the RPAS operator's intended operations.

(991) **Service volume.** A part of the facility coverage where the facility provides a particular service in accordance with relevant SARPs and within which the facility is afforded frequency protection.

(992) **Shall.** A rule of construction defined in paragraph 1.1.1.1(a)(1) of this part as indicating a mandatory requirement.

(993) **Shoulder.** An area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface.

(994) ***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.

(995) ***Sievert (Sv).*** The unit of radiation dose equivalent corresponding to 1 joule per kilogram.

(996) **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.

(997) **Sign.**

a) Fixed message sign. A sign presenting only one message.

b) Variable message sign. A sign capable of presenting several predetermined messages or no message, as applicable.

(998) **Signal area.** An area on an aerodrome used for the display of ground signals.

(999) **Sign an approval for return to service (to).** To certify that maintenance work has been completed satisfactorily in accordance with appropriate airworthiness requirements by issuing the approval for return to service referred to in Parts 6 and 9 of these regulations.

(1000) **Signature.** An individual's unique identification used as a means of authenticating a record entry or record. A signature may be handwritten, electronic, or in any other form acceptable to the Authority.

(1001) **Significant.** In the context of the medical provisions in subpart 2.11 of these regulations, significant means to a degree or of a nature that is likely to jeopardise flight safety.

(1002) **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.

Note.— There are three categories of significant points: ground-based navigation aid, intersection and waypoint. In the context of this definition, intersection is a significant point expressed as radials, bearings and/or distances from ground-based navigation aids

(1003) **Simplex.** A method in which telecommunication between two stations takes place in one direction at a time. Note.— In application to the aeronautical mobile service this method may be subdivided as follows:

a) single channel simplex;

b) double channel simplex;

c) offset frequency simplex

(1004) **Single channel simplex**. Simplex using the same frequency channel in each direction

(1005) **Skill test.** A competency test on the areas of operation for a licence, certificate, rating, or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in an approved FSTD, or in a combination of these.

(1006) **Slot.** One of a series of consecutive time intervals of equal duration. Each burst transmission starts at the beginning of a slot.

(1007) **Slotted aloha.** A random-access strategy whereby multiple users access the same communications channel independently, but each communication must be confined to a fixed time slot. The same timing slot structure is known to all users, but there is no other coordination between the users.

(1008) **Small aeroplane.** An aeroplane having a maximum certificated take-off mass of 5 700 kg or less.

(1009) **Solo flight.** Flight time during which a student pilot is the sole occupant of the aircraft or flight time during which the student acts as a PIC of a gas balloon or an airship requiring more than one flight crew member.

(1010) **Solo flight time.** Flight time during which a student pilot is the sole occupant of an aircraft.

(1011) **Solo flight time – remotely piloted aircraft (RPA) systems.** Flight time during which a student remote pilot is controlling the RPAS, acting solo.

(1012) **SNOWTAM.**A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area.

(1013) **Spare parts.** Any parts, appurtenances, and accessories of aircraft (other than aircraft engines and propellers), aircraft engines (other than propellers), propellers, and appliances that are maintained for installation or use in an aircraft, aircraft engine, propeller, or appliance but at the time are not installed therein or attached thereto.

(1014) **Space weather centre (SWXC).** A centre designated to monitor and provide advisory information on space weather phenomena expected to affect high-frequency radio communications, communications via satellite, GNSS-based navigation and surveillance systems and/or pose a radiation risk to aircraft occupants.

Note.— A space weather centre is designated as global and/or regional.

(1015) **Special aircraft jurisdiction of Suriname.** This includes:

(i) Civil aircraft of Suriname; and

(ii) Any other aircraft within the jurisdiction of Suriname, while the aircraft is in flight, which is from the moment when all external doors are closed following embarkation until the moment when one such door is opened for disembarkation or, in the case of a forced landing, until the competent authorities take over the responsibility of the aircraft and the persons and property aboard.

(1016) **Special curricula.** A closely supervised, systematic, and continuous course of training, conforming to a planned syllabus or curriculum and conducted in an ATO.

Note: The definition of special curricula has been derived from the note to ICAO Annex 1: 1.2.8.

(1017) **Specialised maintenance.** Any maintenance not normally performed by an AMO (e.g., tire retreating, plating).

(1018) **Special VFR flight.** A VFR flight cleared by ATC to operate within a control zone in meteorological conditions below VMC.

(1019) **Specific approval.** An approval that is documented in the operations specifications for commercial air transport operations or in the list of specific approvals for non-commercial operations.

Note: The terms "authorisation," "specific approval," "approval," and "acceptance" are further described in ICAO Annex 6, Part I, Attachment D; ICAO Annex 6, Part II, Attachment 3.D; and ICAO Annex 6, Part III, Attachment C.

(1020) **Spot beam**. Satellite antenna directivity whose main lobe encompasses significantly less than the earth's surface that is within line-of-sight view of the satellite. May be designed so as to improve system resource efficiency with respect to geographical distribution of user earth stations.

(1021) **Squitter protocol data unit (SPDU).** Data packet which is broadcast every 32 seconds by an HFDL ground station on each of its operating frequencies, and which contains link management information.

(1022) **Standard atmosphere.** An atmosphere defined as follows:

(i) The air is a perfect dry gas;

(ii) The physical constants are:

(A) Sea level mean molar mass: $M_0 = 28.964\ 420 \times 10^{-3}$ kg mol^{-1}

(B) Sea level atmospheric pressure: $P_0 = 1\ 013.250$ hPa

(C) Sea level temperature: $t_0 = 15°C$

T_0 = 288.15 K

(D) Sea level atmospheric density: ρ_0 = 1.225 0 kg m^{-3}

(E) Temperature of the ice point: T_i = 273.15 K

(F) Universal gas constant: R* = 8.314 32 $JK^{-1}mol^{-1}$

(iii) 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

Note 1: The standard geopotential metre has the value 9.806 65 m^2 s^{-2}.

Note 2: See ICAO Doc 7488, Manual of the ICAO Standard Atmosphere (extended to 80 kilometres (262 500 feet)), *for the relationship between the variables and for tables giving the corresponding values of temperature, pressure, density, and geopotential.*

Note 3: ICAO Doc 7488 also gives the specific weight, dynamic viscosity, kinematic viscosity, and speed of sound at various altitudes.

(1023) **Standard isobaric surface**. An isobaric surface used on a worldwide basis for representing and analyzing the conditions in the atmosphere.

(1024) **Standard length message (SLM).** An exchange of digital data using selectively addressed Comm-A interrogations and/or Comm-B replies (see “Comm-A” and “Comm-B”).

(1025) **Standard message element.** Part of a message defined in the PANS-ATM (Doc 4444) in terms of display format, intended use and attributes.

(1026) **Standard UAT receiver.** A general purpose UAT receiver satisfying the minimum rejection requirements of interference from adjacent frequency distance measuring equipment (DME).

(1027) **State of Design.** The State having jurisdiction over the organisation responsible for the type design.

(1028) **State of Destination.** As relating to dangerous goods, the State in the territory of which the dangerous goods consignment is finally to be unloaded from an aircraft.

(1029) **State of Manufacture.** The State having jurisdiction over the organisation responsible for the final assembly of the aircraft.

(1030) **State of Occurrence.** The State in the territory of which an accident or incident occurs.

(1031) **State of Origin.** As relating to dangerous goods, the State in which dangerous goods were first loaded on an aircraft.

(1032) **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 that, under the Chicago Convention, are attached 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 ICAO Doc 9587, Policy and Guidance Material on the Economic Regulation of International Air Transport.

(1033) **State of the Aerodrome.** The State in whose territory the aerodrome is located.

(1034) **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.

(1035) **State of the principal location of a general aviation operator.** The State in which the operator of a general aviation aircraft has its principal place of business or, if there is no such place of business, its permanent residence.

Note: Guidance concerning the options for the principal location of a general aviation operator is contained in ICAO Doc 10059, Manual on the Implementation of Article 83 *bis* of the Convention on International Civil Aviation.

(1036) **State safety programme (SSP).** An integrated set of regulations and activities aimed at improving safety.

(1037) **State volcano observatory.** A volcano observatory, designated by regional air navigation agreement, to monitor active or potentially active volcanoes within a State and to provide information on volcanic activity to its associated area control centre/flight information centre, meteorological watch office and volcanic ash advisory centre.

(1038) **Station declination.** An alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station is calibrated.

(1039) **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.

(1040) **Stopway.** 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.

(1041) **Stores (supplies).** Stores (supplies) (a) for consumption and (b) to be taken away.

(1042) **Subnetwork.** An actual implementation of a data network that employs a homogeneous protocol and addressing plan, and is under the control of a single authority.

(1043) **Subnetwork (SN).** See Network (N).

(1044) **Subnetwork connection.** A long-term association between an aircraft DTE and a ground DTE using successive virtual calls to maintain context across link handoff.

(1045) **Subnetwork dependent convergence function (SNDCF).** A function that matches the characteristics and services of a particular subnetwork to those characteristics and services required by the internetwork facility.

(1046) **Subnetwork entity.** In this document, the phrase "ground DCE" will be used for the subnetwork entity in a ground station communicating with an aircraft; the phrase "ground DTE" will be used for the subnetwork entity in a ground router communicating with an aircraft station; and, the phrase "aircraft DTE" will be used for the subnetwork entity in an aircraft communicating with the station. A subnetwork entity is a packet layer entity as defined in ISO 8208.

(1047) **Subnetwork entry time.** The time from when the mobile station starts the scanning for BS transmission, until the network link establishes the connection, and the first network user "protocol data unit" can be sent.

(1048) **Subnetwork layer.** The layer that establishes, manages and terminates connections across a subnetwork.

(1049) **Subnetwork management entity (SNME).** An entity resident within a GDLP that performs subnetwork management and communicates with peer entities in intermediate or end-systems.

(1050) **Subnetwork service data unit (SNSDU).** An amount of subnetwork user data, the identity of which is preserved from one end of a subnetwork connection to the other.

(1051) **Subscriber station (SS).** A generalized equipment set providing connectivity between subscriber equipment and a base station (BS).

(1052) **Substantial damage.** Damage or failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered substantial damage for the purpose of this substantial damage relating to an aircraft accident.

(1053) **Successful message reception (SMR).** The function within the UAT receiver for declaring a received message as valid for passing to an application that uses received UAT messages. See Section 4 of Part I of the Manual on the Universal Access Transceiver (UAT) (Doc 9861) for a detailed description of the procedure to be used by the UAT receiver for declaring successful message reception.

(1054) **Surveillance.** The State activities through which the State proactively verifies through inspections and audits that aviation licence, certificate, authorisation, or approval holders continue to meet the established requirements and function at the level of competency and safety required by the State.

(1055) **Surveillance radar.** Radar equipment used to determine the position of an aircraft in range and azimuth.

(1056) **Switchover.** The act of transferring the active datalink path between the RPS and the RPA from one of the links or networks that constitutes the C2 Link to another link or network that constitutes the C2 Link.

(1057) **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.

(1058) **Syllabus (training).** The detailed summary or outline describing the main points of a course.

(1059) **Synchronous operation.** Operation in which the time interval between code units is a constant.

(1060) **Synthetic flight trainer.** See flight simulation training device (FSTD).

(1061) **Synthetic vision system (SVS).** A system to display data-derived synthetic images of the external scene from the perspective of the flight deck.

(1062) **System.** A VDL-capable entity. A system comprises one or more stations and the associated VDL management entity. A system may either be an aircraft system or a ground system.

(1063) **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.

(1064) **Take-off decision point.** The point used in determining take-off performance from which, a power-unit occurring at this point, either a rejected take-off may be made or a take-off may be safely continued. TDP applies to performance Class 1 helicopters.

(1065) **Take-off runway.** A runway intended for take-off only.

(1066) **Take-off safety speed for Category A rotorcraft (VTOSS).** As it pertains to rotary-wing aircraft, the minimum speed at which climb shall be achieved with the critical engine inoperative, the remaining engines 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.

(1067) **Take-off surface.** The part of the surface of an aerodrome that the aerodrome authority has declared available for the normal ground or water run of aircraft taking off in a particular direction.

(1068) **Target level of safety (TLS).** A generic term representing the level of risk that is considered acceptable in particular circumstances.

(1069) **Taxiing.** Movement of an aircraft on the surface of an aerodrome under its own power, excluding take-off and landing.

(1070) **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.

(1071) **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:

(i) **Aircraft stand taxilane.** A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.

(ii) **Apron taxiway.** A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.

(iii) **Rapid exit taxiway.** A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways, thereby minimising runway occupancy times.

(1072) **Taxiway intersection**. A junction of two or more taxiways.

(1073) **Taxiway strip.** An area including a taxiway intended to protect an aircraft operating on the taxiway and to reduce the risk of damage to an aircraft accidentally running off the taxiway.

(1074) **Technical inspection.** Visual and/or instrumental verification of compliance with technical specifications related to aerodrome infrastructure and operations.

(1075) **Technical Instructions.** ICAO Doc 9284, *Technical Instructions for the Safe Transport of Dangerous Goods by Air*, including the supplement and any addendum approved and issued periodically by the ICAO Council.

Note: The term "Technical Instructions" is used in these regulations.

(1076) **Telecommunication (RR S1.3).** Any transmission, emission, or reception of signs, signals, writing, images and sounds or intelligence of any nature by wire, radio, optical or other electromagnetic systems.

(1077) **Teletypewriter tape**. A tape on which signals are recorded in the 5-unit Start-Stop code by completely severed perforations (Chad Type) or by partially severed perforations (Chadless Type) for transmission over teletypewriter circuits.

(1078) **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.

(1079) **Terminal control area.** A control area normally established at the confluence of ATC routes in the vicinity of one or more major aerodromes.

(1080) **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".

(1081) **Terrain awareness warning system.** A system that provides the flight crew with sufficient information and alerts to detect a potentially hazardous terrain situation so the flight crew may take effective action to prevent a CFIT event.

(1082) **Tesla (T).** The magnetic flux density given by a magnetic flux of 1 weber per square metre.

(1083) **Threat.** As relating to flight, events or errors that occur beyond the influence of an operational person, increase operational complexity, and shall be managed to maintain the margin of safety.

(1084) **Threat management.** The process of detecting threats and responding to them with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired states.

Note: See Chapter 6 of Part II, Section I, of ICAO Doc 9868, Procedures for Air Navigation Services – Training (PANS-TRG), and ICAO Circular 314, Threat and Error Management (TEM) in Air Traffic Control, for a description of undesired states.

(1085) **Threshold.** The beginning of that portion of the runway usable for landing.

(1086) **Threshold time.** The range, expressed in time, established by the State of the Operator, to an en route alternate aerodrome, where any time beyond requires a specific approval for EDTO from the State of the Operator.

(1087) **Time division duplex (TDD).** A duplex scheme where uplink and downlink transmissions occur at different times but may share the same frequency.

(1088) **Time division multiple access (TDMA).** A multiple access scheme based on time-shared use of an RF channel employing: (1) discrete contiguous time slots as the fundamental shared resource; and (2) a set of operating protocols that allows users to interact with a master control station to mediate access to the channel.

(1089) **Time division multiplex (TDM).** A channel sharing strategy in which packets of information from the same source but with different destinations are sequenced in time on the same channel

(1090) **Time-in-position.** The period of time when an air traffic controller is exercising the privileges of the air traffic controller's licence at an operational position.

(1091) **Timeout.** The cancellation of a transaction after one of the participating entities has failed to provide a required response within a pre-defined period of time.

(1092) **Tonne (t) .** The mass equal to 1 000 kilograms.

(1093) **Torn-tape" relay installation.** A teletypewriter installation where messages are received and relayed in teletypewriter tape form and where all operations of relay are performed as the result of operator intervention.

(1094) **Total estimated elapsed time.** For IFR flights, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an IAP will be commenced or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from take-off to arrive over the destination aerodrome.

(1095) **Total vertical error (TVE).** The vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude (flight level).

(1096) **Total voice transfer delay.** The elapsed time commencing at the instant that speech is presented to the AES or GES and concluding at the instant that the speech enters

the interconnecting network of the counterpart GES or AES. This delay includes vocoder processing time, physical layer delay, RF propagation delay and any other delays within an AMS(R)S subnetwork.

(1097) **Touchdown.** The point where the nominal glide path intercepts the runway.

(1098) **Touchdown and lift-off area (TLOF).** A load bearing area on which a helicopter may touch down or lift off.

(1099) **Touchdown zone.** The portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.

(1100) **Traceability.** 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.

(1101) **Traceability (ANS).** 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.

(1102) **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).

(1103) **Traffic avoidance advice.** Advice provided by an ATS unit specifying manoeuvres to assist a pilot to avoid a collision.

(1104) **Traffic information.** Information issued by an ATS unit to alert a pilot to other known or observed air traffic that may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.

(1105) **Traffic information service – broadcast (TIS-B) IN.** A surveillance function that receives and processes surveillance data from TIS-B OUT data sources.

(1106) **Traffic information service – broadcast (TIS-B) OUT.** A function on the ground that periodically broadcasts the surveillance information made available by ground sensors in a format suitable for TIS-B IN capable receivers.

Note.— This technique can be achieved through different data links. The requirements for Mode S extended squitters are specified in Annex 10, Volume IV, Chapter 5. The requirements for VHF digital link (VDL) Mode 4 and universal access transceiver (UAT) are specified in Annex 10, Volume III, Part I.

(1107) **Training programme.** A programme 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.

(1108) **Training specifications.** A document issued to an ATO certificate holder by Suriname that specifies training programme requirements and authorises the conduct of training, checking, and testing with any limitations thereof.

(1109) **Training time.** The time spent receiving flight training, ground training, or simulated flight training in an approved FSTD from an authorised instructor.

(1110) **Training to proficiency.** The process of the check pilot administering each prescribed manoeuvre and procedure to a pilot as necessary until it is performed successfully during the training period.

(1111) **Transfer cargo and mail.** Cargo and mail departing on an aircraft other than that on which it arrived.

(1112) **Transfer standard.** Any standard that is used to compare a measurement process, system, or device at one location or level with a measurement process, system, or device at another location or level.

(1113) **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.

(1114) **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.

(1115) **Transition altitude.** The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

(1116) **Transponder occupancy.** A state of unavailability of the transponder from the time it detects an incoming signal that appears to cause some action or from the time of a self-initiated transmission, to the time that it is capable of replying to another interrogation.

Note.— Signals from various systems that contribute to transponder occupancy are described in the Aeronautical Surveillance Manual (Doc 9924), Appendix M.

(1117) **Transit delay.** In packet data systems, the elapsed time between a request to transmit an assembled data packet and an indication at the receiving end that the corresponding packet has been received and is ready to be used or forwarded.

(1118) **Tributary station.** An aeronautical fixed station that may receive or transmit messages and/or digital data but which does not relay except for the purpose of serving similar stations connected through it to a communication centre.

(1119) **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.

(1120) **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.

(1121) **Type certificate (TC).** A document issued by a Contracting State to define the design of an aircraft, engine, or propeller type and to certify that this design meets the appropriate airworthiness requirements of that State.

Note: In some Contracting States a document equivalent to a TC may be issued for an engine or propeller type.

(1122) **Type design.** The set of data and information necessary to define an aircraft, engine, or propeller type for the purpose of airworthiness determination.

(1123) **UAT ADS-B message.** A message broadcasted once per second by each aircraft to convey state vector and other information. UAT ADS-B messages can be in one of two forms depending on the amount of information to be transmitted in a given second: The Basic UAT ADS-B Message or the Long UAT ADS-B Message. UAT ground stations can support traffic information service-broadcast (TIS-B) through transmission of individual ADS-B messages in the ADS-B segment of the UAT frame.

(1124) **UAT ground uplink message.** A message broadcasted by ground stations, within the ground segment of the UAT frame, to convey flight information such as text and graphical weather data, advisories, and other aeronautical information, to aircraft that are in the service volume of the ground station.

(1125) **Ultimate load.** The limit load multiplied by the appropriate factor of safety.

(1126) **Unaided night flight.** For a flight in which a pilot uses night vision goggles, the

portion of the flight in which the pilot does not use night vision goggles to maintain visual surface reference.

(1127) **Undesired aircraft state.** Occurs when the flight crew places the aircraft in a situation of unnecessary risk.

(1128) **Uncertainty phase.** A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

(1129) **Unidentified baggage.** Baggage at an aerodrome, with or without a baggage tag that is not picked up by or identified with a passenger.

(1130) **United Nations (UN) number.** The four-digit number assigned by the UN Committee of Experts on the Transport of Dangerous Goods and the UN Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals to identify an article or substance or a particular group of articles or substances.

(1131) **Unit load device (ULD).** Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.

(1132) **Universal access transceiver (UAT).** A broadcast data link operating on 978 MHz, with a modulation rate of 1.041667 Mbps.

(1133) **Unmanned aircraft (UA).** Any aircraft intended to be flown without a pilot on board. It can be remotely and fully controlled from another place (ground, another aircraft, space) or pre-programmed to conduct its flight without intervention.

(1134) **Unmanned aircraft system (UAS).** An aircraft and its associated elements that are operated with no pilot on board.

(1135) **Unmanned free balloon.** A non-power-driven, unmanned, lighter-than-air aircraft in free flight.

(1136) **Unpredictability.** The implementation of security measures in order to increase their deterrent effect and their efficiency by applying them at irregular frequencies, in different locations, and/or with varying means, in accordance with a defined framework.

(1137) **Uplink.** A term referring to the transmission of data from the ground to an aircraft. Mode S ground-to-air signals are transmitted on the 1 030 MHz interrogation frequency channel.

(1138) **Uplink ELM (UELM).** A term referring to extended length uplink communication by means of 112-bit Mode S Comm-C interrogations, each containing the 80-bit Comm-C message field (MC).

(1139) **Upper-air chart**. A meteorological chart relating to a specified upper-air surface or layer of the atmosphere.

(1140) **Usability factor.** The percentage of time during which the use of a runway or system of runways is not restricted because of the crosswind component.

Note.— Crosswind component means the surface wind component at right angles to the runway centre line.

(1141) **User group.** A group of ground and/or aircraft stations which share voice and/or data connectivity. For voice communications, all members of a user group can access all communications. For data, communications include point-to-point connectivity for air-to-ground messages, and point-to-point and broadcast connectivity for ground-to-air messages.

(1142) **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. Also referred to as rendering a licence valid.

(1143) **Validation (ANS).** Confirmation, through the provision of objective evidence that

specified requirements have been fulfilled (ISO 9000).

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

(1144) **VDL management entity (VME).** A VDL-specific entity that provides the quality of service requested by the ATN-defined SN_SME. A VME uses the LMEs (that it creates and destroys) to enquire the quality of service available from peer systems.

(1145) **VDL Mode 4 burst.** A VHF digital link (VDL) Mode 4 burst is composed of a sequence of source address, burst ID, information, slot reservation and frame check sequence (FCS) fields, bracketed by opening and closing flag sequences.

Note.— The start of a burst may occur only at quantized time intervals and this constraint allows the propagation delay between the transmission and reception to be derived.

(1146) **VDL Mode 4 DLS system.** A VDL system that implements the VDL Mode 4 DLS and subnetwork protocols to carry ATN packets or other packets.

(1147) **VDL Mode 4 specific services (VSS) sublayer.** The sublayer that resides above the MAC sublayer and provides VDL Mode 4 specific access protocols including reserved, random and fixed protocols.

(1148) **VDL station.** An aircraft-based or ground-based physical entity, capable of VDL Mode 2, 3 or 4.

Note.— In the context of this chapter, a VDL station is also referred to as a “station”.

(1149) **Vectoring.** Provision of navigational guidance to aircraft in the form of specific headings, based on the use of an ATS surveillance system.

(1150) **Verification.** Confirmation, through the provision of objective evidence, that specified requirements have been fulfilled (ISO 9000).

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

(1151) **VFR flight.** A flight conducted in accordance with the visual flight rules.

(1152) **VHF digital link (VDL).** A constituent mobile subnetwork of the aeronautical telecommunication network (ATN), operating in the aeronautical mobile VHF frequency band. In addition, the VDL may provide non-ATN functions such as, for instance, digitized voice.

(1153) **Visibility.** Visibility for aeronautical purposes is the greater of:

a) 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;

b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background.

Note.— The two distances have different values in air of a given extinction coefficient, and the latter b) varies with the background illumination. The former a) is represented by the meteorological optical range (MOR).

(1154) **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.

(1155) **Visual flight rules (VFR).** The rules that govern the operation of aircraft in VMC.

Note: Because of the limited communication and/or navigation equipment required for VFR flight, a VFR aircraft may be subject to limitations if and when it is permitted in controlled airspace. Any conditions are detailed in the national AIPs.

(1156) **Visual line-of-sight (VLOS) operation.** An operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the RPA.

(1157) **Visual meteorological conditions (VMC).** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

Note: The specified minima are contained in Part 8 of these regulations.

(1158) **VMC.** The symbol used to designate visual meteorological conditions.

(1159) **Vocoder.** A low bit rate voice encoder/decoder.

(1160) **Voice unit.** A device that provides a simplex audio and signaling interface between the user and VDL.

(1161) **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.

(1162) **VOLMET.** Meteorological information for aircraft in flight.
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.
VOLMET broadcast. Provision, as appropriate, of current METAR, SPECI, TAF and SIGMET by means of continuous and repetitive voice broadcasts.

(1163) ***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.

(1164) **VSS user.** A user of the VDL Mode 4 specific services. The VSS user could be higher layers in the VDL Mode 4 SARPs or an external application using VDL Mode 4.

(1165) ***Watt (W).*** The power which gives rise to the production of energy at the rate of 1 joule per second.

(1166) **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.

(1167) ***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.

(1168) **Wet lease.** The lease of an aircraft with crew and other backup.

(1169) **Wet runway.** A runway is considered wet if its surface is covered by any visible dampness or water up to and including 3 mm deep within the intended area of use.

(1170) **Will.** A rule of construction in paragraph 1.1.1.1(a) (4) of this part that indicates an action incumbent upon the Authority.

(1171) **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 using the aeronautical fixed service Internet based services.

(1172) **World area forecast system (WAFS).** A worldwide system by which world area forecast centres provide aeronautical meteorological en-route forecasts in uniform

standardized formats.

(1173) **XDCE.** A general term referring to both the ADCE and the GDCE.

(1174) **XDLP.** A general term referring to both the ADLP and the GDLP.

(1175) **Z marker beacon.** A type of radio beacon, the emissions of which radiate in a vertical cone-shaped pattern.

CIVIL AVIATION REGULATIONS

SURINAME

PART 1 – IMPLEMENTING STANDARDS

VERSION 5.0

NOVEMBER 2023

For ease of reference the number assigned to each IS corresponds to its associated regulation. For example, IS 1.2.1.8 reflects a standard required by 1.2.1.8 of this part.

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PART 1 – IMPLEMENTING STANDARDS

IS 1.2.1.8 PSYCHOACTIVE SUBSTANCE TESTING AND REPORTING

(a) The following are deemed to be psychoactive substances:

(1) Alcohol;

(2) Opioids;

(3) Cannabinoids;

(4) Sedatives and hypnotics;

(5) Cocaine and other stimulants (except caffeine);

(6) Hallucinogens; and

(7) Volatile solvents.

Note: See ICAO Doc 9654, Manual on Prevention of Problematic Use of Substances in the Aviation Workplace.

IS 1.3.3 LEGAL ENFORCEMENT ACTIONS

(a) These sanction guidance tables provide a recommended approach to assessment of sanctions for violations of these regulations.

Table 1. Recommended Sanctions

Violation	Recommended Sanction per Violation
I. AIR OPERATORS AND AERODROME OPERATORS	
1. AMM	
(a) Failure to maintain current manual	Up to 7-day suspension
(b) Release of aircraft without required equipment	Up to 7-day suspension
3. Operations specifications	
(a) Failure to comply with inspection and overhaul time limitations	Up to 7-day suspension
4. Failure to provide adequately for proper servicing, maintenance, repair, and inspection of facilities and equipment	Indefinite suspension until proper servicing, maintenance, repair, and inspection of facilities and equipment is provided to revocation
5. Failure to provide or maintain a maintenance and inspection organisation	Indefinite suspension until appropriate maintenance and inspection organisation is provided to revocation
6. Training programme	
(a) Failure to have or maintain an effective training programme	Indefinite suspension until compliance is demonstrated to revocation
7. Records and reports	
(a) Failure to make available reports of major modifications or repairs	Indefinite suspension to revocation
(b) Failure to keep maintenance records	7-day suspension and thereafter until aircraft is in airworthy condition
(c) Failure to make available pilot records	Indefinite suspension to revocation
(d) Failure to make available load manifests	Indefinite suspension to revocation

Violation	Recommended Sanction per Violation
(e) Deliberate violation – intentional false or fraudulent entry, reproduction, or alteration in record or report	Revocation
(f) Deliberate violation – other	180-day suspension to revocation
8. Operation of an unairworthy aircraft	
(a) Release of aircraft without required equipment	Up to 7-day suspension
9. Other provisions	
(a) Illegal carriage of controlled substance with knowledge of carrier, i.e., knowledge of management personnel	Revocation
10. Security violations	
(a) Management personnel coerce, condone, or encourage falsification of records/reports	Revocation
II. PERSONNEL OF AIR CARRIERS	
1. Maintenance, including inspections	
(a) Performing maintenance that exceeds limitations	30- to 45-day suspension
(b) Failure to perform maintenance properly	30- to 120-day suspension
2. 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
(d) Releasing aircraft for service without required equipment	30- to 60-day suspension
3. 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 make entries in other maintenance records	15- to 30-day suspension
(d) Failure to sign off on work or inspection performed	15- to 30-day suspension
e) Failure to complete and sign an approval for return to service	15- to 30-day suspension
(f) Intentional falsification of records or reports	Revocation
4. Pre-flight	
(a) Failure to use pre-flight flight deck checklist	30- to 60-day suspension
(b) Failure to check aircraft logs, flight manifests, weather, etc.	30- to 90-day suspension
(c) Failure to make the required inspection	30- to 60-day suspension
(d) Failure to inspect, or improper inspection of, aircraft	15- to 30-day suspension
(e) Failure to ensure seat and belt are available for each passenger	30- to 60-day suspension

Violation	Recommended Sanction per Violation
5. Taxiing	
(a) Failure to adhere to taxi clearance or instruction	30- to 60-day suspension
(b) Collision while taxiing	30- to 180-day suspension
(c) Jet blast	30- to 120-day suspension
(d) Taxiing with passenger standing	30- to 60-day suspension
(e) Taxiing off runway, taxiway, or ramp	30- to 90-day suspension
6. Take-off	
(a) Take-off against instruction or clearance	60- to 120-day suspension
(b) Take-off below weather minima	60- to 120-day suspension
(c) Take-off in overloaded aircraft (in excess of maximum certificated take-off mass)	60- to 120-day suspension
7. En route	
(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) Unauthorised departure from flight deck	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
(g) Fuel mismanagement/exhaustion	30- to 150-day suspension
(h) Operating contrary to NOTAM	30- to 90-day suspension
(i) Unauthorised manipulation of controls	30- to 90-day suspension
8. Approach to landing	
(a) Deviation from clearance or instruction in terminal area	30- to 90-day suspension
(b) Approach below weather minima	60- to 120-day suspension
(c) Exceeding speed limitation in aerodrome traffic areas	30- to 60-day suspension
9. Landing	
(a) Landing at wrong aerodrome	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	15- to 90-day suspension
(g) Failure to comply with preferential runway system	15-day suspension
(h) Deviating from clearance or instruction	30- to 90-day suspension
10. Unauthorised admission to flight deck	30- to 90-day suspension
11. Failure to close and lock flight deck door	30-day suspension

Violation	Recommended Sanction per Violation
12. Acting, or attempting to act, as flight crew member while under the influence of liquor or other psychoactive substances, or alcoholic beverage consumption within 8 hours	Emergency revocation
13. Denial of authorised entry to flight deck by authorised inspector	30- to 60-day suspension
14. Flight and duty time limitations	15- to 90-day suspension
15. Operation without required licence, certificate, or rating	
(a) Medical certificate	30- to 90-day suspension
(b) Lack of type rating	180-day suspension to revocation
(c) Missed proficiency check or line check	30- to 90-day suspension
(d) Lack of current experience, initial or recurrent training	30- to 90-day suspension
(e) Failure to have current medical certificate or licence or authorisation in possession	3 to 7 day suspension
(f) Operation with known disqualifying physical disability	Revocation
(g) Operation without valid medical certificate when not medically qualified or application for medical certificate deferred	Revocation
16. Failure to keep manual current	30- to 90-day suspension
1. Owners and operators other than required crew members	
(a) Intentional falsification of any entry, reproduction, or alteration in any record or report	Revocation
2. Aviation maintenance organisations	
(a) Failure to provide adequately for proper servicing, maintenance, repairs, and inspection	Indefinite suspension until compliance to revocation
(b) Failure to provide adequate personnel who can perform, supervise, and inspect work for which the maintenance organisation is rated	7-day suspension and thereafter until adequate personnel are provided Indefinite suspension until compliance to revocation
(c) Failure to have enough qualified personnel to keep up with the volume of work	Up to 7-day suspension and thereafter until certificate holder has enough qualified personnel
(j) Inspection of work performed and approval for return to service by other than a qualified inspector	Up to 30-day suspension
(k) Failure to have an adequate inspection system that produces satisfactory quality control	Up to 30-day suspension and thereafter until an adequate inspection system is attained
(l) Maintaining or modifying an aeronautical product for which it is rated, without using required technical data, equipment, or facilities	Up to 30-day suspension

Violation	Recommended Sanction per Violation
(m) Failure to perform or properly perform maintenance, repairs, modifications, or required inspections	Up to 30-day suspension
(n) Maintaining or modifying an airframe, powerplant, propeller, instrument, radio, or accessory for which it is not rated	Suspension or revocation
(o) Failure to satisfy housing and facility requirements	Suspension until housing and facility requirements are satisfied
(p) Change of location, housing, or facilities without advance written approval	Suspension until approval is given
(q) Failure to permit Authority to inspect	Indefinite suspension until Authority is permitted to inspect
3. General aviation maintenance personnel	
(a) Failure to revise aircraft data after major repairs or modifications	30- to 60-day suspension
(b) Failure to perform or improper performance of maintenance	30- to 120-day suspension
(c) Failure of mechanic to properly accomplish inspection	30- to 60-day suspension
(d) Failure of mechanic to record inspection	15- to 30-day suspension
(e) Failure of inspection authorisation holder to properly accomplish inspection	60-day suspension to revocation
(f) Failure of inspection authorisation holder to record inspection	15- to 30-day suspension
(g) Maintenance performed by person who exceeded certificate limitations	15- to 60-day suspension
(i) Improper approval for return to service	30- to 120-day suspension
(j) Failure to make maintenance record entries	30- to 60-day suspension
(k) Failure to set forth adequate description of work performed	15- to 30-day suspension
(l) Falsification of maintenance records	Revocation
4. 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	30- to 120-day suspension
(e) Operation for compensation or hire	Revocation
5. Instructors for licences, ratings, authorisations, and endorsement	
(a) False endorsement of a student licence, rating, authorisation, or record	Revocation
(b) Exceeding flight time limitations or other training time limitations	30- to 90-day suspension
(c) Instruction in aircraft and/or course for which he or she is not rated	60- to 180-day suspension

Violation	Recommended Sanction per Violation
6. Operational violations	
(a) Operation without valid airworthiness or registration certificate	30- to 90-day suspension
(b) Operation while pilot licence is suspended	Emergency revocation
(c) Operation without valid medical certificate (no medical certificate issued)	Revocation
(d) Operation for compensation or hire without CPL	90-day suspension to revocation
(e) Operation without type or class rating	60- to 120-day suspension
(f) Failure to comply with special conditions of medical certificate	90-day suspension to revocation
(g) Operation with known physical deficiency	90-day suspension to revocation
(h) Failure to obtain pre-flight information	30- to 90-day suspension
(i) Deviation from ATC instruction or clearance	30- to 90-day suspension
(j) Taxiing, take-off, or landing without a clearance where ATC tower is open	30- to 90-day suspension
(k) Failure to maintain radio communications in aerodrome traffic area	30- to 60-day suspension
(l) Failure to comply with aerodrome traffic pattern	30- to 60-day suspension
(m) Operation in terminal control area without or contrary to a clearance	60- to 90-day suspension
(n) Failure to maintain altitude in aerodrome traffic area	30- to 60-day suspension
(o) Exceeding speed limitations in traffic area	30- to 60-day suspension
(p) Operation of unairworthy aircraft	30- to 180-day suspension
(q) Failure to comply with Airworthiness Directives	30- to 180-day suspension
(r) Operation without required instruments and/or equipment	30- to 90-day suspension
(s) Exceeding operating limitations	30- to 90-day suspension
(t) Operation within prohibited or restricted area, or within positive control area	30- to 90-day suspension
(u) Failure to adhere to right-of-way rules	30- to 90-day suspension
(v) Failure to comply with VFR cruising altitudes	30- to 90-day suspension
(w) Failure to maintain required minimum altitudes over structures, persons, or vehicles over:	
i. Congested area	60- to 180-day suspension
ii. Sparsely populated area	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 under IFR	30- to 60-day suspension
(cc) Failure to display position lights	30- to 60-day suspension

Violation	Recommended Sanction per Violation
(dd) Failure to maintain proper altimeter settings	30- to 60-day suspension
(ee) Weather operations:	
i. Failure to comply with visibility minima in controlled airspace	60- to 180-day suspension
ii. Failure to comply with visibility minima outside controlled airspace	30- to 120-day suspension
iii. Failure to comply with distance from clouds requirements in controlled airspace	60- to 180-day suspension
iv. Failure to comply with distance from clouds requirements outside controlled airspace	30- to 120-day suspension
(ff) Failure to comply with IFR landing minima	45- to 180-day suspension
(gg) Failure to comply with instrument approach procedures	45- to 180-day suspension
(hh) Careless or reckless operations:	
i. Fuel mismanagement/exhaustion	30- to 150-day suspension
ii. Wheels-up landing	30- to 60-day suspension
iii. Short or long landing	30- to 90-day suspension
iv. Landing on or taking off from closed runway	30- to 60-day suspension
v. Landing on or taking off from ramps or other improper areas	30- to 120-day suspension
vi. Taxiing collision	30- to 90-day suspension
vii. Leaving aircraft unattended with motor running	30- to 90-day suspension
viii. Propping aircraft without a qualified person at controls	30- to 90-day suspension
ix. Unauthorised dropping of object from aircraft	30- to 60-day suspension
x. Unauthorised towing	30- to 60-day suspension
xi. Acrobatic flight on airway, over congested area, below minimum altitude, etc.	90- to 180-day suspension
xii. Taking off with insufficient fuel	30- to 150-day suspension
xiii. Operating so as to cause a collision hazard	60- to 180-day suspension
xiv. Taxiing aircraft off runway, taxiway, or ramp	30- to 90-day suspension
(ii) Passenger operations	
i. Operation without approved seat or berth and approved safety belt for each person on board the aircraft required to have them during take-off, en route flight, and landing	30- to 60-day suspension
ii. Carrying passengers who are under the influence of drugs or alcohol	60- to 120-day suspension

Violation	Recommended Sanction per Violation
iii. Performing acrobatics when all passengers are not equipped with approved parachutes	60- to 90-day suspension
iv. Use of unapproved parachute	30- to 60-day suspension
v. Permitting unauthorised parachute jumping	30- to 90-day suspension
vi. Carrying passenger(s) without required recent flight experience	30- to 120-day suspension
7. ID Plate Violations	
(a) Improper removal, changing, or placing of identification information on a product	
i. Intentionally misrepresenting identity of product	Revocation
(b) Improper removal or installation of identification plate	
i. Inadvertent	
ii. Intentionally misrepresenting identity of product	Revocation
8. Approved Training Organisations	
(a) Knowingly permitting school aircraft to be used for unlawful carriage of controlled substances or other illegal activities	Revocation
(b) Refusal to permit inspection of facilities, equipment, personnel, records, or certificate by the Authority	Indefinite suspension until Authority is permitted to inspect, up to revocation
(c) Improper crediting to or graduation of student	
i. Intentional	Revocation
(d) Refusal to permit Authority test, check, or examination of student	Indefinite suspension until Authority is permitted to test, check, or examine, up to revocation
IV. SECURITY AND SAFETY VIOLATIONS BY INDIVIDUALS	
(a) Deliberate violation by an airman certificate holder, regardless of whether airman was exercising the privileges of his or her certificate at the time of the violation	Revocation
(b) Intentionally false or fraudulent entry on, reproduction of, or alteration of an application, a licence, a certificate, a rating, or an approval	Revocation of authorised certificates
(c) Carriage of illegal substances on aircraft	Revocation
(d) Conducting operation without required operating certificate	60- to 120-day suspension
(e) Making an incorrect statement on an application for a personnel licence or medical certificate	Indefinite suspension (pending correction of application and determination of qualification) or revocation of personnel licence or medical certificate
(f) Refusal to produce personnel licence	30-day suspension, and until produced to revocation

Violation	Recommended Sanction per Violation
and/or associated medical certificate	
V. AIRCRAFT OWNER/OPERATOR REGISTRATION VIOLATIONS	
(a) Operation of an unregistered aircraft	30- to 90-day suspension of pilot licence
(b) Operation of an aircraft without an effective and valid certificate of aircraft registration on board	30- to 90-day suspension of pilot certificate
(c) Failure to return an ineffective or invalid certificate of aircraft registration	Revocation of certificate of aircraft registration
(d) Use of registered aircraft to carry out or facilitate unlawful activities	Mandatory revocation of certificate of aircraft registration and of all other certificates of aircraft registration issued to its owner and revocation of all personnel licences and the medical certificate

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