



EUROPEAN MILITARY AIRWORTHINESS DOCUMENT

EMAD 1

DEFINITIONS AND ACRONYMS DOCUMENT

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**MILITARY AIRWORTHINESS
AUTHORITIES FORUM**

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STATUS

The Status of the document can take 3 values:

Working Draft: First version provided during the elaboration of the document by Task Force.

Draft: Draft version when issued by Task Force and proposed to MAWA Forum.

Approved: The document is approved by the participating Member States at the MAWA Forum for release.

EDITION

Edition will have the following template: **Edition X.Y**

The value of **X** will change after a **major** modification of the document

The value of **Y** will change after a **minor** modification of the document

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INTRODUCTION

This document provides in Part 1 definitions and explanations for those words, terms and phrases, in the whole EMAR/EMAD document set, which could otherwise be considered ambiguous, confusing or unclear. It also includes terms which have a specific meaning which might not be obvious to the reader. A list of important acronyms (not exhaustive), that are unique to the document set, is provided in Part 2.

PART1 - LIST OF DEFINITIONS AND EXPLANATIONS

| TERM | DEFINITION/EXPLANATION |
|-------------------------------------|---|
| Accountable Manager | Person designated by the Approved Organisation (AO), and named in the Organisation Exposition (OE), who is accountable to the MAA for maintaining safety standards required by relevant EMAR and any additional standards specified in the respective OE. Also a key figure who has influence within the organisation and the ability to make appropriate resource decisions to ensure compliance with airworthiness regulations. |
| Aircraft | Any vehicle that is capable of atmospheric flight including the installed equipment (hardware and software). |
| Airworthiness | The ability of an aircraft, or other airborne equipment or system, to operate in flight and on ground without significant hazard to aircrew, ground-crew, passengers (where relevant) or to other third parties. |
| Airworthiness Codes | Product airworthiness requirements, applicable to the design of a product, that are approved by a competent airworthiness authority for the use with standardised aircraft categories (e.g. EASA CS, FAA FAR, STANAG, Def-STAN, etc.). |
| Airworthiness Directive (AD) | A document issued or adopted by the authority which mandates actions to be performed on an aircraft to restore an acceptable level of safety, when evidence shows that the safety level of this aircraft may otherwise be compromised. (ref. EMAR 21) |
| Approved Organisation | That which has been assessed by the Authority and deemed to meet prescribed criteria |

EMAD 1 – DEFINITIONS AND ACRONYMS DOCUMENT

| TERM | DEFINITION/EXPLANATION |
|--|---|
| Authority | Unless otherwise defined in specific EMARs, Authority means a National Military Airworthiness Authority responsible for the airworthiness of military aircraft hereto and "the Authorities" means all the military Authorities responsible for airworthiness hereto. |
| Base Maintenance | Maintenance tasks falling outside the criteria for Line Maintenance. |
| Certification | Recognition that a product, part or appliance, organisation or person complies with the applicable airworthiness requirements followed by the declaration of compliance. |
| Certificate of Release to Service | This is a statement, signed by an appropriately authorised person, on behalf of an approved organisation, which asserts that maintenance has been properly carried-out. The CRS contains the basic details of the maintenance carried out, the date that it was completed and the identity (may include an authorisation stamp) of the person issuing the certificate. |
| Certification Review Item | A document recording Deviations, Special Conditions, new Means of Compliance or any other certification issue which requires clarification and interpretation, or represents a major technical or administrative issue. |
| Certifying Staff | Personnel responsible for the release of an aircraft or a component after production and/or maintenance. |
| Chief Executive Officer (CEO) | One who is responsible for a civil company within which the Approved Organisation operates. The CEO may report to a board of directors and may appoint other managers, or he/she may be one of very few people in a small company. In relation to EMARs, the CEO is mentioned as he/she may be senior to the Accountable Manager. |
| Configuration Control | A systematic process that ensures that changes to released configuration documentation are properly identified, documented, evaluated for impact, approved by an appropriate level of authority, incorporated, and verified. |
| Configuration Item (CI) | Any component, module, subcomponent, equipment, technical manuals, software, ground support equipment, which can be submitted to the configuration control process. |
| Configuration Management | A management process for establishing and maintaining consistency of a product's performance, functional, and physical attributes with its requirements, design and operational information throughout its life. |

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| TERM | DEFINITION/EXPLANATION |
|--|---|
| Continuing Airworthiness | All of the processes ensuring that, at any time in its operating life, the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation. |
| Continued (design) airworthiness | All tasks to be carried-out to verify that the conditions under which a type-certificate or a supplemental type-certificate has been granted continue to be fulfilled at any time during its period of validity. |
| Crew / Aircrew | Includes Pilot(s) and other personnel on-board the aircraft and/or the UAV control station with responsibilities to ensure the safe conduct of the flight. |
| Declaration of Compliance | A statement, signed by the Head of Design or by an authorised representative, to show compliance with all applicable type-certification basis and, where applicable, environmental protection requirements. It declares that the aircraft is airworthy within the specific design limitations. |
| Exposition | The document or documents that contain the material specifying the scope of work deemed to constitute approval and showing how the organisation complies with an EMAR. |
| Fit for Flight | Condition of a type design being certified as compliant with applicable airworthiness requirements as well as of an aircraft having been serviced and inspected as meeting the certified design and prepared for the intended flight. |
| Human Factors | Principles which apply to design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration of human performance. |
| Human Performance | Human capabilities and limitations which have an impact on the safety and efficiency of operations. |
| Limited Certification Authorisation | This is issued by the AMO, in accordance with a procedure approved by the NMAA, for flight crew, flight engineer or crew chief to carry out specific tasks (usually away from their home base or station). The authorisation permits the holder to issue certificates of release to service following specific tasks within the limits of the tasks specifically endorsed on the authorisation. |
| Line Maintenance | Carried out before flight to ensure that the aircraft is fit for the intended flight. |
| Maintenance | Any one or combination of overhaul, repair, inspection, replacement, modification or defect/fault rectification of an aircraft or component, with the exception of pre-flight inspection. |

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| TERM | DEFINITION/EXPLANATION |
|---|--|
| Maintenance Manual | That part of the Military Air System document set which identifies the particular maintenance procedures and periodicity necessary to maintain the airworthiness of the Military Air System. |
| Military Aircraft | An Aircraft (including UAS) designed and/or operated for military use and/or registered or intended to be registered on the military register of a pMS authority. |
| Military Type Certificate (MTC) | Recognition that a product complies with the applicable airworthiness requirements. |
| Military Supplemental Type Certificate | A document issued or endorsed by the Authority which certifies a major change to the type design by an organisation other than original design organisation. |
| Minor Amendment | Those changes which do not affect the EMAR related approvals. |
| Minor Maintenance | Includes repetitive tasks and simple defect/fault rectification. |
| Minor Change (to approved type design) | Not a major change. |
| Occurrence Reporting | The reporting to the Authority and MTCH of any failure, malfunction, defect or other occurrence which has resulted in or may result in an unsafe condition. |
| Products, Parts and Appliances | Product = aircraft, engine or propeller (each can be granted with a TC), Parts and appliances = lower level components for which an ETSO/TSO may exist. |
| Shall | Used to express a mandatory requirement. |
| Should | Used to express a preferred, but not mandatory method of accomplishment. Alternatives to be agreed by relevant authority. |
| Special Conditions | Are introduced when the design features of a particular product or the experience in operation render any of the airworthiness code provisions inadequate or inappropriate to ensure conformity with essential requirements. |
| State School | Any education or training facility that is under the control of a government ministry. |

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| TERM | DEFINITION/EXPLANATION |
|--|---|
| Support Staff | B1, B2, B Mil or national equivalent staff in the base maintenance environment who do not necessarily hold certification privileges. |
| Type Certificate Holder | The organisation responsible for the relevant Type Design and applying for, and then holding, the Type Certificate and accepting the rights and obligations for the product. |
| Type Certification Basis | An agreed set of airworthiness requirements a product must be compliant with in order to obtain a Type Certificate. For more details see EMAR 21 |
| Type Design | The minimum set of approved design information necessary to define the product type; as detailed in 21A.31. |
| UAV | A reusable aircraft which is designed to operate by being remotely piloted (no human pilot or passengers on board) or automatically flying a pre-programmed flight profile. |
| UAV System (May also be called a UAS) | Comprises individual UAV System elements consisting of the unmanned aerial vehicle (UAV), the UAV control station and any other UAV System elements necessary to enable flight, such as a command and control data link, communication system and take-off and landing element. There may be multiple UAV, UCS, or take-off and landing elements within a UAV System. |

PART 2 – LIST OF ACRONYMS

| ACRONYM | EXPANSION |
|----------------|--|
| AD | Airworthiness Directive |
| ALI | Airworthiness Limitation Item |
| AMC | Acceptable Means of Compliance |
| AMO | Approved Maintenance Organisation |
| APU | Auxiliary Power Unit |
| ARC | Airworthiness Review Certificate |
| ATA | Air Transportation Association |
| CAME | Continuing Airworthiness Management Exposition |
| CAMO | Continuing Airworthiness Management Organisation |
| CDCCL | Critical Design Configuration Control Limitations |
| CEO | Chief Executive Officer |
| CI | Configuration Item |
| CMM | Component Maintenance Manual |
| CPP | Certification Program Plan |
| CRS | Certificate of release to Service |
| DDP | Declaration of Design and Performance |
| DOA | Design Organization Approval |
| DOE | Design Organization Exposition |
| EASA | European Aviation Safety Agency |
| EDP | Electronic Data Processing |
| EMACC | European Military Airworthiness Certification Criteria |
| EMAD R | European Military Airworthiness Document Recognition |

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| ACRONYM | EXPANSION |
|-----------------|--|
| EMAR | European Military Airworthiness Requirements |
| EMAR 145 | Requirements for Maintenance Organisations |
| EMAR 147 | Requirements for Maintenance Training Organisations |
| EMAR 21 | Certification of military aircraft and related products, parts and appliances, and design and production organisations |
| EMAR M | Continuing Airworthiness Requirements |
| EMPA | European Military Part Approval |
| EMTSO | European Military Technical Standard Order |
| FRS | Flammability Reduction Systems |
| FTS | Fuel Tank Safety |
| GM | Guidance Material |
| HF | Human Factors |
| OEM | Original Equipment Manufacturer |
| POA | Production Organization Approval |
| POE | Production Organization Exposition |
| MAWA | Military Airworthiness Authorities |
| MFTP | Military Flight Test Permit |
| MOB | Main Operating Base |
| MOE | Maintenance Organisation Exposition |
| MTOE | Maintenance Training Organisation Exposition |
| MTC | Military Type Certificate |
| NDT | Non-Destructive Testing |
| NMAA | National Military Airworthiness Authority |

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| ACRONYM | EXPANSION |
|----------------|-------------------------------|
| pMS | participating Member State |
| RTC | Restricted Type Certificate |
| SB | Service Bulletin |
| STC | Supplemental Type Certificate |
| TC | Type Certificate |
| UAV | Unmanned Aerial Vehicle |
| UCS | UAV Control Station |