

## **Appendix C**

### **Definitions and Acronyms**

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## Definitions and Acronyms

### Definitions:

*Accident Prevention* - Taking advance measures to keep possible adverse events from happening.

*Aircraft Accident* - An occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, where any person suffers death or serious injury, or the aircraft received substantial damage.

*Causes* - Any act or condition that starts or sustains the accident sequence or the acts, events, conditions, or failures that caused the accident. A direct relationship exists between that event and the resulting damage. Causes are the consequences of hazards.

*Chop* - Refers to a light or moderate climatic condition of washboard-type fluctuations occurring at rapid and frequent intervals.

*Clear Ice* - Hard, clear, solid ice that is very heavy.

*Hazard* - Any event, condition, or policy that could cause an accident.

*Heavy Ice* - De-icing/anti-icing equipment cannot handle the accumulation.

*Incidents* - Damage to landing gear, wheels, flaps, engine accessories, brakes, or wing tips are considered as incidents, and not as accidents, for the purpose of reporting to the NTSB or the FAA, if the damage is not considered substantial.

*Incident/Accident or Off-Normal Event* - Unplanned event or unforeseen event that causes loss or injury.

*Initial Training* - See Training, Initial.

*Light Ice* - A type of icing condition that de-icing/anti-icing equipment can handle safely and that permits the aircraft to be flown indefinitely.

*Light turbulence* - An airborne condition where the aircraft is subjected to irregular perturbations of small magnitude from smooth slight and occupants may be required to use seat belts, but objects in the aircraft remain at rest.

*Maintenance Personnel Training* - Training of maintenance personnel will be conducted in accordance with the aircraft manufacturer's applicable training program. Based on each individual's qualifications, experience, and job assignment, the Director of Maintenance will determine the quantity and frequency of training to be participated in by the maintenance personnel.

*Mixed Ice* - A combination of rime and clear ice.

*Moderate Ice* - Icing condition that de-icing/anti-icing equipment can handle safely, but is an indication to the PIC to alter course or altitude to avoid this condition.

*Moderate Turbulence* - An airborne condition where the aircraft is subjected to irregular perturbations of uncomfortable magnitude from smooth flight and the occupants are required to use seat belts and are occasionally thrown against the belt; unsecured objects in the aircraft may move about. This condition requires the constant attention of an experienced pilot for safe flight.

*Off-Normal Event* - Something that deviates noticeably from normal operation.

*Proximate Cause* (also known as *Probable Cause*) - The most likely event or condition to have caused accident or incident.

*Recurrent Training* - See Training, Recurrent.

*Related Cause* - Conditions or characteristics that may not have directly caused the accident, but increased the likelihood that one would eventually occur. These causes can involve deficiencies in training, inspection, policy, or certification, for instance.

*Rime Ice* - Hard, porous, white, opaque ice consisting of small grains, air space, and frost-like crystals.

*Safety* - Freedom from harm or risk.

*Severe Turbulence* - An airborne condition where the aircraft is subjected to irregular perturbations of high magnitude from smooth flight and may be at the limits of control boundaries. Occupants can be expected to be thrown violently against the seat belt and objects not secured are tossed about.

*Special Emergency* - Condition of air piracy or other hostile act by a person(s) aboard an aircraft that threatens the safety of the aircraft or its passengers.

*Substantial Damage* - Damage adversely affecting the structural strength, performance, or flight characteristics of the aircraft that would normally require major repair or replacement of the affected components. Also includes damage limited to the engine and caused by the engine failure, such as bent fairing, cowlings, and skin punctures.

*Trace of Ice* - Accumulation of no consequence that does not affect the performance characteristics of the aircraft.

*Training, Initial* - That phase of efficiency enhancement required for crew members who have not previously qualified and served in a given capacity on an aircraft.

*Training, Recurrent* - That phase of efficiency enhancement necessary for crew members to remain adequately trained and currently proficient for each aircraft crew member position and type of operation in which the crew member serves.

*Transition Training* - That training required for crew members that have qualified and served in the same capacity on another aircraft. Each flight crew member will complete a ground training course appropriate to each type aircraft before beginning transition flight training.

*Upgrade Training* - That training required for crew members that have qualified and served as second in command on a particular aircraft type, before they serve as PIC on that aircraft.

## **Acronyms:**

A&P	Airframe & Power Plant
AGL	above ground level
AIM	airman's information manual
AIRMETS	Airman's Meteorological Information
APU	auxiliary power unit
ARINC	Aeronautical Radio, Inc.
ARMC	aviation risk management committee
ASO	Aviation Safety Officer (also, Airport Service Operations)
ASPOC	Aviation Safety Point of Contact
ASR	Airport Surveillance Radar
ATC	air traffic control
ATCO	air traffic control organization
ATD	air traffic delays
ATIS	Airport Traffic Information System
ATP	Airline Transport Pilot (rating)
CAT	clear air turbulence
CAMP	Computerized Aircraft Maintenance Program
CDI	course deviation indicator
CFR	Code of Federal Regulations
COMAT	company material
CPR	cardiopulmonary resuscitation
CRM	cockpit resource management
CS/T	combined station/tower
CTAF	Common Traffic Advisory Frequency

DGL	Dangerous Goods List
DH	decision height
DoD	U.S. Department of Defense
DOE	U.S. Department of Energy
DOE-PNSO	U.S. Department of Energy, Pacific Northwest Site Office
DOE-RL	U.S. Department of Energy, Richland Operations Office
DOL	U.S. Department of Labor
DOT	U.S. Department of Transportation
ES&H	Environment, Safety & Health
ETA	estimated time of arrival
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operators (also, Fixed Base Operations)
FL	flight level
FPM	feet per minute
FSI	Flight Safety International
FSS	flight service station
GPS	Global Positioning System
HM	hazardous material
HMR	Hazardous Materials Regulations
HMT	Hazardous Material Table
IA	Inspection Authorization (FAA)
IAF	Initial Approach Fix
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ID	identification
IFR	instrument flight rules
ILS	Instrument Landing System
kt	nautical mile per hour
LOC	localizer (instrument landing system)
LOC-BC	LOC-back course
MDA	minimum descent altitude
MEL	minimum equipment list
MIR	mechanical irregularity report
MSA	minimum safe altitude
MSL	mean sea level
NAVAIDS	navigation aids
NDB	non-directional beacon
NOTAMS	notices to airmen
NTSB	National Transportation Safety Board
NWSO	National Weather Service Office
OAT	outside air temperature
ORM-D-Air	material that may be of limited hazard during transport due to form, quantity, or packaging

OSHA	Occupational Safety and Health Administration
PAR	Precision Approach Radar
PIC	pilot in command
PIREP	Pilot Reporting System
PNF	pilot not flying
PNNL	Pacific Northwest National Laboratory
POC	point of contact
PR	purchase requisition
RAM	radioactive materials
RFP	Request for Proposal
RMI	radio magnetic indicator
RNAV	area navigation equipment
RVR	runway visual range
SEP	Source Selection Panel
SET	Source Selection Team
SID	standard instrument departure
SIGMETS	Significant Meteorological Information
SOW	Statement of Work
SSJ	sole source justification
STAR	Standard Airport Arrival procedure
STC	Supplemental Type Certificate (FAA)
TA	Technical Administrator
TBO	time before overhaul
TI	transport index
TWEB	Transcribed Weather Broadcast
ULD	unit load device
UN	United Nations
V1	critical engine failure recognition speed
V2	takeoff safety speed
VDP	Visual Descent Point
VFR	visual flight rules
V <sub>MC</sub>	minimum control speed
VOR	very high frequency omnidirectional radio range
VOR/DME	very high frequency omnidirectional radio range/distance measuring equipment
VR	rotation speed
VREF	landing approach speed
WAC	World Aeronautical Chart