

## Definitions used in aircraft certification

### 1 Background

ICAO Annex 8 (Airworthiness of Aircraft) stipulates various standard definitions utilised in the certification of aircraft, aircraft components or aircraft materials.

The purpose of this Airworthiness Notice is to provide definitions which may not necessarily used in the Civil Aviation Regulations or Technical Standards adopted by the Authority but nevertheless required to be transmitted to the industry in the greater context of the international standard regarding Airworthiness of Aircraft.

### 2 Definitions used in aircraft certification

**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.

**Anticipated operating conditions.** Those conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight. Anticipated operating conditions do not include:

- a) those extremes which can be effectively avoided by means of operating procedures; and
- b) those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.

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

**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 affect the aerodynamic characteristics of the aeroplane.

**Continuing airworthiness.** The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.

**Human Factors principles.** Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

**Human performance.** Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

**Landing surface.** That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft landing in a particular direction.

**Maintenance.** The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair. (Applicable until 4 November 2020).

**Maintenance.** The performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair. (Applicable as of 5 November 2020).

**Maintenance organization's procedures manual.** A document endorsed by the head of the maintenance organization which details the maintenance organization's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems. (Applicable as of 5 November 2020).

**Maintenance records.** Records that set out the details of the maintenance carried out on an aircraft, engine, propeller or associated part (Applicable as of 5 November 2020).

**Maintenance release.** A document which 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. (Applicable as of 5 November 2020).

**Modification.** A change to the type design of an aircraft, engine or propeller.

*Note. A modification may also include the embodiment of the modification, which is a maintenance task subject to a maintenance release.*

**Organization responsible for the type design.** The organization that holds the type certificate, or equivalent document, for an aircraft, engine or propeller type, issued by a Contracting State.

**Orphan aircraft type.** An aircraft which has its Type Certificate revoked by the State of Design, and no longer has a designated State of Design in accordance with Annex 8. These aircraft do not meet the Standards of Annex 8.

**Pressure-altitude.** An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.

**Satisfactory evidence.** A set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement.

**State of Design.** The State having jurisdiction over the organization responsible for the type design.

**State of Manufacture.** The State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller.

**State of Registry.** The State on whose register the aircraft is entered.

**Take-off surface.** That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft taking off in a particular direction.

**Type design.** The set of data and information necessary to define an aircraft, engine or propeller type for the purpose of airworthiness determination.