THE NETHERLANDS - MILITARY AVIATION DOCUMENT

DEFINITIONS AND ACRONYMS DOCUMENT

NLD-MAD 1

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MILITARY AVIATION AUTHORITY THE NETHERLANDS (MAA-NLD)

DOCUMENT CHANGE RECORD

Version	Date	Change content	Affected Pages
1.0	11 February 2019	-	All
2.0	3 November 2021	Major update due to update NLD-MARs	All
3.0	2 July 2026	Input form EDA and NLD-MAR UAS	All

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INTRODUCTION

Part 1 of this document provides a list of important acronyms (not exhaustive), that are used in unique to the MAA-NLD regulatory documents. Part 2 contains definitions and explanations for words, terms and phrases, used in regulatory documents published by The Netherlands Military Aviation Authority. It concerns those definitions and explanations, 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.

GUIDELINES FOR INCLUSION IN NLD-MAD 1

NLD-MAD 1 is the single repository for all definitions and acronyms. However, if a term is only used in a single MAA-NLD regulatory document, a definition or acronym may be included in that regulatory document itself rather than in the NLD-MAD 1.

Final clauses

This Military Aviation Document is known as NLD-MAD 1.
This Military Aviation Document shall enter into force from the day after the date of issue on the MAA-NLD internet/intranet.

The Hague, 2 July 2026

For the Minister of Defence,
The Director Military Aviation Authority,

A.A.W.K. Appels LLM, MSc,
Air Commodore

PART 1 - LIST OF ACRONYMS

ACRONYM	EXPANSION	ACRONYM CONFORM EDA EMAD 1 v1.5
A	Aeroplane	
AC	Advisory Circular	
AC	Alternating Current	
A/C	Aircraft	
ACAM	Aircraft Continuing Airworthiness Monitoring	X
AD	Airworthiness Directive	X
ADF	Automatic Direction Finder	
AFM	Aircraft Flight Manual	
AGL	Above Ground Level	
AIC	Aeronautical Information Circular	
AIP	Aeronautical Information Publication	
AIRAC	Aeronautical Information Regulation and Control	
AIS	Aeronautical Information Service	
ALARP	As Low As Reasonably Practical	
ALART	As Low As Reasonably Tolerable	
ALI	Airworthiness Limitation Item	X
AltMoC	Alternative Means of Compliance	
AM	Accountable Manager	
AMC	Acceptable Means of Compliance	X
AME	Authorized Medical Examiner	
AMM	Aircraft Maintenance Manual	
AMP	Aircraft Maintenance Programme	X
AMO	Approved Maintenance Organisation	
AMRPL	Advanced Military Remote Pilot Licence	
AMS	Aeromedical Section	
AMSL	Above Mean Sea Level	
ANS	Air Navigation Services	
ANSP	Air Navigation Service Provider	
APU	Auxiliary Power Unit	X
ARA	Airborne Radar Approach	
ARC	Airworthiness Review Certificate	X
ARC	Air Risk Class	
ARS	Automatic Recovery System	
As	Airship	
ASDA	Accelerate-Stop Distance Available	
ATA	Air Transportation Association	X
ATC	Air Traffic Control	
ATFM	Air Traffic Flow Management	
ATL	Aircraft Technical Log	
ATM	Air Traffic Management	
ATO	Approved Training Organisation	
ATS	Air Traffic Services	
AUM	All Up Mass	
AWL	Airworthiness Limitation	
B	Balloon	

ACRONYM	EXPANSION	ACRONYM CONFORM EDA EMAD 1 v1.5
BEM	Basic Empty Mass	
BITD	Basic Instrument Training Device	
BVLOS	Beyond Visual Line of Sight	
C2 link	Command and Control link	
CAME	Continuing Airworthiness Management Exposition	X
CAMO	Continuing Airworthiness Management Organisation	X
CAS	Calibrated Air Speed	
CAT	Category	
CB	Certification Basis	
CBT	Computer Based Training	
CBMT	Computer Based Maintenance Training	
CC	Compliance Checklist	
cd	candela	
CDCCL	Critical Design Configuration Control Limitations	X
CDL	Configuration Deviation List	X
CDI	Course Deviation Indicator	
CDT	Crew Training Device	
CEO	Chief Executive Officer	X
CFI	Chief Flight Instructor	
Cg	Centre of Gravity	
CGO	Chief Ground Instructor	
CI	Configuration Item	X
CM	Compliance Matrix	
CMM	Component Maintenance Manual	X
CMR	Certification Maintenance Requirement	
CMU	Certification Maintenance Unit	X
CoA	Certificate of Airworthiness	
CoR	Certificate of Registration	
CP	Certification Plan	
C-PED	Controlled Portable Electronic Device	
CQB	Central Question Bank	
CR	Certification (compliance) Report	
CRD	Comment Response Document	
CRI	Certification Review Item	
CRI	Class Rating Instructor	
CRS	Certificate of Release to Service	X
CS	Certification Specification	X
CT&M	Correct Trend and Magnitude	
CU	Command Unit	
CVE	Compliance Verification Engineer	
DA	Display Authorisation	
DA	Decision Altitude	
DAAD	Deviation Acceptance and Action Document	
DC	Direct Current	
DF	Direction Finding	
DG	Dangerous Goods	

ACRONYM	EXPANSION	ACRONYM CONFORM EDA EMAD 1 v1.5
DH	Decision Height	
DME	Distance Measuring Equipment	
DO	Director of Operations	
DOA	Design Organisation Approval	X
DOC	Declaration Of Compliance	
DOE	Design Organisation Exposition	X
DPATO	Defined Point After Take-off	
DPBL	Defined Point Before Landing	
DR	Dead Reckoning navigation	
DSO	Distribution and (material) Supply Organisation	
DSOE	Distribution and Supply Organisation Exposition	
DVE	Degraded Visual Environment	
EASA	European Union Aviation Safety Agency	X
EDA	European Defence Agency	X
EDP	Electronic Data Processing	X
EFB	Electronic Flight Bag	
EFIS	Electronic Flight Instrument System	
ELPAC	English Language Proficiency for Aeronautical Communication endorsement	
ELT	Emergency Locator Transmitter	
EM	Error Management	
EMAR CAMO	Requirements for Continuing Airworthiness Management Organisations	
EMACC	European Military Airworthiness Certification Criteria	X
EMAD	European Military Airworthiness Document	X
EMAD R	European Military Airworthiness Document Recognition	X
EMAR	European Military Airworthiness Requirements	X
EMAR 145	Requirements for Maintenance Organisations	X
EMAR 66	Requirements for Military Aircraft Maintenance Licensing (of Personnel).	X
EMAR 147	Requirements for Maintenance Training Organisations	X
EMAR 21	Requirements for the Certification of Military Aircraft and related products, parts and appliances, and design and production organisations	X
EMAR M	Continuing Airworthiness Requirements	X
EMI	Electro Magnetic Interference	
EMPA	European Military Part Approval	X
EOL	Engine Off Landings	
EPA	European Product Approval	
ERPM	Engine Revolutions Per Minute	
ESF	Equivalent level of Safety Finding	X
ETA	Estimated Time of Arrival	
ETM	Equipment, Tools and Materials	
ETOPS	Extended Twin-engine Operation	

ACRONYM	EXPANSION	ACRONYM CONFORM EDA EMAD 1 v1.5
ETSO	European Technical Standard Order	
ETSOA	European Technical Standard Order Authorisation	
EVLOS	Extended Visual Line of Sight	
FAA	Federal Aviation Administration	X
FAR	Federal Aviation Regulation	X
FATO	Final Approach and Take-Off	
FC	Fighter Controller	
FCC	Flight Control Committee	
FCF	Functional Check Flight	
FCL	Fight Crew Licensing	
FDD	Flying Display Director	
FDM	Flight Data Monitoring	
FE	Flight Examiner	
FEO	Flying Event Organiser	
FFS	Full Flight Simulator	
FI	Flight Instructor	
FIE	Flight Instructor Examiner	
FIS	Flight Information Service	
FISO	Flight Information Services Officer	
FIR	Flight Information Region	
FNPT	Flight and Navigation Procedures Trainer	
FMS	Flight Management System	
FOB	Forward Operating Base	
FOD	Foreign Object Debris/Damage	
FPT	Flight Procedures Trainer	
FRS	Flammability Reduction Systems	X
FSTD	Flight Simulation Training Device	
FSSMT	Flight Safety Sensitive Maintenance Task	
ft	feet	
FTD	Flight Training Device	
FTI	Flight Test instructor	
FTS	Fuel Tank Safety or Flight Test Schedule	X
G	Gravity forces	
GAT	General Air Traffic	
GCS	Ground Control Station	
GLONASS	Global Orbiting Navigation Satellite System	
GLS	Global landing System	
GM	Guidance Material	X
GNSS	Global Navigation Satellite System	
GPS	Global Positioning System	
GRC	Ground Risk Class	
H	Helicopter	
H/C	Helicopter	
HEMS	Helicopter Emergency Medical Services	
HF	Human Factors	X
HF	High Frequency	

ACRONYM	EXPANSION	ACRONYM CONFORM EDA EMAD 1 v1.5
HHO	Helicopter Hoist Operations	
HSI	Horizontal Situation Indicator	
HT	Head of Training	
HUMS	Health and Usage Monitoring System	
IAS	Indicated Air Speed	
IATA	International Air Transport Association	
ICA	Instructions for Continuing Airworthiness	X
ICAO	International Civil Aviation Organisation	X
IEM	Interpretative and Explanatory Material	
IFR	Instrument Flight Rules	
IFT	Instrument Flight Time	
IGE	In Ground Effect	
IGT	Instrument Ground Time	
ILS	Instrument Landing System	
IMC	Instrument Meteorological Conditions	
IOS	Instructor Operating Station	
IR	Instrument Rating	
IRI	Instrument Rating Instructor	
ISA	International Standard Atmosphere	
JAR	Joint Aviation Requirements	
kg	kilogram	
LDA	Landing Distance Available	
LDP	Landing Decision Point	
LMRPL	Light Military Remote Pilot Licence	
LMT	Local Mean Time	
LNAV	Lateral Navigation	
LPE	Language Proficiency Endorsement	
LPV	Localiser Performance with Vertical guidance.	
LOFT	Line Orientated Flight Training	
LVO	Low Visibility Operation	
LVTO	Low Visibility Take-Off	
LRE	Launch and Recovery Element	
LZ	Landing Zone	
m	meter	
MAA	Military Aviation Authority	
MAA-NLD	Military Aviation Authority - the Netherlands	
MAML	Military Aircraft Maintenance Licence	X
MAOC	Military Air Operator Certificate	
MAPT	Missed Approach Point	
MATO	Military Approved Training Organisation	
MAR	Military Aviation Regulations	
MARC	Military Airworthiness Review Certificate	X
MARPL	Military Advanced Remote Pilot Licence	
MAS	Military Aviation System	
MATO	Military Approved Training Organisation	
MAWA	Military Airworthiness Authorities	X

ACRONYM	EXPANSION	ACRONYM CONFORM EDA EMAD 1 v1.5
MCC	Multi Crew Co-operation	
MCCI	Multi Crew Co-operation Instructor	
MCE	Mission Control Element	
MDA	Minimum Decision Altitude	
MDH	Minimum Decision Height	
ME	Multi-Engine	
MEL	Minimum Equipment List	X
MEP	Multi-Engine Piston	
MFTO	Military Flight Training Organisation	
MFTOA	Military Flight Training Organisation Approval	
MFTOE	Military Flight Training Organisation Exposition	
MFTP	Military Flight Test Permit	X
MilNotechs	Military Non-Technical Skills	
MLS	Microwave Landing System	
MMEL	Master Minimum Equipment List	X
MMPSSS	Managers, Mechanic, Planner, Specialised Service Staff, Quality audit staff	
MNPS	Minimum Navigation Performance Specification	
MO	Maintenance Organisation	X
MOB	Main Operating Base	X
MOC	Means Of Compliance	
MOE	Maintenance Organisation Exposition	X
MP	Multi-Pilot	
MPA	Multi-Pilot Airplane	
MPH	Multi-Pilot Helicopter	
MPL	Military Pilot Licence	
MPSC	Maximum Passenger Seating Configuration	
MQTG	Master Qualification Test Guide	
MR	Multi Rotor	
MRI	MAR Review Item	
MRPL	Military Remote Pilot Licence	
MRTC	Military Restricted Type Certificate	
ms	millisecond	
MSTC	Military Supplemental Type Certificate	X
MTC	Military Type Certificate	X
MTCDS	Military Type Certificate Data Sheet	
MTCH	Military Type Certificate Holder	X
MTCHO	Military Type Certificate Holder Organisation	
MTCHOE	Military Type Certificate Holder Organisation Exposition	
MTO	Maintenance Training Organisation	X
MTOE	Maintenance Training Organisation Exposition	X
MTOM	Maximum Take-Off Mass	
MTOW	Maximum Take-Off Weight	
MTRTO	Military Type Rating Training Organisation	
MTRTOA	Military Type Rating Training Organisation Approval	

ACRONYM	EXPANSION	ACRONYM CONFORM EDA EMAD 1 v1.5
MTRTOE	Military Type Rating Training Organisation Exposition	
MTSO	Military Technical Standard Order	
NAV	Navigation	
NDB	Non-Directional Beacon	
NDT	Non-Destructive Test(ing)	X
NMAA	National Military Airworthiness Authority	X
NLD	Netherlands	
NLD-MAD	The Netherlands Military Aviation Document	
NLD-MAR	The Netherlands Military Aviation Regulations	
NLD-MPA	Netherlands Military Parts Approval	
NM	Nautical Miles	
NOTAM	Notice To Airmen	
NOTAR	No Tail Rotor	
NP	Nominated Person	
NPA	Notice of Proposed Amendment	
NVG	Night Vision Goggles	
NVIS	Night Vision Imaging System	
OAT	Operational Air Traffic	
OAT	Outside Air Temperature	
OBS	Omni Bearing Selector	
OCA	Obstacle Clearance Altitude	
OCH	Obstacle Clearance Height	
OEM	Original Equipment Manufacturer	X
OGE	Out of Ground Effect	
OJT	On-the-Job Training	
OJTI	On-the-Job Training Instructor	
OM	Operations Manual	
OM	Outer Marker	
OML	Operational Multi-crew Limitation	
OPS	Operations	
OSD	Operational Suitability Data	
OSL	Operational Safety Pilot Limitation	
OSO	Operational Safety Objectives	
OTD	Other Training Device	
PA	Profcheck Assessor	
PAS	Profcheck Assessor Senior	
PBN	Performance Based Navigation	
PDA	Public Display Authorisation	
PDRA	Pre Defined Risk Assessment	
PED	Portable Electronic Device	
PF	Pilot Flying	
PIC	Pilot-In-Command	
PICUS	Pilot-In-Command Under Supervision	
PH	Post Holder	
PLB	Personal Locator Beacon	
PM	Pilot Monitoring	

ACRONYM	EXPANSION	ACRONYM CONFORM EDA EMAD 1 v1.5
PMA	Parts Manufacturer Approval	
pMS	participating Member State	X
PME	Practical Maintenance Experience	
PNF	Pilot Not Flying	
POA	Production Organisation Approval	X
POE	Production Organisation Exposition	X
PPL	Private Pilot Licence	
PtF	Permit to Fly	
QDM	Magnetic heading	
QE	Qualified Entity	
QFE	Atmospheric pressure at aerodrome elevation	
QM	Quality Manager	
QNH	Altimeter sub-scale setting to obtain elevation when on the ground	
QTG	Qualification Test Guide	
RCAM	Runway Condition Assessment Matrix	
RCR	Runway Condition Report	
RESA	Runway-End Safety Area	
RI(E)	Rectification Interval (Extension)	
RNAV	Area Navigation	
RNP	Required Navigational Performance	
RPA	Remotely Piloted Aircraft	
RPAS	Remotely Piloted Aircraft System	
RPAS Cdr	Remotely Piloted Aircraft System Commander	
RP(IC)	Remote Pilot (In Command)	
RPM	Revolution Per Minute	
RPS	Remote Pilot Station	
RRPM	Rotor Revolution Per Minute	
R/T	Radio-telephony	
RTF	Radio-telephony Failure	
RtL	Risk to Life	
RVR	Runway Visual Range	
RVSM	Reduces Vertical Separation Minima	
RWYCC	Runway Condition Code	
SAR	Search And Rescue	
SARPS	Standards and Recommended Practices	
SATCOM	Satellite Communication	
SB	Service Bulletin	X
SBAS	Satellite Based Augmentation Systems	
SE	Single-Engine	
SEP	Single-Engine Piston	
SFAR	Special Federal Aviation Regulation	
SFE	Synthetic Flight Examiner	
SFI	Synthetic Flight Instructor	
SLPC	Single Lever Power Control	
SMM	Safety Management Manual	
SMP	Safety Management Panel	

ACRONYM	EXPANSION	ACRONYM CONFORM EDA EMAD 1 v1.5
SMS	Safety Management System	
SOC	Statement of Compliance	
SOP	Standard Operating Procedure	
SORA	Specific Operations Risk Assessment	
SoW	Scope of Work	
SP	Single-Pilot	
SPA	Specific Approval	
SPA	Single-Pilot Airplane	
SPH	Single-Pilot Helicopter	
SPIC	Student Pilot-In-Command	
SPMCC	Single Pilot Multi-Crew operation	
SPO	Specialised Operations	
SRM	Structural Repair Manual	
SSO	State safety oversight	
SSP	State safety programme	
SQEP	Suitably Qualified and Experienced Person	
STANAG	Standardisation Agreement within NATO	X
STD	Synthetic Training Device	
STI	Synthetic Training Instructor	
STS	Standard Scenario	
TAS	True Air Speed	
TAWS	Terrain Awareness Warning System	
TC	Type Certificate	X
TCAS	Traffic Collision Avoidance System	
TDP	Take-off Decision Point	
TEM	Threat and Error Management	
TLOF	(helicopter) Touchdown and Lift-Off area	
TODA	Take-Off Distance Available	
TODRH	Take-Off Distance Required Helicopter	
TORA	Take-Off Run Available	
T-PED	Transmitting Portable Electronic Device	
TR	Type Rating	
TRE	Type Rating Examiner	
TRI	Type Rating Instructor	
TSO	Technical Standard Order	
TSOA	Technical Standard Order Authorisation	
TWY	Taxiway	
UA	Unmanned Aircraft	X
UA(A)	UA Aeroplane	
UA(AS)	UA Airship	
UA(H)	UA Helicopter	
UA(MR)	UA Multi-rotor	
UAS	Unmanned Aircraft System	X
UCS	UAV Control Station	
UPRT	Upset Prevention and Recovery Training	
UTC	Universal Time Coordinated	

ACRONYM	EXPANSION	ACRONYM CONFORM EDA EMAD 1 v1.5
V	Velocity	
VAL	Validation	
VER	Verification	
VFR	Visual Flight Rules	
VHF	Very High Frequency	
VMC	Visual Meteorological Conditions	
VLOS	Visual Line-Of-Sight	
VMC	Visual Meteorological Conditions	
VNAV	Vertical Navigation	
VOR	VHF Omni-Directional Range	
ZFT	Zero Fuel Mass	
ZFTT	Zero Flight Time Training	

PART 2 - LIST OF DEFINITIONS AND EXPLANATIONS

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Accelerate-stop distance available (ASDA)	The length of the take-off run available plus the length of stopway, if such stopway is declared available by the appropriate authority and is capable of bearing the mass of the aircraft under the prevailing operating conditions.	
Acceptable Means of Compliance (AMC)	AMC illustrates a means, but not the only means, by which NLD-MARs can be met and a regulated entity may decide to show compliance by other means. Hence only an Authority can agree alternatives to the published Acceptable Means Of Compliance. Acceptable Means of Compliance are strongly recommended practices and a justification will be required to the Authority if they are not followed. The burden of proof that a regulation is satisfied rests entirely with a regulated entity when alternatives are proposed to the Authority.	X
Acceptance	The process of accepting a foreign process artefact and converting it into an NLD-MAS process artefact.	
Accessible	Accessible means that a device can be used by: - the approved training organisation (ATO) under whose approval a training course for a class or type rating is being conducted; or - the examiner conducting the assessment of competence, skill test or proficiency check for the purpose of assessing, testing or checking.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Accident (Verordening EU No. 996/2010 en ICAO Annex 13)	'accident' means an occurrence associated with the operation of an aircraft which, 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 an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down, in which: (a) a person is fatally or seriously injured as a result of: - being in the aircraft, or, - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or, - 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; or (b) the aircraft sustains damage or structural failure which 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), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes) or minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike, (including holes in the radome); or (c) the aircraft is missing or is completely inaccessible;	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Accountable Manager (AM)	Person designated by the Approved Organisation and named in the Exposition, who is accountable to the MAA-NLD for maintaining safety standards required by relevant NLD-MARs and any additional standards specified in the respective Exposition. Also a key figure who has influence within the organisation and the ability to make appropriate resource decisions to ensure compliance with airworthiness regulations.	X
Accreditation	The MAA-NLD approval designation for a foreign (see definition of 'foreign') civil- or military organisation external the NLD-MAS that delivers aviation goods, services or data to an approved military organisation within the NLD-MAS.	
Accredited organisation	An organisation external the NLD-MAS that has been granted an accreditation.	
Addition	The inclusion of further basic categories or sub-categories to a Military Aircraft Maintenance Licence that is already held by an individual.	X
Adjacent area	The ground area adjacent to the ground risk buffer where it is reasonably expected a UA may crash after a loss of control situation resulting in a flyaway.	
Adopt	To transcribe, with no deviation, the requirements (European Military Airworthiness Requirements) into national regulations using English or the National Language(s).	X
Advanced Military Remote Pilot Licence (AMRPL)	The military remote pilot licence that allows a pilot to act as remote pilot-in-command (RPIC) of a certified UAS above 600 kg and/or engaged in strategic missions above 18.000 ft. and beyond 200 km from the GCS.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Adverse environment	An environment in which: (a) a safe forced landing cannot be accomplished because the surface is inadequate; (b) the aircraft occupants cannot be adequately protected from the elements; (c) search and rescue response/capability is not provided consistent with anticipated exposure; or (d) there is an unacceptable risk of endangering persons or property on the ground.	
Advisory control service	A safety related service, forming part of fighter control, during which the controlling unit shall provide adequate warnings of hazards affecting aircraft safety. The aircraft commander is responsible for the aircraft´s navigation and collision avoidance.	
Advisory material	Advisory material provides interpretation of NLD-(S)MARs and standards to assist in understanding and implementation. It also provides guidance on methods and procedures that are in compliance with NLD-(S)MARs and standards. Advisory material, including the described methods and procedures, is not mandatory and organisations may choose to follow other means of demonstrating compliance.	X
Aerobatic flight	An intentional manoeuvre involving an abrupt change in an aircraft’s attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight.	
Aerobatic manoeuvres	An intentional manoeuvre involving an abrupt change in an aircraft’s attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Aerodrome	A defined area (including any buildings, installations and equipment) on land or water or on a fixed offshore structure intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft intended to be used either wholly or in part for the arrival, departure and surface movement.	
Aerodrome control service	An Air Traffic Control service for aerodrome traffic.	
Aerodrome equipment	Any equipment, apparatus, appurtenance, software or accessory, that is used or intended to be used to contribute to the operation of aircraft at an aerodrome.	
Aerodrome information	1. Information according ground signals as displayed on the aerodrome. 2. Information about wind direction or velocity and other meteorological information obtained from available equipment, such as an anemometer and wind sock. 3. Information about circumstances that may influence the use of the aerodrome. 4. Information about air traffic activities on and in the vicinity of the aerodrome. 5. Information about taxi procedures. 6. Information about parking spots to be used.	
Aerodrome traffic	All traffic in the manoeuvring area of an aerodrome or flying in the vicinity of an aerodrome.	
Aeronautical data	A representation of aeronautical facts, concepts or instructions in a formalised manner suitable for communication, interpretation or processing;	
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 matter.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Aeronautical Information Product	Aeronautical data and aeronautical information provided either as digital data sets or as a standardised presentation in paper or electronic media. Aeronautical information products include: - AIP, including amendments and supplements; - AIC; - aeronautical charts; - NOTAM; and - digital data sets.	
Aeronautical Information Publication (AIP)	A publication issued by or with the authority of a Member State and containing aeronautical information of a lasting character essential to air navigation.	
Aeronautical Information Service (AIS)	A service established within the defined area of coverage responsible for the provision of aeronautical information and data necessary for the safety, regularity, and efficiency of air navigation.	
Aeronautical station operator	Person authorised to provide aerodrome information.	
Aeroplane/Airplane	An engine-driven fixed-wing aircraft heavier than air which is supported in flight by the dynamic reaction of the air against its wings.	
Aeroplane upset prevention and recovery training	Aeroplane upset prevention training: A combination of theoretical knowledge and flying training with the aim of providing flight crew with the required competencies to prevent aeroplane upsets.	
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.	X
Aircraft Flight Manual (AFM)	An Aircraft Flight Manual is a manual, associated with the Military Type Certificate, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.	X
Aircraft Maintenance Manual (AMM)	The Aircraft Maintenance Manual contains maintenance instructions to keep the aeronautical product in an airworthy condition.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Aircraft Maintenance Programme (AMP)	A document which describes or incorporates by reference the specific scheduled maintenance tasks and their frequency of completion, the associated maintenance procedures and related standard maintenance practices necessary to preserve the airworthiness of those aircraft to which it applies.	X
Aircraft stand	A designated area on an apron intended to be used for parking an aircraft.	
Aircraft stand taxilane	A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.	
Air Defence	Defensive, offensive and support operations for the protection and coordination of the defence of the airspace.	
Airmanship	The consistent use of good judgement and well-developed knowledge, skills and attitudes to maintain flight safety and accomplish flight objectives.	
Air Navigation Service Provider (ANSP)	Any organisation providing air navigation services for general air traffic or operational air traffic. 'Air navigation service provider' shall be understood to include an organisation having applied for an approval to provide such services.	
Air Navigation Services (ANS)	Air traffic services; communication, navigation and surveillance services; meteorological services for air navigation; and aeronautical information services.	
Air Navigation System	The aggregation of airborne and ground-based constituents, as well as space-based equipment, that provides support for air navigation services for all phases of flight.	
Airspace observer	A person who assists the remote pilot by performing unaided visual scanning of the airspace in which the unmanned aircraft is operating for any potential hazard in the air.	
Air traffic	All aircraft operated as general air traffic or operational air traffic.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Air Traffic Control service (ATC)	A service provided for the purpose of: 1. preventing collisions: a. between aircraft, and b. between aircraft and obstructions in the manoeuvring area; and 2. expediting and maintaining an orderly flow of air traffic.	
Air traffic controller	Person authorised to provide air traffic control.	
Air Traffic Flow Management (ATFM)	A function established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilised to the maximum extent possible, and that the traffic volume is compatible with the capacities declared by the appropriate air traffic service providers.	
Air Traffic Management (ATM)	The aggregation of the airborne and ground-based functions (air traffic services, airspace management and air traffic flow management) required to ensure the safe and efficient movement of aircraft during all phases of operations.	
Air Traffic Services (ATS)	The various flight information services, alerting services, air traffic advisory services, ATC services (area, approach and aerodrome control services), and specific military services (air defence and helicopter control at sea).	
Air-transportable material	Material that is intended to be regularly transported as internal load by an air operator.	
Airmanship	The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.	
Airside	The movement area of an airport, including its runways, taxiways, and other areas used for the takeoff, landing, and taxiing of aircraft, as well as adjacent areas such as aprons where aircraft are parked, loaded, unloaded, refuelled, and serviced.	
Airspace block	An airspace of defined dimensions, in space and time, within which air navigation services are provided.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Airspace Flow Management Unit (AFMU)	The Airspace Flow Management Unit is the Airspace Management Cell (AMC) of the Dutch state, allocating airspace in accordance with EU regulation 2150/2005, including the handling of airspace requests.	
Airspace management	A planning function with the primary objective of maximising the utilisation of available airspace by dynamic time-sharing and, at times, the segregation of airspace among various categories of airspace users on the basis of short-term needs.	
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.	X
Airworthiness approval	Airworthiness approval is an approval given by an aviation authority that a design of an aeronautical product, or design change to an approved design of an aeronautical product, is in compliance with the applicable airworthiness standards in the certification basis.	
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.).	X
Airworthiness criteria	Criteria for selecting airworthiness requirements for a certification basis of a military type certificate.	
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.	X
Airworthiness limitations	Limitations applicable to an aeronautical product, in the form of an operating procedure, a performance limit, a life limit or a maintenance task that is mandatory as a condition of the type certificate.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Airworthiness Limitation Item (ALI)	An item arising from a system safety analysis that has been shown to have failure mode(s) associated with an unsafe condition.	
Airworthiness requirements	Requirements that shall be complied with to declare the airworthiness of a type design.	
Alerting service	A service provided to notify relevant organisations regarding aircraft in need of search and rescue aid, and to assist such organisations as required.	
Alternative Means of Compliance (AltMoC)	Those means of compliance that propose an alternative to an existing AMC or those that propose new means to establish compliance.	
Amendment	Any change, addition or deletion within a standing document.	
Angular operation	An instrument approach operation in which the maximum tolerable error/deviation from the planned track is expressed in terms of deflection of the needles on the Course Deviation Indicator (CDI) or equivalent display in the cockpit.	
Applicant	Any natural or legal person requesting to benefit from a service provided by the MAA-NLD, including the issue, maintenance or amendment of a certificate.	
Application	The form issued by the applicant to the MAA-NLD by which a request for approval is initiated.	
Approach control service	An ATC service for arriving or departing (controlled) flights.	
Approval	The MAA-NLD statement of compliance with an applicable NLD-MAR for a military organisation within the NLD-MAS.	
Approved loading instructions	Loading instructions that are compliant with NLD-SMAR 3.30 and approved as such.	
Approved operator	Operator internal to the MOD-NLD that has been approved by the MAA-NLD according a MAR resulting in privileges described in that specific MAR.	
Approved organisation	An organisation which has been approved by the MAA-NLD and deemed to have met their applicable Regulations or Requirements.	X

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Approved use	The MAA-NLD approved set of training and checking tasks that may be executed on the qualified FSTD or CTD within the scope of the NLD-MAR FCL, NLD-MAR MRPL and MAR OPS.	
Apron	A defined area on an aerodrome provided for the stationing of aircraft for the embarkation and disembarkation of passengers, the loading and unloading of cargo, fuelling and for parking.	
Apron taxiway	A portion of a taxiway system located on an apron and intended to provide a through taxi- route across the apron.	
Area control service	An ATC service for controlled flights in a block of airspace.	
Area navigation	A method of navigation which 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.	
As Low As Reasonably Practicable (ALARP)	As low as reasonably practicable is the principle that the residual risk shall be reduced as far as reasonably practicable whilst staying within the limits of tolerable risk.	
Assemblies of People	gatherings where persons are unable to move away due to the density of the people present.	
Assessment of competence	The demonstration of skills, knowledge and attitude for the initial issue, revalidation or renewal of an individual certificate	
ATM functional system	A combination of systems, procedures and human resources organised to perform a function within the context of ATM.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Artefact	An airworthiness related document that represents applied goods, services or data, either hard copy or electronic, that can be used as evidence in making an airworthiness judgement. --- Two kinds of Artefacts are hereby specified: 1. approval artefacts: representing an approval, qualification or certification. These are documents issued at the end of a certification, maintenance, production, training process and consists of certificates, approval letters, licenses, diploma's etc; 2. process artefacts: representing the conclusion of an intermediate process step in the process to an approval artefact. These are documents such as training-, certification-, maintenance- plans and reports, Training Need Analysis (TNA's), etc.	X
Audit	A means of a systematic, independent, and documented process for obtaining evidence, and evaluating it objectively to determine the extent to which requirements are complied with. Audits may include inspections.	
Automatic recovery system (ARS)	Is a system that is implemented through a UAS crew command or by the on board systems that may include an automatic pre-programmed course of action to reach a predefined and unpopulated forced landing area.	
Autonomous	A flight without the intervention of a remote pilot.	
Authority	Authority means a National (Military) Aviation or Airworthiness Authority responsible for the (military) aviation and airworthiness of (military) aircraft and (military) UAS within its (military) aviation system.	
Available FSTD	Any flight simulation training device (FSTD) that is vacant for use of the FSTD operator or of the customer irrespective of any time considerations.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Base Maintenance	Refers to any maintenance of the aircraft other than line maintenance.	X
Basic Instrument Training Device (BITD)	A ground-based training device which represents the student pilot's station of a class of airplanes. It may use screen based instrument panels and spring loaded flight controls, providing a training platform for at least the procedural aspects of instrument flight.	
Basis of Certification	See Certification Code and Certification Criteria.	
Beyond visual line of sight' (BVLOS)	Any type of UAS operation which is not conducted in (E)VLOS.	
BITD manufacturer	That organisation or enterprise being directly responsible to the MAA-NLD for requesting the initial BITD model qualification	
BITD model	A defined hardware and software combination, which has obtained a qualification. Each BITD will equate to a specific model and be a serial numbered unit.	
Cargo Tracking Device	A Portable Electronic Device attached to or included in airfreight (e.g. in or on containers, pallets, parcels or baggage). Cargo tracking devices can be assigned to the category of non-intentional transmitters or Transmitting Portable Electronic Devices.	
Calender 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 January 1 through January 31 in the Gregorian calendar).	
Calender year	A period of a year beginning and ending with the dates that are conventionally accepted as marking the beginning and end of a numbered year (as January 1 through December 31 in the Gregorian calendar).	
Category (of aircraft)	Categorisation of aircraft according to specified basic characteristics, e.g. airplane, helicopter, RPAS.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Category A certificated (Helicopter)	With respect to helicopters means a multi-engine helicopter designed with engine and system isolation features specified in the applicable airworthiness codes 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 in the event of engine failure.	
Category B certificated (Helicopter)	With respect to helicopters means 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 unscheduled landing is assumed.	
Certificate	Any certificate, approval, licence, authorisation or other document issued as the result of a certification attesting compliance with the applicable requirements.	X
Certificate of Airworthiness (CoA)	A document issued when the aircraft conforms to an approved design and is in condition for safe operation.	
Certificate of Registration (CoR)	A document issued when the aircraft is added to the Aircraft Register.	
Certificate of Release to Service (CRS)	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 Certificate of Release to Service contains the basic details of the maintenance carried out, the date that it was completed and the identification details (may include an authorisation stamp) of the person issuing the certificate.	X
Certification	Any form of recognition in accordance with NLD-(S)MARs, based on an appropriate assessment, that a person, organisation, product, part, appliance, non-installed equipment, Control and Monitoring Unit complies with the applicable NLD-(S)MAR requirements, through the issuance of a certificate attesting such compliance.	X

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Certification (Compliance) Report (CR)	A document recording the compliance status of a product against the certification basis.	
Certification Basis (CB)	A set of airworthiness requirements with associated Means of Compliance against which compliance must be demonstrated in order to grant airworthiness approval for a type design.	
Certification code	A generic set of airworthiness requirements, issued by an Airworthiness Authority from which a Certification Basis will be established.	
Certification criteria	Support the process of deriving airworthiness certification requirements or certification base.	
Certification dossier	The certification dossier (or type record) is a set of documents that describes the state of airworthiness for a particular aeronautical product with an approved type design and must be maintained throughout the life of the type design.	
Certification Plan (CP)	A formal document which describes how an applicant intends to demonstrate compliance of the type design to the airworthiness requirements.	
Certification Review Item (CRI)	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.	X
Certification Specification (CS)	Technical- and safety (minimum) requirements adopted by the MAA-NLD to show compliance for the purpose of obtaining a certification.	
Certifying Staff	Personnel responsible for the release of an aircraft or a component after production and/or maintenance.	X
Certified use	Use for which the aeronautical product is certified. The certified use could be more restrictive than the initial intended use due to airworthiness requirements.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Chief Executive Officer (CEO)	Person who is responsible for a civil company within which the Approved Organisation operates. The Chief Executive Officer 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 European Military Airworthiness Requirements, the Chief Executive Officer is mentioned as he/she may be senior to the Accountable Manager.	X
Circling	The visual phase of an instrument approach to bring an aircraft into position for landing on an aerodrome which is not suitably located for a straight-in approach.	
Clearway	A defined rectangular area on the ground or water under the control of the appropriate entity, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height.	
Close control	A form of aircraft mission control, forming part of fighter control, during which the aircraft is continuously controlled, for altitude, speed and heading, to a position from which the mission can be accomplished. The controlling unit will advise the aircraft commander of the current tactical picture and will provide further advice if and when available.	
Command and control link (C2 link)	A data transmission used for control of the unmanned aircraft that transmits unmanned aircraft crew commands from the command unit to the unmanned aircraft (uplink) and unmanned aircraft status data from the unmanned aircraft to the command unit (downlink).	
Command and control link service	A communication service supplied by a third party, providing command and control between the unmanned aircraft and the CU.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Command unit' (CU)	The equipment or system of equipment to control unmanned aircraft remotely which supports the control or the monitoring of the unmanned aircraft during any phase of flight, with the exception of any infrastructure supporting the command and control (C2) link) service.	
Communication services	Aeronautical fixed and mobile services to enable ground-to-ground, air-to-ground and air-to-air communications for air traffic service purposes.	
Competence	The appropriate knowledge, skills and experience required to exercise the privileges associated to a license.	
Competency	A combination of skills, knowledge and attitude required to perform a task to the prescribed standard.	
Competency element	An action which constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.	
Competency unit	A discrete function consisting of a number of competency elements.	
Complex motor-powered aircraft	(i) an aeroplane - with a maximum certificated take-off mass exceeding 5700 kg, or - certificated for a maximum passenger seating configuration of more than nineteen, or - certificated for operation with a minimum crew of at least two pilots, or - equipped with (a) turbojet engine(s) or more than one turboprop engine, or (ii) a helicopter certificated: - for a maximum take-off mass exceeding 3 175 kg, or - for a maximum passenger seating configuration of more than nine, or - for operation with a minimum crew of at least two pilots, or (iii) a tilt rotor aircraft.	X
Compliance Demonstration	Activities to demonstrate that the product, part or appliance complies with the requirements in the Certification Basis.	X

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Compliance Matrix (CM)	Matrix containing the Means Of Compliance Matrix supplemented with references to compliance demonstration substantiation data.	
Compliance Verification Engineer (CVE)	Engineer who verifies independently that substantiation data provides proof of compliance with the applicable airworthiness requirements as listed in de Certification Basis.	
Component	Any engine, propeller, part or appliance.	X
Component Maintenance Manual (CMM)	A formal document which details the way in which off-aircraft maintenance instructions on the specified component shall be accomplished.	X
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.	X
Configuration Deviation List (CDL)	A list, established by the (Military) Type Certificate Holder and approved by the MAA-NLD, which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction. Examples of Configuration Deviation List items will vary from aircraft type, but typically may include external light covers, retractable landing lights, etc.	X
Configuration Item (CI)	Any component, module, subcomponent, equipment, technical manuals, software, ground support equipment, which can be submitted to the configuration control process.	X
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.	X
Congested area	In relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Constituents	Tangible objects such as hardware and intangible objects such as software.	
Contaminated runway	A runway whose surface area (whether in isolated areas or not) within the length and width being used is covered in significant part by one or more of the substances listed under the runway surface condition descriptors. Refer to MAR ADR.OPS.A.65.	
Contingency area	The projection of the contingency volume on the ground surface.	
Contingency volume	The volume of airspace outside the flight geography where contingency procedures are applied.	
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.	X
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.	X
Continuing Airworthiness MARs	Requirements consisting of applicable MAR M, MAR CAMO, MAR 145, MAR 147 and MAR 66 to ensure continuing airworthiness.	X
Control and Monitoring Unit	Any instrument, equipment, mechanism, apparatus, appurtenance, software or accessory that is necessary for the safe operation of an unmanned aircraft, which is not a part, and which is not carried on board of that unmanned aircraft.	X
Control event	The term control event replaces the former definition intercept, to allow greater flexibility for inclusion of fighter controller skills such as bulls eye control, tactical control, tanker joins and rear echelon asset control. Following a control event, aircraft should be separated by at least 30 NM before commencing subsequent control events.	
Controlled ground area	The area where the UAS is operated and which the MIL-UAS Operator can ensure that only involved persons are present.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Controlled Portable Electronic Device (C-PED)	A PED subject to administrative control by the operator using it. This will include, inter alia, tracking the allocation of the devices to specific aircraft or persons and ensuring that no unauthorised changes are made to the hardware, software or databases. C-PEDs can be assigned to the category of non-intentional transmitters or T-PEDs.	
Conversion (of a pilot license)	The issue of a MAR FCL Military Pilot License on the basis of a license issued by a non-MAA-NLD recognised authority or military organisation.	
Contractor	A contractor executes contracted-out activities for the contracting organisation under its own (foreign) quality system.	
Co-pilot	A pilot operating other than as pilot-in-command, on an aircraft for which more than one pilot is required, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a license or rating.	
Credit	Recognition of alternative means or prior qualifications.	
Crew / Aircrew	Includes pilot(s) and other personnel on-board the aircraft and/or the Unmanned Aerial Vehicle control station with responsibilities to ensure the safe conduct of the flight.	X
Crew member	A person assigned by an operator to perform a duty associated with the operation of the aircraft during a flight duty period.	
Crew Training Device (CTD)	A training device for any crew other than flight crew or remote pilots, simulating the crew workstation on an aircraft.	
Critical components	A part identified as critical by the design approval holder during the product type validation process, or otherwise by the exporting authority. Typically, such components include parts for which a replacement time, inspection interval, or related procedure is specified in the airworthiness limitations section or certification maintenance requirements of the manufacturer's maintenance manual or Instructions for Continuing Airworthiness.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Critical Design Configuration Control Limitations (CDCCL)	Critical Design Configuration Control Limitations identify the critical design features such as proper wire separation, proper installation of a panel gasket, minimum bonding jumper resistance levels, etc., that must be maintained in exactly the same manner throughout the life of the aircraft in order to comply with the (Military) Type Certificate and maintain airworthiness. The purpose of the Critical Design Configuration Control Limitations is to provide instructions to ensure these critical features are present throughout the life of the airplane and are inspected and verified when changes, repairs, or maintenance actions occur in the area.	X
Critical system	Systems in the cargo items that are at risk of being damaged during or after an aircraft accident in such a way as to endanger the safety of the occupants during or after the accident.	
Cross-Country	A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.	
D	The largest dimension of the aircraft when the rotors are turning.	
Damp runway	A runway is considered damp when the surface is not dry, but when the moisture on it does not give it a shiny appearance.	
Dangerous goods	Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Technical Instructions.	
Data set	An identifiable collection of data.	
Data quality	A degree or level of confidence that the data provided meets the requirements of the data user in terms of accuracy, resolution and integrity.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Declaration Of Compliance (DOC)	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.	X
Declared distances	- take-off run available (TORA), - take-off distance available (TODA), - accelerate-stop distance available (ASDA), - landing distance available (LDA).	
Defined point after Take-off	The point, within the take-off and initial climb phase, before which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.	
Design change	Design change is the act of making, or the outcome from, a change to the approved type design of an aeronautical product. Design changes include modifications, alterations, changes to the approved maintenance program and changes to the approved role, mission and/or task.	
Deviation Acceptance and Action Document (DAAD)	A document established by the MAA-NLD to compile evidence provided to justify the acceptance of deviations from the certification specifications issued by the MAA-NLD.	
Direct remote identification	A system that ensures the local broadcast of information about an unmanned aircraft in operation, including the marking of the unmanned aircraft, so that this information can be obtained without physical access to the unmanned aircraft.	
Display area	The ground area footprint of the airspace within which displaying Air Systems may be manoeuvred at a height below the standard minimum VFR flight altitude of a specific system, subject to the limits of the Flying Display Permission (if applicable), any further restrictions imposed by the FDD, and the Participants PDA or DA.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Display authorisation	A national document detailing the groups and categories of aircraft in which a pilot is authorised to display, together with any limitations and other specific endorsements.	
Display flying	Any flying activity designed to demonstrate an Air System's performance beyond that normally carried out during routine operations and training, whether or not it is performed in front of the public.	
Display flying Supervisor	A Suitably Qualified and Experienced Person (SQEP) selected by the Accountable Manager (AM) to supervise Display Flying Aircrew during their work-up period and throughout the display season.	
Display item	A single, formation or group of Air Systems, flying as one single display 'act' throughout.	
Display sequence	A complete list of all the individual manoeuvres, in chronological order, that are intended to be demonstrated by a Participant during a Flying Display.	
Dry lease	Transfer of aircraft in which case the aircraft is operated under the Military Air Operator Certificate (MAOC) or Air Operator Certificate (AOC) of the lessee (the user of the equipment being leased).	
Dry operating mass	The total mass of the aircraft configured for a specific type of operation excluding all usable fuel and traffic load.	
Dry runway	A dry runway is one which is neither wet nor contaminated, and includes those paved runways which have been specially prepared with grooves or porous pavement and maintained to retain 'effectively dry' braking action even when moisture is present.	
Dual instruction time	Flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Electro Magnetic Interference (EMI)	A disturbance generated by an external source that affects an electrical circuit by electromagnetic induction, electrostatic coupling, or conduction. The disturbance may degrade the performance of the circuit or even stop it from functioning. In the case of a data path, these effects can range from an increase in error rate to a total loss of the data. Both man-made and natural sources generate changing electrical currents and voltages that can cause Electro Magnetic Interference.	
Electronic Flight Bag (EFB)	An information system for flight deck crew members which allows for storing, updating, delivering, displaying, and/or computing digital data to support flight operations or duties.	
English Language Proficiency for Aeronautical Communication endorsement	The authorisation entered on and forming part of a license, indicating the English language proficiency of the holder.	
Equivalent Level of Safety Finding (ESF)	This is when literal compliance with a certification requirement cannot be shown and compensating factors in the design can be shown to provide a level of safety equivalent to that established by the airworthiness standards. An Equivalent level of Safety Finding may document a method of compliance that is different from what is stated in the requirements, but is judged as acceptable by the MAA-NLD.	X
Error	An action or inaction by a person that may lead to deviations from accepted procedures or regulations. Note: Errors are often associated with occasions where a planned sequence of mental or physical activities either fails to achieve its intended outcome, or is not appropriate with regard to the intended outcome, and when results cannot be attributed purely to chance.	
Error/deviation	Error/deviation from the planned track is expressed in units of length, for instance nautical miles, for cross-track lateral deviation.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Error management	The process of detecting and responding to errors with countermeasures which reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft states.	
Essential personnel	Personnel that is deemed critical, for the execution of a specific task, by the Accountable Manager.	
Essential Requirements	High-level safety objectives and obligations put on persons and organisations undertaking aviation activities under Regulation (EU) 2018/1139 (the Basic Regulation). Detailed rules are then adopted by the European Commission based on technical advice from EASA to further detail how to achieve these objectives and obligations. The essential requirements in relation to European Military Airworthiness Requirements (EMARs) are detailed in Annex A of The European Harmonised Military Airworthiness Basic Framework Document.	
Evacuation routes	Passages in the passenger compartment/cargo hold to enable the occupants to quickly exit the aircraft in the event of an emergency.	
European Product Approval	Combined design and production approval for modification and replacement articles issued by EASA. It allows a manufacturer to produce and sell these articles for installation on type certificated aeronautical products.	
European Technical Standard Order (ETSO)	Minimum performance standard for specified materials, parts, and appliances used on type certificate Aeronautical Products. The European TSO (ETSO) is used in the EASA environment.	
European Technical Standard Order Authorisation (ETSOA)	When authorised to manufacture a material, part, or appliances to a ETSO standard, this is referred to as ETSO Authorisation. Receiving an ETSO authorisation is both design and production approval.	
Evaluation of applicability	Check whether the certification activity or data is applicable for the type design or type certification configuration.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Examiner	A holder of an examiner endorsement, indicating that the holder is competent to determine, by means of an exam, being an inquiry regarding knowledge, skills and experience, on behalf of the MAA-NLD whether a candidate has successfully completed a training.	
Examiner authorisation endorsement	The authorisation entered on and forming part of a license, indicating the authorisation to hold an examination.	
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 a (European) Military Airworthiness Requirement.	X
Exemption	An authorisation issued by the MAA-NLD providing relief from the provisions of the Dutch Aviation Act or (Special) Military Aviation Regulations.	
Exposure time	The actual period during which the performance of the aircraft with the critical power unit inoperative in still air does not guarantee a safe forced landing or the safe continuation of the flight.	
Extended visual line of sight (EVLOS)	An UAS operation under VLOS conditions where the unmanned aircraft is beyond the visual line of sight of the remote pilot but within the visual line of sight of one or more unmanned aircraft extended visual observer(s) assisting the remote pilot in safely conducting the flight.	
Extension	Inclusion of additional topics to Categories A, B1 and B2 Military Aircraft Maintenance Licences as detailed in NLD-MAR 66 Appendix I (which includes Modules 50-55) that are not part of the applicable modules for that category of Military Aircraft Maintenance Licence.	X
External stores	Equipment attached to the aircraft which is an integral part of the aircraft (configuration). External stores may be dispensable in flight.	
Fighter Controller (FC)	Person authorised to provide fighter control.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
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.	
Final certification base	Final set of airworthiness requirements agreed by the MAA-NLD and the applicant.	
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.	X
Flight and Navigation Procedures Trainer (FNPT)	A training device which represents the flight deck or cockpit environment, including the assemblage of equipment and computer programs necessary to represent an aircraft type or class in flight operations to the extent that the systems appear to function as in an aircraft. It is in compliance with the minimum standards for a specific FNPT level of qualification.	
Flight Control Committee (FCC)	The Flight Control Committee (FCC) is a committee appointed by the FDD to support in the safe execution of the flying display.	
Flight crew member	A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.	
Flight duty period	The total time from the moment a flight crew member commences duty, immediately subsequent to a rest period and prior to making a flight or a series of flights, to the moment the flight crew member is relieved of all duties having completed such flight or series of flights.	
Flight geography	The volume(s) of airspace defined spatially and temporally in which the UAS operator plans to conduct the operation under normal procedures.	
Flight geography area	The projection of the flight geography on the ground surface.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Flight Information Region (FIR)	An airspace of defined dimensions within which flight information services and alerting services are provided.	
Flight Information Service	A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.	
Flight Information Services Officer	Person authorised to provide flight information service.	
Flight plan	Information about an intended flight or portion of a flight provided to air traffic service units.	
Flight procedures trainer	A flight procedures trainer (FPT) provides a realistic GCS environment, and simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc., and the performance and flight characteristics of UA of a specific class.	
Flight Simulation Training Device (FSTD)	Flight simulation training device (FSTD) means any of the following applicable types of FSTDs in which flight conditions are simulated on the ground. In the case of airplanes, a Full Flight Simulator (FFS), a Flight Training Device (FTD), a Flight Navigation Procedures Trainer (FNPT), or a Basic Instrument Training Device (BITD). In the case of helicopters, a full flight simulator (FFS), a Flight Training Device (FTD) or a Flight Navigation Procedures Trainer (FNPT).	
Flight simulation training device qualification (FSTD qualification)	The level of technical ability of an FSTD as defined in the compliance document.	
Flight simulation training device user (FSTD user)	The organisation or person requesting training, checking or testing through the use of an FSTD.	
Flight termination system (FTS)	Is a procedure or function that aims to immediately end the flight.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Flight time	For airplanes, UAS and RPAS, the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight. For 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.	
Flight time under Instrument Flight Rules	All flight time during which the aircraft is being operated under the Instrument Flight Rules.	
Flight Training Device (FTD)	A full size replica of a specific aircraft type's instruments, equipment, panels and controls in an open flight deck/cockpit area or an enclosed aircraft flight deck/cockpit, including the assemblage of equipment and computer software programs necessary to represent the aircraft in ground and flight conditions to the extent of the systems installed in the device. It does not require a force cueing motion or visual system, except in the case of helicopter FTD levels 2 and 3, where visual systems are required. It is in compliance with the minimum standards for a specific FTD level of qualification.	
Flying Display	Any event at which Display Flying is deliberately performed for the purpose of providing an exhibition or entertainment.	
Flying Display Director (FDD)	The Flying Display Director (FDD) is a person responsible for flight safety of a flying display event.	
Flying Event Organiser (FEO)	The Flying Event Organiser (FEO) will be the executive officer responsible for the planning, organisation and wider aspects of the Flying Display. The FEO is ultimately responsible for the conduct of the flying event.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Flypast (Mil)	A Flypast (Mil) involves Air Systems flying, either singly or in formation, over or past a reviewing stand or any specific point along pre-planned route without horizontal manoeuvring, other than when necessary for safe and accurate navigation. Accordingly, they will not include aerobatic manoeuvres with exemption of the missing man formation.	
Follow-me mode	A mode of operation of a UAS where the unmanned aircraft constantly follows the remote pilot within a predetermined radius.	
Footprint data	A test conducted and recorded on the same FSTD, during its initial evaluation, to be used as the reference data standard for recurrent evaluations. In the event of an approved change to the FSTD flight model, or flight control system that may alter its characteristic, the MAA-NLD may require that the footprint test result be re-generated under the new conditions to form a new reference data standard.	
Foreign	Not belonging to the NLD-MAS, but outside the borders of the NLD-MAS. In this context, it has no geographical bearing. Foreign organisations may be situated in the Netherlands as well as in other nations.	
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 operation.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Full Flight Simulator (FFS)	A full size replica of a specific type or make, model and series aircraft flight deck, including the assemblage of all equipment and computer programs necessary to represent the aircraft in ground and flight operations, a visual system providing an out-of-the-flight deck view, and a force cueing motion system. Or in case of UA: A full flight simulator (FFS) is a simulator which provides an accurate representation of the Ground Control Station (GCS) of a particular Unmanned Aircraft (UA) type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of UA are realistically simulated.	
Fully Comply	To demonstrate that national regulations are at least equivalent to the (European Military Airworthiness) requirements. For national reasons regulations may be more stringent than those requirements.	X
Functions test	A quantitative and/or qualitative assessment of the operation and performance of an FSTD by a suitably qualified evaluator. The test can include verification of correct operation of controls, instruments, and systems of the simulated aircraft under normal and non-normal conditions. Functional performance is that operation or performance that can be verified by objective data or other suitable reference material which may not necessarily be flight test data.	
General Air Traffic (GAT)	All movements of civil aircraft, as well as all movements of State aircraft (including military, customs and police aircraft) when these movements are carried out in conformity with the procedures of the ICAO.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Geo-awareness	A function that, based on the data provided by manufacturer, MOD or equivalent state department detects a potential breach of airspace limitations and alerts the remote pilots so that they can take immediate and effective action to prevent that breach.	
Goods	Any product (aircraft, engine, propeller) and any component, part, material, fluid equipment etc., accompanied by an artefact (standard parts excluded).	
Ground area	Is the area where the UAS is operated above.	
Ground Control Station (GCS)	The component of the unmanned aircraft system containing the equipment used to pilot the unmanned aircraft.	
Ground risk buffer	Is an area over the ground area, which surrounds the operational volume and that is specified in order to minimize the risk to third parties on the surface in the event of the unmanned aircraft unintentionally leaving the operational volume.	
Ground staff	Any operations personnel, not being crew members.	
Guidance Material (GM)	This is typically developed to provide additional explanation to assist the application of the requirement and/or explain the Acceptable Means of Compliance.	X
Hazard	A situation or an object with the potential to cause death or injury to a person, damage to equipment or a structure, loss of material, or a reduction of ability to perform a prescribed function.	
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.	
Helicopter touchdown and lift-off area	A load bearing area on which a helicopter may touch down or lift-off.	
Helideck	A defined area or structure located on a ship or off-shore structure used or intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
High and low energy air systems	Display Flying is considered High Energy if it contains Air Systems with a Max Take Off Mass of >1200 kg or display at >150 Knots Indicated Air Speed (KIAS); all other Display Flying is considered Low Energy.	
High performance airplane	An airplane with an engine capable of developing more than 200 horsepower.	
Human Factors (HF)	Anything that affects human performance, which means principles that apply to aeronautical activities, 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 aeronautical activities.	
ICAO location indicator	The four-letter code group formulated in accordance with rules prescribed by ICAO in its manual DOC 7910 and assigned to the location of an aeronautical fixed station.	
Implement	To introduce requirements (European Military Airworthiness Requirements) into regulations by either adoption or compliance.	X
Incident	A failure, (technical) defect, or exceedance of any technical or operational limitation that (could have) endangered the safe operation or (could have) resulted in an unsafe condition.	
Industry codes of practice	Guidance material developed by an industry body, for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organisation's Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate. Note.— Some States accept and reference industry codes of practice in the development of regulations to meet the requirements of Annex 19, and make available, for the industry codes of practice, their sources and how they may be obtained.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Inspection	An independent documented conformity evaluation by observation and judgement accompanied, as appropriate, by measurement, testing or gauging, in order to verify compliance with applicable documents.	
Instructions for Continuing Airworthiness (ICA)	Instructions for Continuing Airworthiness detail the methods, inspections, processes, and procedures necessary to keep the products airworthy.	X
Instructor	Staff whose duties involve the teaching of theory and/or practice. The teaching may involve pedagogic methods, such as classroom instructions, Computer-Based Training (CBT) or simulator training.	
Instructor endorsement	The authorisation entered on and forming part of a license, indicating the competence of the holder to give on the job instruction and to perform assessments (is not the same as the OJT Supervisor/Assessor).	
Instrument flight time	Time during which a pilot is controlling an aircraft in flight solely by reference to instruments.	
Instrument ground time	Time during which a pilot is receiving instruction in simulated instrument flight in Flight Simulation Training Devices (FSTD).	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Instrument Runway	One of the following types of runways intended for the operation of aircraft using instrument approach procedures: a) 'non-precision approach runway': an instrument runway served by visual aids and a non-visual aid providing at least directional guidance adequate for a straight-in approach. b) 'precision approach runway, category I': an instrument runway served by non-visual aids and visual aids, intended for operations 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 (RVR) not less than 550 m. c) 'precision approach runway, category II': an instrument runway served by nonvisual aids and visual aids intended for operations with a decision height (DH) lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range (RVR) not less than 300 m. d) 'precision approach runway, category III': an instrument runway served by nonvisual aids and visual aids to and along the surface of the runway and: A. intended for operations with a decision height (DH) lower than 30 m (100 ft), or no decision height and a runway visual range (RVR) not less than 175 m; or B. intended for operations with a decision height (DH) lower than 15 m (50 ft), or no decision height and a runway visual range (RVR) less than 175 m but not less than 50 m; or C. intended for operations with no decision height (DH) and no runway visual range (RVR) limitations.	
Instrument time	Instrument flight time or instrument ground time.	
Integrity	A degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorised amendment.	
Involved persons	Are persons who do not comply with the term uninvolved.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Just Culture	A culture in which front-line operators or other persons are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but in which gross negligence, wilful violations and destructive acts are not tolerated.	
Landing decision point	The point used in determining landing performance from which, a power unit failure having been recognised at this point, the landing may be safely continued or a balked landing initiated.	
Landing distance available	The length of the runway which is declared available by the appropriate authority and suitable for the ground run of an aircraft landing.	
Landing zone	Specified zone for the landing of aircraft, not being a legally established aerodrome.	
Launch and recovery element	Organisation responsible for the ground support and/or recovery of the RPAS.	
License	License for the provision of services, being a certificate, by whatever name it may be known, issued and endorsed in accordance with an aviation requirement and entitling its lawful holder to provide services in accordance with the ratings and endorsements contained therein.	
License endorsement	The authorisation entered on and forming part of a license, indicating the specific conditions, privileges or limitations pertaining to the license.	
Life limited parts	Parts that, as a condition of their type certificate, may not exceed a specified operating time, calendar time, number of operating cycles, or any other approved service life consumption units.	X
Lightning System Reliability	The probability that the complete installation operates within the specified tolerances and the system is operationally usable.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Limited Certification Authorisation	This is issued by the Approved Maintenance Organisation, in accordance with a procedure approved by the MAA-NLD, 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.	X
Line Maintenance	Refers to limited maintenance for the aircraft suitable to be carried out whilst the aircraft remains in the air operation environment. Line maintenance may include: - trouble shooting; - defect rectification; - component replacement with use of external test equipment if required. Component replacement may include components such as engines and propellers; - maintenance that will detect obvious unsatisfactory conditions / discrepancies / malfunctions, but does not require extensive in-depth inspection. It may also include internal structure, systems and power plant items which are visible through quick opening access panels/doors/ports; - repairs, modifications and other maintenance tasks which do not require extensive disassembly and can be accomplished by simple means.	X
Linear operation	An instrument approach operation in which the maximum tolerable error/deviation from the planned track is expressed in units of length, for instance nautical miles, for cross-track lateral deviation.	
Load	Cargo and/or luggage.	
Load restraint	The securing of loads in such a way that they cannot shift and/or tilt under the influence of relevant g-loads.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Local operations	Flights conducted within a local and geographical defined area and flight duration acceptable to the Military Aviation Authority.	
Loose control	A form of aircraft mission control, forming part of fighter control, during which the aircraft commander selects his own speed, altitude, heading and the appropriate tactics required to accomplish the assigned task. The controlling unit will advise the aircraft commander of the current tactical picture and will provide further advice if and when available.	
Low Visibility Take-Off (LVTO)	Low Visibility Take-Off means a take-off with a runway visual range (RVR) lower than 400 m but not less than 75 m.	
Lower than standard category I operation	A Category I instrument approach and landing operation using Category I decision height (DH), with a runway visual range (RVR) lower than would normally be associated with the applicable decision height (DH) but not lower than 400 m.	
Low-Visibility procedures	Procedures applied at an aerodrome for the purpose of ensuring safe operations during lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs.	
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.	X
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.	X
Manoeuvring area	That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.	
Marker	An object displayed above ground level in order to indicate an obstacle or delineate a boundary.	
Marking	A symbol or a group of symbols displayed on the surface of the movement area in order to convey aeronautical information.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Maritime air controller	Person authorised to provide maritime air control.	
Master Minimum Equipment List (MMEL)	The Master Minimum Equipment List is a list established for a particular aircraft type by the organisation responsible for the Type Design with the approval of the MAA-NLD which identifies items which individually may be unserviceable at the commencement of a flight. The Master Minimum Equipment List may be associated with special operating conditions, limitations or procedures.	X
Material (i.r.t. NLD-SMAR 3)	Items that are transported unpacked, as a cargo item. This is common for large cargo items, such as vehicles. Items like crates, boxes, containers, bags, etc. in which smaller goods can be packed, but which themselves are not packaged for transportation, are also material. For the determination of the obligation for qualification in accordance with NLD-SMAR 3.17, the maximum permitted loading weight of the material, if applicable, shall be considered.	
Maximum landing mass	The maximum permissible total aircraft mass upon landing.	
Maximum take-off mass	The maximum permissible total aircraft mass at the start of the take-off run.	
Means Of Compliance (MOC)	The techniques that will be used to demonstrate the compliance of the type design against each certification requirement identified in the Certification Basis. Examples include test, analysis and inspection.	X
Meteorological services	Those facilities and services that provide aircraft with meteorological forecasts, briefs and observations as well as any other meteorological information and data provided by States for aeronautical use.	
Military Aircraft	An Aircraft (manned or unmanned) designed and/or operated for military use and/ or registered, or intended to be registered, on the military register.	X

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Military Aircraft Maintenance Licence (MAML)	A categorised licence which, dependent upon completion of all relevant approved training & examinations, and the requisite levels of practical experience, permits an authorised individual to issue certificates of release to service or act as support staff for scheduled and/or unscheduled maintenance performed on an aircraft or aircraft systems as defined by NLD-MAR66.	X
Military Airworthiness Review Certificate (MARC)	To ensure the validity of the Military Certificate of Airworthiness, an airworthiness review of the aircraft and its continuing airworthiness records shall be carried out periodically. A Military Airworthiness Review Certificate is issued on completion of a satisfactory airworthiness review. The Military Airworthiness Review Certificate is valid for one year.	X
Military Aviation Authority - the Netherlands	The Netherlands Ministry of Defence statutory authority that regulates, oversees and controls the Dutch military aviation safety.	
Military medical certificate	A certificate, by whatever name it may be known, issued and endorsed in accordance with MAR FCL-3 stating the result of a satisfactory medical examination.	
Military Light Remote Pilot License (MLRPL)	The military remote pilot licence that allows a pilot to act as RPIC of a certified Unmanned Aircraft System (UAS) weighing less than 600 kg and engaged in tactical missions below 18.000 ft. and within 200 km from the GCS.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Military non-technical skills	A system to teach and evaluate the non-technical skills of the pilot. This assessment is done via the ORCE format (Observe, Record, Classify and Evaluate). Classification is based on the four MilNotechs categories: Co-operation, Leadership and managerial skills, Situational Awareness and Decision Making. This categories consist of the following elements: - for the category Co-operation: team building and maintaining, awareness of personnel, supporting others and conflict solving. - for the category Leadership and managerial skills: Use of authority and assertiveness, maintaining standards, planning and coordinating, workload management - for the category Situation Awareness: Awareness of aircraft systems, awareness of environment, awareness of time. - for the category Decision making: option generation, risk assessment and option selection. Evaluation (grading) is done in accordance with the standard RNLASF grading system (5 levels).	
Military Permit To Fly (MPTF)	A document issued to an aircraft that does not meet, or has not been proven to meet applicable flight safety requirements but can fly safely under specified conditions.	X
Military Remote Pilot Licence (MRPL)	Military Remote Pilot Licence means any type of military remote pilot licence.	
Military Restricted Type Certificate (MRTC)	A document issued or endorsed by the MAA-NLD when the aircraft does not meet the provisions to be issued with a Military Type Certificate but complies with the appropriate type certification basis established by the MAA-NLD ensuring adequate safety where restrictions may be imposed in regard to the intended use of the aircraft, and with the applicable environmental protection requirements.	X

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Military Supplemental Type Certificate (MSTC)	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.	X
Military Type Certificate (MTC)	Certificate issued by the MAA-NLD stating that a product complies with the applicable airworthiness requirements.	X
Military Type Certificate Data Sheet (MTCDS)	A part of the MTC which details the main proportions, performance, limitations, non-compliances and approved documentation.	
Military Type Certificate Holder (Organisation) (MTCHO)	The organisation responsible for the relevant Type Design and applying for, and then holding, the Military Type Certificate and accepting the rights and obligations for the product.	X
Military Type Certificate Holder Organisation Exposition (MTCHOE)	The exposition manual of the MTCHO.	
Military UAS	UAS designed and/or operated for military use and/ or registered, or intended to be registered, on the military register.	X
Military unmanned aircraft system operator (MIL-UAS operator)	Is the military organization or entity intending or offering to engage in a UAS operation. A person making a request on behalf of the 'MIL-UAS operator' will be defined as an applicant.	
Minimum Equipment List (MEL)	A list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative which is prepared by an operating organisation in conformity with, or more restrictive than, the Master Minimum Equipment List established for the aircraft type. It is to be approved by the MAA-NLD.	X
Minor Amendment	Those changes to the exposition manual which do not affect the NLD-MAR related approvals.	X
Minor Maintenance	Includes repetitive tasks and simple defect/fault rectification.	X
Mission Control Element (MCE)	Organisation responsible for the execution of the mission.	
Mission essential crew member	A crew member, other than an flight crew member, not subject to licensing by the MAA-NLD and essential for the execution of the mission.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
MOC Coding	Standardised coding to identify the MOC. The selection of the MOC coding depends on the origin of the aeronautical product and varies between certification projects.	
MOC Matrix	Matrix that identifies the agreed Means Of Compliance per airworthiness requirement.	
MOD-establishment	An aerodrome owned or operated, or any other premises utilised, by the MOD.	
Modification	A change of design to the authorised configuration of the approved type design of a product, part or appliance. Typical examples are component changes, equipment additions, or software changes and often involve a revision to the drawings and support documentation.	X
Movement area	Part of an aerodrome to be used for the take-off, landing and taxiing of aircraft consisting of the manoeuvring area and the apron(s).	
MTC documentation	Approved documentation required to operate and maintain the certified aeronautical product in an airworthy condition.	
Multi-Crew Cooperation (MCC)	The functioning of the crew as a team of cooperating members led by the pilot-in-command.	
Multi-pilot aircraft	Multi-pilot airplane or Multi-pilot helicopter.	
Multi-pilot airplane	Airplane certificated for operation with a minimum crew of at least two pilots.	
Multi-pilot helicopter	A helicopter that is either certified for operation with a minimum crew of at least two pilots, or is required to be operated with at least two pilots by any NLD-MAR Regulation.	
Multi-pilot operation	For airplanes, it means an operation requiring at least 2 pilots using multi-crew co-operation in either multi-pilot or single-pilot airplanes. For helicopters, it means an operation requiring at least 2 pilots using multi-crew co-operation on multi-pilot helicopters.	
National MAA	Means one or more entities designated by a pMS and having the necessary powers and allocated responsibilities for the airworthiness regulation, certification and oversight concerning their military aviation.	X

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Navigation services	Those facilities and services that provide aircraft with positioning and timing information.	
Netherlands Military Parts Approval	Combined Netherlands military design and production approval for modification and replacement articles. It allows an approved or accredited organisation to produce these articles for installation on type certificated aeronautical products.	
Night	The period 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 MAA-NLD.	
Non-Dutch Armed Forces managed material	Material that is not managed by the Dutch Armed Forces.	
Non-installed equipment	Means any instrument, equipment, mechanism, apparatus, appurtenance, software or accessory carried on board of an aircraft by the aircraft operator, which is not a part, and which is used or intended to be used in operating or controlling an aircraft, supports the occupants' survivability, or which could impact the safe operation of the aircraft.	X
Night Vision Imaging System	A system which improves vision at night by either intensifying light or detecting differences in temperature.	
Non-instrument runway	A runway intended for the operation of aircraft using visual approach procedures.	
Non-safety related equipment	Equipment that is not related to the type certificate of the specific aircraft type and is not required by operational requirements or the operating procedures as specified in the Operations Manual.	
NOTAM Code	The NOTAM code contained in the latest effective edition of the ‘Procedures for Air Navigation Services - ICAO Abbreviations and Codes’ (PANS ABC - Doc 8400), approved and published by the International Civil Aviation Organisation	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Notice To Airmen (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.	
Objective testing	A quantitative assessment based on comparison with data.	
Obstacle	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.	
Obstacle limitation surface	A surface that define the limits to which objects may project into the airspace.	
Obstacle protection surface	A surface established for visual approach slope indicator system above which objects or extensions of existing objects shall not be permitted except when, in the opinion of the appropriate authority, the new object or extension would be shielded by an existing immovable object.	
Occupants	All people on board the aircraft during the flight.	
Occurrence	Any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person and includes in particular an accident or serious incident.	
Occurrence Reporting	The reporting to the relevant Authorities, to the Military Type Certificate Holder, and/or Military Restricted Type Certificate Holder, and/or the Military Supplemental Type Certificate Holder as appropriate, of any failure, malfunction, defect or other occurrence which has resulted in or may result in an unsafe condition. An Occurrence Report can also be made by the Military Type Certificate Holder to the Authority.	X

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
On-the-Job Training (OJT)	A supervised event rather than an instructed one and should include one to one supervision and involve actual work task performance. The completion of the pre-agreed tasks should be in a log book format, issued by the approved organisation to the student and carried out under the direct supervision of a functionary approved to complete the tasks.	
Operating organisation	Is a force structure that operates military aircraft and is responsible for their Continuing Airworthiness.	X
Operational Air Traffic (OAT)	All movements of aircraft which do not comply with the provisions stated for general air traffic and for which rules and procedures have been specified by the Minister of Defence or the Minister of Infrastructure and Environment.	
Operational Safety Objectives (OSO)	Are SORA's safety requirements, tailored to GRC and ARC levels, covering technical, operational and organisational measures. They are mandatory for a MIL UAS operator to mitigate risks.	
Operational volume	Is the combination of the flight geography and the contingency volume.	
Operations personnel	All personnel assigned to or directly involved in flight operations, ground operations, crew training and maintenance management.	
Operator	A person, organisation or enterprise engaged in or offering to engage in an aircraft or UAS operation.	
Original Equipment Manufacturer (OEM)	Original manufacturer of the equipment who usually owns the product design definition of the equipment.	
Other than Standard Category II operation	A precision instrument approach and landing operation using Instrument Landing System (ILS) or Microwave Landing System (MLS) where some or all of the elements of the precision approach Category II light system are not available, and with: a) decision height (DH) below 200 ft but not lower than 100 ft; and b) runway visual range (RVR) of not less than 350 m.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Other Training Devices (OTD)	Training aids other than flight simulators, flight training devices or flight and navigation procedures trainers which provide means for training where a complete flight deck/cockpit environment is not necessary.	
Oversight planning cycle	A time period in which continued compliance is verified.	
Participant	An airborne performer (or any person directly involved in the conduct of a performance) conducting Display Flying, Role Demonstrations or Flypasts.	
Partially Adopt	To transcribe, with no deviation, part of the requirements (European Military Airworthiness Requirements) into national regulations using English or the National Language(s).	X
Partially Comply	To demonstrate that national regulations are, in part, equivalent to the requirements (European Military Airworthiness Requirements).	X
Parts and Appliances	Parts and appliances are lower level components for which a Technical Standard Order/Technical Standard Order may exist.	X
Parts Manufacturer Approval (PMA)	Combined design and production approval for modification and replacement articles issued by the FAA. It allows a manufacturer to produce and sell these articles for installation on type certificated aeronautical products.	
Passages for the crew	Passages that enable the crew to perform their duties.	
Passenger	Any occupant of the aircraft not being a crew member.	
Payload	Is an instrument, mechanism, equipment, part, apparatus, appurtenance or accessory, including communications equipment, that is installed in or attached to the aircraft and is not used or intended to be used in operating or controlling an aircraft in flight and is not part of an airframe, engine, or propeller.	
Performance-Based Navigation	Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Performance Class 1 (Helicopter)	A helicopter with performance such that, in case of critical power-unit failure, it is able to land on the rejected take-off area or safely continue the flight to an appropriate landing area, depending on when the failure occurs.	
Performance Class 2 (Helicopter)	A helicopter with performance such that, in case of critical power-unit 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.	
Performance Class 3 (Helicopter)	A helicopter with performance such that, in case of power-unit failure at any point in the flight profile, a forced landing must be performed.	
Performance criteria	A simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.	
Performance objective	A clear, unambiguous and evaluative statement of the performance expected by the candidate, the conditions under which the performance takes place, and the standard which the performance must meet.	
Permit to Fly (PtF)	A temporary airworthiness certificate, alternative to a Certificate of Airworthiness, issued when the aircraft does not (yet) conforms to an approved design and is in condition for safe operation under the listed limitations.	
Pilot-In-Command (PIC)	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.	
Pilot-In-Command Under Supervision (PICUS)	Pilot-in-command under supervision means a co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Portable Electronic Device (PED)	Any kind of electronic device, typically but not limited to consumer electronics, brought on board the aircraft by crew members, passengers, or as part of the cargo and that are not included in the approved aircraft configuration. All equipment that is able to consume electrical energy falls under this definition. The electrical energy can be provided from internal sources as batteries (chargeable or non-rechargeable) or the devices may also be connected to specific aircraft power sources.	
Positive control service	A safety related part of fighter control, during which the controlling unit is responsible for taking actions such as necessary alterations to heading, speed and altitude, in order to avoid collision and to give warning of other known hazards affecting the aircraft.	
Predefined risk assessment (PDRA)	Is an operational scenario in the 'MIL-UAS-SPECIFIC category for which MAA-NLD has already carried out the risk assessment and has been published by the MAA-NLD.	
Pre-flight inspection	An inspection carried out before flight to ensure that the aircraft is fit for the intended flight. That inspection shall be carried out by the pilot or another qualified person but shall not need to be carried out by an approved MO.	X
Product	An aircraft, an engine or a propeller.	X
Product design definition	Set of configuration controlled engineering drawings and documents that define the aeronautical product.	
Professional pilot	A pilot who holds a license which permits the piloting of aircraft in operations for which remuneration is given.	
Proficiency checks	Demonstrations of skill to revalidate or renew ratings, and including such oral examination as may be required.	
Proposed certification code	Proposed set of certification code by the applicant that forms the base for negotiation of the Initial Certification Basis.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Public Display Authorisation (PDA) Qualification test guide (QTG)	A document designed to demonstrate that the performance and handling qualities of an FSTD are within prescribed limits with those of the aircraft, class of aeroplane or type of helicopter and that all applicable requirements have been met. It includes both the data of the aircraft, class of aeroplane or type of helicopter and FSTD data used to support the validation.	
Qualified air-transportable material	Material that is qualified in accordance with NLD-SMAR 3.17.	
Qualified Entity (QE)	A foreign organisation, contracted by the MAA-NLD, to execute accreditation investigations on behalf of the MAA-NLD into foreign civil organisations which have submitted a request thereto to enable (or maintain) a contract with an approved military organisation within the NLD-MAS. A QE reports the results of the investigations to the MAA-NLD.	
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.	
Rated load	The maximum force that a lashing device or lashing provision can reliably withstand, with a positive margin to breakage in accordance with the standard applicable to the lashing device or lashing provision.	
Rating	A qualification or a privilege.	
Rating endorsement	The formal entry on a licence or certificate indicating that a specific rating has been granted.	
Recognised authority	Aviation (or airworthiness) authority external to the MOD-NLD that has been formally recognised by the MAA-NLD.	
Recognition	The MAA-NLD acknowledgment of the level of competency of a foreign (Military) Aviation Authority including its regulatory framework, as far as defined in the Implementing Agreement with that Authority.	
Rectification Interval (RI)	A limitation on the duration of operations with inoperative equipment.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Rectification Interval Extension (RIE)	An extension of the rectification interval for the same duration as specified in the Minimum Equipment List.	
Registration	Registration is the formal recording by the MAA-NLD of individual aircraft on the military aircraft register and the assignment of a tail number.	X
Regulation	A binding law adopted and enacted by an authority (such as a government or governing body). It sets the mandatory legal standards to ensure a uniformly high level of safety and environmental protection.	
Remote Pilot	The person charged by the operator with duties essential to the operation of an unmanned aircraft and who operates the flight controls, as appropriate.	
Remote Pilot In Command (RPIC)	The remote pilot designated by the operator as being in command and charged with the safe conduct of a flight.	
Remote Pilot Station (RPS)	Facility from which a remote piloted aircraft can be operated.	
Remotely Piloted Aircraft (RPA)	An aircraft where the flying pilot is not on board the aircraft.	
Remotely Piloted Aircraft System (RPAS)	A system comprising of at least a Ground Control Station, Remotely Piloted Aircraft and personnel.	
Remotely Piloted Aircraft System Commander (RPAS Cdr)	Remotely Piloted Aircraft System Commander is responsible for the conduct and safety of a specific flight and for supervising the person in direct control of the RPAS. A Remotely Piloted Aircraft System Commander may supervise more than one RPAS. The Remotely Piloted Aircraft System Commander can be the RPAS pilot.	
Renewal (of e.g. a rating or certificate)	The administrative action taken after a rating or approval has lapsed that renews the privileges of the rating or approval for a further specified period consequent upon the fulfilment of specified requirements.	
Repair	The elimination of damage and/or restoration to an airworthy condition following initial release into service by the manufacturer of any product, part or appliance.	X

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Repair design	The engineering definition and instruction to rework the aeronautical product with the purpose to return it into an airworthy status as it was before damage was incurred. Replacement of appliances, components or parts in line with the regular maintenance instructions and not requiring additional engineering instructions is not considered a repair.	
Requirement	Is a mandatory rule, capability, or need that must be met to achieve an objective, solve a problem, or comply with a standard. In project management and system design, it dictates what must be built or done.	
Revalidation (of e.g. a rating or certificate)	The administrative action taken within the period of validity of a rating or approval that allows the holder to continue to exercise the privileges of a rating or approval for a further specified period consequent upon the fulfilment of specified requirements.	
Risk	The combination of the overall probability, or frequency of occurrence of a harmful effect induced by a hazard and the severity of that effect.	
Risk to Life (RtL)	Addresses fatality and injury, but excludes damage to assets or the environment where no harm results. People should only be exposed to risk of harm where some defined benefit is expected and where the risks are adequately controlled.	
Robustness	Is the property of mitigation measures resulting from combining the safety gain provided by the mitigation measures and the level of assurance and integrity that the safety gain has been achieved.	
Role Demonstration	Any flying activity designed to demonstrate an Air System’s performance commensurate with that normally carried out during routine operations. Accordingly, they will not include aerobatic manoeuvres and Basic Fighter manoeuvres.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Route sector	For airplanes a flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases. For helicopters a flight compromising take-off, departure, cruise of not less than 15 minutes of flight (not only hover), arrival, approach and landing phases.	
RNP APCH	A PBN specification used for instrument approach operations.	
RNP APCH operation down to LNAV/VNAV minima	A 3D instrument approach operation for which the lateral guidance is based on GNSS positioning and the vertical guidance is provided either by the Baro VNAV function or by the GNSS positioning including SBAS	
RNP APCH operation down to LPV minima	A 3D instrument approach operation for which both lateral and vertical guidance are based on GNSS positioning including SBAS.	
RNP AR APCH	A navigation specification used for instrument approach operations requiring a specific approval	
Runway	A defined rectangular area on an aerodrome prepared for the landing and take-off of aircraft.	
Runway Condition Assessment Matrix (RCAM)	Runway Condition Assessment Matrix is a matrix that allows the assessment of the runway condition code, using associated procedures, from a set of observed runway surface conditions and pilot report of braking action	
Runway Condition Code (RWYCC)	Runway Condition Code means a number, to be used in the runway condition report, that describes the effect of the runway surface condition(s) on aeroplane deceleration performance and lateral control.	
Runway Condition Report (RCR)	Runway Condition Report is a comprehensive standardised report relating to runway surface condition and its effect on the aeroplane landing and take-off performance.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Runway-end Safety Area (RESA)	A Runway-end Safety Area is an area symmetrical about the 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.	
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.	
Runway strip	A defined area including the runway and stopway, if provided, intended to: (a) reduce the risk of damage to aircraft running off a runway; and (b) protect aircraft flying over it during take-off or landing operations.	
Runway surface condition	A description of the condition(s) of the runway surface used in the RCR which establishes the basis for the determination of the RWYCC for aeroplane performance purposes.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Runway surface condition descriptors	One of the following elements on the surface of the runway: (a) compacted snow: snow that has been compacted into a solid mass such that aeroplane tyres, at operating pressures and loadings, will run on the surface without significant further compaction or rutting of the surface; (b) dry snow: snow from which a snowball cannot readily be made; (c) frost: ice crystals formed from airborne moisture on a surface whose temperature is at or below freezing; frost differs from ice in that frost crystals grow independently and therefore, have a more granular texture; (d) ice: water that has frozen or compacted snow that has transitioned into ice in cold and dry conditions; (e) slush: snow that is so water-saturated that water will drain from it when a handful is picked up or will splatter if stepped on forcefully; (f) standing water: water of depth greater than 3 mm; (g) wet ice: ice with water on top of it or ice that is melting; (h) wet snow: snow that contains enough water to be able to make a well-compacted, solid snowball, but water will not squeeze out.	
Runway type	Distinguishes instrument runway or non-instrument runway.	
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.	
Safe forced landing	Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.	
Safety	The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Safety Culture	An enduring set of values, norms, attitudes, and practices within an organisation concerned with minimising exposure of the workforce and the general public to dangerous or hazardous conditions. In a positive safety culture, a shared concern for, commitment to, and accountability for safety is promoted.	
Safety data	A defined set of facts or set of safety values collected from various aviation-related sources, which is used to maintain or improve safety. Note.— Such safety data is collected from proactive or reactive safety-related activities, including but not limited to: a) accident or incident investigations; b) safety reporting; c) continuing airworthiness reporting; d) operational performance monitoring; e) inspections, audits, surveys; or f) safety studies and reviews.	
Safety management system (SMS)	A systematic approach to managing safety, including the necessary organisational structures, accountability, responsibilities, policies and procedures.	
Safety objective (ICAO Doc 9859)	A brief, high-level statement of safety achievement or desired outcome to be accomplished by the service provider's safety management system. Note.- Safety objectives are developed from the organization's top safety risks and should be taken into consideration during subsequent development of safety performance indicators and targets.	
Safety Performance	A State or a service provider's safety achievement as defined by its safety performance targets and safety performance indicators.	
Safety performance indicator	A data-based parameter used for monitoring and assessing safety performance.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Safety requirement	A risk-mitigation means, defined from the risk- mitigation strategy that achieves a particular safety objective, including organisational, operational, procedural, functional, performance, and interoperability requirements or environment characteristics.	
Safety risk	The predicted probability and severity of the consequences or outcomes of a hazard.	
Secondary Spectator	A person viewing a Flying Display from a location which has not been specifically designated for spectators by the FEO or FDD.	
Sector	A part of a control area and/or part of a flight information (upper) region.	
Separate runways	Runways at the same aerodrome that are separate landing surfaces. These runways may overlay or cross in such a way that if one of the runways is blocked, it will not prevent the planned type of operations on the other runway. Each runway shall have a separate approach procedure based on a separate navigation aid.	
Serious incident	An incident involving circumstances indicating that an accident 'nearly' occurred.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Serious injury (ICAO Annex 19)	An injury which is sustained by a person in an accident and which: a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or f) involves verified exposure to infectious substances or injurious radiation.	
Shall	Used to express a mandatory requirement.	X
Should	Used to express a preferred, but not mandatory, method of accomplishment. An alternative method of accomplishment shall be agreed by the relevant authority.	X
Single-pilot aircraft	Aircraft certificated for operation by one pilot.	
Single Pilot Multi-crew operation	The functioning of the flight crew as a team of cooperating members led by the pilot-in-command whilst the Tactical Coordinator performs as PNF.	
Slippery Wet Runway	A wet runway whose surface friction characteristics for a significant portion of it have been determined to be degraded.	
SNOWTAM	A special series NOTAM given in a standard format, which provides a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost or water associated with snow, slush, ice, or frost on the movement area.	
Skill tests	Skill tests are demonstrations of skill for license or rating issue, including such oral examination as may be required.	
Solo flight time	Flight time during which a student pilot is the sole occupant of an aircraft.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Special approval	Special approvals are provided by the MAA-NLD for operations that go beyond the scope of a basic MAOC approval (MAR OPS X.1300).	
Special conditions	Special conditions are included in the Certification Basis of the aircraft 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.	
Specially prepared winter runway	A runway with a dry frozen surface of compacted snow and/or ice which has been treated with sand or grit or has been mechanically treated to improve runway friction.	
Specific Operations Risk Assessment' (SORA)	Is a methodology for the classification of the risk posed by a UAS flight in the MIL-UAS-SPECIFIC category of operations and for the identification of mitigations and of the safety objectives. It is mandatory for the MIL-UAS operator to identify operational limitations, training objectives for the personnel essential for the operation, technical requirements for the UAS and to develop the appropriate operational procedures that should be part of the operator manual.	
Spectator	A person viewing a Flying Display from a spectator enclosure.	
Spectator enclosure	A defined location which has been specifically designated by the FEO or FDD from which the spectators may safely view the flying display.	
Standard Scenario (STS)	Is a type of UAS operation in the 'MIL-UAS-SPECIFIC category, as defined and published by the MAA-NLD for which a precise list of mitigating measures has been identified in such a way that the MAA-NLD can be satisfied with declarations in which operators declare that they will apply the mitigating measures when executing this type of operation.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Standard parts	A part designated as such by the design approval holder responsible for the product, part or appliance, in which it is intended to be used and manufactured in complete compliance with an established specification which includes design, manufacturing, test and acceptance criteria, and uniform identification requirements. Examples of standard parts are aircraft general spares as defined by the design approval holder, such as nuts, bolts, washers, split pins, etc. All design, manufacturing, inspection data and marking requirements necessary to demonstrate conformity of the part will be in the public domain and published or established as part of recognised specifications.	X
State of design	The State having jurisdiction over the organisation responsible for the type design.	
State of manufacture	The State having jurisdiction over the organisation responsible for the final assembly of the product, part or appliance.	
State school	Any education or training facility that is under the control of a government ministry.	X
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.	
Structural Repair Manual (SRM)	The procedures for correcting structural damage sustained by an aircraft. If appropriate procedures for the damage found are not contained in the SRM then a specific repair design needs to be obtained.	
Student Pilot-In-Command (SPIC)	A student pilot acting as pilot-in-command on a flight with an instructor where the latter will only observe the student pilot and shall not influence or control the flight of the aircraft.	
Student-air traffic controller	Person authorised to provide air traffic control under supervision and responsibility of an on-the-job training instructor.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Student-fighter controller	Person authorised to provide fighter control under supervision and responsibility of an on-the-job training instructor.	
Subcontractor	A subcontractor executes contracted-out activities for the contracting organisation under the contracting organisation's quality system.	
Subjective testing	A qualitative assessment based on established standards as interpreted by a Subject Matter Expert (SME).	
Substantiation data	Technical data used to show that an aeronautical product complies with the applicable airworthiness requirements.	
Successful completion	If all required parts of a training and associated assessments have been completed to a satisfactory standard.	
Suitably Qualified and Experienced Person (SQEP)	A person who is recognised by the appropriate authority for having relevant knowledge, experience and competencies.	
Supervisor	Senior crew members and ground staff supervising the attainment of the standards specified in the operations manual.	
Supplier	A supplier could be any source providing, data, components, (standard) parts or materials to be used for maintenance, production and design.	
Support Staff	Those staff holding an NLD-MAR 66 Military Aircraft Maintenance Licence in Category B1 and/or B2 with the appropriate extensions and Military Aircraft Type Ratings, working in a base maintenance environment while not necessarily holding certification privileges.	X
Surveillance services	Those facilities and services used to determine the respective positions of aircraft to allow safe separation.	
Swarm UAS	Is a group of multiple unmanned aircraft, flying together as a unified and coordinated entity. These UA typically communicate with each other, synchronize their movements and may operate autonomously to achieve specific objectives, such as aerial displays, surveillance, or collaborative tasks.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Take-off Decision Point (TDP)	The point used in determining take-off performance from which, a power unit failure having been recognised at this point, either a rejected take-off may be made or a take-off safely continued.	
Take-Off Distance Available (TODA)	The length of the take-off run available plus the length of the clearway available.	
Take-Off Distance Required Helicopter (TODRH)	The horizontal distance required from the start of the take-off to the point at which VTOSS, a selected height, and a positive climb gradient are achieved, following failure of the critical power unit being recognised at TDP, the remaining power unit(s) operating within approved operating limits. The selected height is to be determined with the use of Aircraft Flight Manual data, and is to be at least 10.7 m (35 ft.) above: (a) the take-off surface; or (b) as an alternative, a level defined by the highest obstacle in the take-off distance required.	
Take-off flight path	The vertical and horizontal path, with the critical power-unit inoperative, from a specified point in the take-off to 1000 ft above the surface.	
Take-off mass	The take-off mass of the aircraft shall be taken to be its mass, including everything and/or everyone carried at the commencement of the take-off run.	
Take-off run available (TORA)	Take-off run available is the length of runway declared available and suitable for the ground run of an aeroplane taking off.	
Taxiway (TWY)	A defined path at an aerodrome established for the taxiing of aircraft and intended to provide a ground movement link between one part of the aerodrome and another.	
Technical specification	Concise technical description of the aeronautical product including its key characteristics and logically broken down in systems and sub-systems (e.g. ATA-100).	
Technical Standard Order (TSO)	Minimum performance standard for specified materials, parts, and appliances used on type certificate aeronautical products.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Technical Standard Order Authorisation (TSOA)	When authorised to manufacture a material, part, or appliances to a TSO standard, this is referred to as TSO authorisation. Receiving a TSO authorisation is both design and production approval.	
Terms of the certificate	Terms of the certificate means the following: — ICAO location indicator, — conditions to operate (VFR/IFR, day/night), — aeroplane operations on specially prepared winter runway(s), — runway, — declared distances, — runway type(s) and approaches provided, — aerodrome reference code, — scope of aircraft operations with higher aerodrome reference code letter, — provision of apron management services (yes/no), — rescue and firefighting level of protection.	
Tethered UAS operation	Is one where the unmanned aircraft remains securely attached (tethered) via a physical link to a person, the ground or an object at all times while it is flying. The tether normally takes the form of a flexible wire or a cable and may include the power supply to the aircraft.	
Threat	Events or errors which occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.	
Threat Management	The process of detecting and responding to the threats with countermeasures which reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft states. Threat management is generally included in the MilNotechs.	
Three-dimensional (3D) instrument approach operation	An instrument approach operation using both lateral and vertical navigation guidance.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Tolerable	A risk level, in accordance with an MAA approved safety methodology, that is acceptable under the circumstances of the situation.	
Traffic load	The total mass of role equipment, including any weaponry and ammunition for in flight use, passengers, baggage and cargo.	
Training	The entirety of theoretical courses, practical exercises, including simulation, and on-the-job training, required in order to acquire and maintain the skills to deliver safe and high quality services.	
Training organisation	An organisation which has been approved by the MAA-NLD to provide one or more types of training.	
Transmitting Portable Electronic Device (T-PED)	An intentional transmitter radiates RF transmissions on specific frequencies as part of its intended function. In addition, it may radiate non-intentional transmissions like any Portable Electronic Device. The term 'Transmitting Portable Electronic Device' is used to identify the transmitting capability of the Portable Electronic Device. Intentional transmitters are transmitting devices such as RF-based remote control equipment, which may include some toys, two-way radios (sometimes referred to as private mobile radio'), mobile phones of any type, satellite phones, computers with mobile phone data connection, wireless local area network (WLAN) or Bluetooth capability. After deactivation of the transmitting capability, e.g. by activating the so-called 'flight mode' or 'flight safety mode', the Transmitting Portable Electronic Device remains a Portable Electronic Device having non-intentional emissions.	
Two-dimensional (2D) instrument approach operation	An instrument approach operation using lateral navigation guidance only.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Type (of aircraft)	A categorisation of aircraft requiring a type rating as determined in the operational suitability data established in accordance with EASA Part-21 or NLD-MAR 21 (as applicable), and which include all aircraft of the same basic design including all modifications thereto except those which result in a change in handling or flight characteristics.	
Type 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.	
Type Certificate	A document issued by an aviation (or airworthiness) authority, which certifies that a product complies with the applicable airworthiness requirements.	
Type certification	Type certification involves those activities necessary to ensure that the type design of the aeronautical products complies with the requirements set forth in the agreed Certification Basis.	
Type Certification Basis	An agreed set of airworthiness requirements (including code, special condition, etc.) that a product must be compliant with in order to obtain a Military Type Certificate.	X
Type certification configuration	Configuration description of a type design has been certified by means of validation. The type certification configuration includes MTC documentation.	
Type Design	The set of approved design information necessary to define the product type, as detailed in NLD-MAR 21.A.31.	X
UA Aeroplane (UA(A))	An engine-driven fixed-wing UA heavier than air which is supported in flight by the dynamic reaction of the air against its wings.	
UA Airship (UA(AS))	A power-driven UA lighter than air.	
UA helicopter (UA(H))	An UA heavier-than-air supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
UA multi-rotor (UA(MR))	An UA rotorcraft having two or more usually symmetrically placed rotors whose flight stabilisation is through a combination of electro/mechanical sensors and computing devices.	
UA observer	A trained and competent person designated by the operator who, by visual observation of the UA, assists the remote pilot in the safe conduct of the flight.	
UAS geographical zone	Is a portion of airspace established by the competent authority that facilitates, restricts or excludes UAS operations in order to address risks pertaining to safety, privacy, protection of personal data, security or the environment, arising from UAS operations.	
Ultimate load (in relation to NLD-SMAR 3)	The minimum (g-)load that the secured cargo shall be able to withstand without breaking loose. Deformation and displacement of the cargo is permitted but may not present a hazard.	
Uninvolved persons	Are persons who are not participating in the UAS operation or who are not aware of the instructions and safety precautions given by the UAS operator, excluding military personnel involved in a military operation and/or exercise.	
Unmanned aircraft system (UAS)	An unmanned aircraft and its Control and Monitoring Unit.	X
Unmanned Aircraft (UA)	Any aircraft operating or designed to operate autonomously or to be piloted remotely without a pilot on board and is not classified as guided missile or similar ammunition type or cargo parachute.	X
Unit competence scheme	An MAA-NLD approved program indicating the method by which a unit maintains the competence of its license holders.	
Unit endorsement	The authorisation entered on and forming part of a license, indicating the ICAO location indicator and the sectors and/or working positions where the holder is competent to work.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Unmanned aircraft observer	Is a person, positioned alongside the remote pilot who, by unaided visual observation of the unmanned aircraft, assists the remote pilot in keeping the unmanned aircraft in VLOS and safely conducting the flight.	
Unmanned Aerial Vehicle	An aircraft where the flying pilot is not on board the aircraft.	
Unrepaired damage	Unrepaired damage is damage to a unique product, outside the limitations as laid down in de SRM, that after accomplishment of an airworthiness project, and laid down in an engineering disposition, can remain unrepaired for a limited time and within established limitations.	
User documentation	Documentation belonging to qualified material, mentioning data and instructions for safe air transport of that material.	
Validation (VAL)	The determination of the level of credit (value) for the content of approval artefacts in the NLD-MAS without the need for repeating all certification or approval processes (value checking).	
Validation testing	A test by which FSTD parameters can be compared with the relevant validation data.	
Verification (VER)	The process of checking compliance reports. Verification is performed by an independent Compliance Verification Engineer.	
Verified data	Compliance data that has been verified by an independent Compliance Verification Engineer for compliance with the applicable airworthiness requirements, but not yet approved by or on behalf of the MAA-NLD.	
Visual approach	An approach when either part or all of an instrument approach procedure is not completed and the approach is executed with visual reference to the terrain.	

TERM	DEFINITION/EXPLANATION	TERM CONFORM EDA EMAD 1 v1.5
Visual Line-Of-Sight operation (VLOS)	a type of UAS operation in which, the remote pilot is able to maintain continuous unaided visual contact with the unmanned aircraft, allowing the remote pilot to control the flight path of the unmanned aircraft in relation to other aircraft, people and obstacles for the purpose of avoiding collisions.	
Wet lease	Transfer of aircraft in which case the aircraft is operated under the MAOC or AOC of the lessor (the owner of property that is leased).	
Wet runway	A runway whose surface is covered by any visible dampness or water up to and including 3 mm deep within the area intended to be used.	