

Singapore Air Safety Publication Part D Definitions

Publication of the
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FOREWORD

This Singapore Air Safety Publication (SASP) contains the definitions of terms used in the Singapore Air Safety Publications, to facilitate the interpretation of the requirements. Where definitions are not found in this document, the overarching definitions found in Paragraph 2 of the Air Navigation Order (ANO) shall apply.

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DEFINITIONS

In the Singapore Air Safety Publications,

“Accountable Manager” means the manager who has corporate authority for ensuring that all training commitments can be financed and carried out to the standard required by the DGCA, and any additional requirements defined by the ATO.

“Aircraft avionics” means a term designating any electronic device - including its electrical part - for use in an aircraft, including radio, automatic flight control and instrument systems.

“Airmanship” means the consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.

“Approved training” means training conducted under special curricula and supervision approved by the DGCA that, in the case of flight crew members, is conducted within an approved training organisation.

“Approved training organisation” means an organisation approved by the DGCA in pursuant to paragraph 20(13) of the ANO, to perform flight crew training.

“Competency” means a combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.

“Competency element” means 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” means a discrete function consisting of a number of competency elements.

“Credit” means recognition of alternative means or prior qualifications.

“Director-General of Civil Aviation (DGCA)” means the “Chief Executive” as defined in the ANO. This will include any person authorised by him to act on his behalf and any person acting in that capacity.

“Dual instruction time” means flight time during which a person is receiving flight instruction from an authorised pilot, authorised in accordance with paragraph 23 of the ANO, on board the aircraft.

“Error” means an action or inaction by an operational person that leads to deviations from organisational or the operational person's intentions or expectations.

“Error management” means 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.

“Finding” means a conclusion by the operator's audit personnel that demonstrates non-conformity with a specific standard.

“Instrument flight time” means time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points.

“Instrument ground time” means time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the DGCA.

“Instrument time” means instrument flight time or instrument ground time.

“Likely” in the context of the medical provisions in SASP Part 9, means with a probability of occurring that is unacceptable to the Medical Assessor.

“Medical Certificate” means the evidence issued by the DGCA that the licence holder meets specific requirements of medical fitness.

“Multi-crew cooperation (MCC)” means the functioning of the flight crew as a team of cooperating members led by the pilot-in-command.

“Performance criteria” means simple, evaluative statements 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.

“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, in accordance with a method of supervision acceptable to the DGCA.

“Policy” means a document containing the organisation's position or stance regarding a specific issue.

“Procedure” means a way of documenting a process.

“Process” means a set of interrelated or interacted activities which transform inputs into outputs.

“Quality” means that totality of features and characteristics of a product or service that bear on its ability to satisfy stated or implied needs.

“Quality system” means the documented organisational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.

“Quality assurance” means all the planned and systematic actions necessary to provide adequate confidence that all training activities satisfy given standards and requirements, including the ones specified by the approved training organisation in relevant manuals.

“Quality audit” means a systematic and independent examination to determine whether quality activities and related results comply with planned arrangements effectively and are suitable to achieve objectives.

“Quality inspection” means that part of quality management involving quality control. In other words, inspections accomplished to observe events/actions/documents, etc, in order to verify whether established operational procedures and requirements are fulfilled during the accomplishment of the event or action, and whether the required standard is achieved. Student/Trainee stage checks and skill tests are quality inspections, and they are also quality control functions.

“Quality Manager” means the manager responsible for the monitoring function and for requesting remedial action.

“Quality manual” means the document containing the relevant information pertaining to the approved training organisation’s Quality Assurance System.

“Quality of training” means the outcome of the training that meets stated or implied needs within the framework of set standards.

“Safety management system” means a systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures.

“Significant” in the context of the medical provisions in SASP 9, means to a degree or of a nature that is likely to jeopardise flight safety.

“**Threat**” means 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**” means 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.