

90. "instrument approach procedure (IAP)" means a series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:
- (a) non-precision approach (NPA) procedure. An instrument approach procedure designed for 2D instrument approach operations Type A;
  - (b) approach procedure with vertical guidance (APV). A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A;
  - (c) precision approach (PA) procedure. An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS Cat I) designed for 3D instrument approach operations Type A or B;
91. "instrument meteorological conditions (IMC)" mean meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions;
92. "landing area" means that part of a movement area intended for the landing or take-off of aircraft;
93. "level" means a generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level;
94. "manoeuvring area" means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons;
- 94a. "minimum fuel" means a term used to describe a situation in which an aircraft's fuel supply has reached a state where the flight is committed to land at a specific aerodrome and no additional delay can be accepted;
95. "mode (SSR)" means the conventional identifier related to specific functions of the interrogation signals transmitted by an SSR interrogator. There are four modes specified in ICAO Annex 10: A, C, S and Intermode;
- 95a. "model aircraft" means an unmanned aircraft, other than toy aircraft, having an operating mass not exceeding limits prescribed by the competent authority, that is capable of sustained flight in the atmosphere and that is used exclusively for display or recreational activities;
- 95b. "mountainous area" means an area of changing terrain profile where the changes of terrain elevation exceed 900 m (3 000 ft) within a distance of 18,5 km (10,0 NM);
96. "movement area" means that 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);
97. "night" means the hours between the end of evening civil twilight and the beginning of morning civil twilight. Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon;
98. "obstacle" means 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

# What Is The Easa Definition Of Night Time Aviation

**RJ Alexander**



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