

## Glossary

Term Definition	Term Definition
<b>AC</b>	<b>Advisory Circular.</b> An Advisory Circular is the <a href="#">FAA's</a> means of providing non-regulatory guidance to the public. Most ACs are found online through <a href="http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/MainFrame?OpenFrameSet">http://www.airweb.faa.gov/Regulatory and Guidance Library/rgAdvisoryCircular.nsf/MainFrame?OpenFrameSet</a> .
<b>ACARS</b>	<b>Aircraft Communications Addressing and Reporting System.</b> ACARS is a VHF air/ground data link that uses nearly 600 VHF frequency locations throughout North and Central America, Hawaii, the Caribbean, and several U.S. territories. It relays System Operations Control ( <a href="#">SOC</a> ) and Air Traffic Control ( <a href="#">ATC</a> ) messages between ground-based organizations and the cockpit.
<b>ACIEP</b>	<b>Air Carrier Internal Evaluation Programs.</b> A voluntary program that entails airline internal safety audits, together with documented organizational responsibilities, safety information acquisition procedures, and continuous quality assurance processes designed to increase the likelihood that safety deficiencies are promptly identified and corrected. (IEP AC No: 120-59, Published 26 October 1992)
<b>ACMS</b>	<b>Aircraft Conditioning Monitoring System.</b> An airborne unit that can create reports such as long-term trend data and aircraft/engine monitoring. ACMS is mainly used for maintenance applications.
<b>Aggregate Data</b>	Detailed data grouped according to some criterion and combined using mathematical or statistical methods (e.g., sum, count, average, standard deviation).
<b>Air Carrier</b>	An organization that undertakes—either directly, by lease, or by some other arrangement—to engage in air transportation.
<b>AQP</b>	<b>Advanced Qualification Program.</b> A voluntary alternative to the traditional regulatory requirements of CFR 14, Parts 121 and 135 for flight crewmember training and checking. Under the AQP, the FAA is authorized to approve significant departures from traditional requirements, subject to justification of an equivalent or better level of safety.
<b>ARC</b>	<b>Aviation Rulemaking Committee.</b> A Voluntary Safety Information Sharing ARC (Order 1110.142) has been established by the FAA to be a forum to provide interaction between the FAA, industry employee groups, airlines, and repair stations regarding the goals, issues, and concerns of the various parties to such programs, including ASAP and FOQA. The FAA Associate Administrator for Aviation Safety appoints members of these committees, which meet in closed session.

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<b>ARINC</b>	<b>Aeronautical Radio Incorporated.</b> This <a href="#">organization</a> is the technical, publishing, and administrative support arm of the <a href="#">Airlines Electronic Engineering Committee</a> (AEEC) groups. AEEC standards define avionics form, fit, function, and interfaces.
<b>ASAP</b>	<b>Aviation Safety Action Program.</b> A voluntary program under which employees of 14 CFR Part 121 or Part 145 certificate holders may report safety related events, including possible violations by the reporting employees themselves, of violations of U.S. Federal Aviation Administration (FAA) regulations. The objective of the ASAP is to encourage air carrier and repair station employees to voluntarily report safety information that may be critical to identifying potential precursors to accidents. Under ASAP, safety issues are resolved through corrective action rather than through punishment or discipline. An ASAP is based on a safety partnership that includes the FAA and the certificate holder, and usually includes a third party, such as the employee's labor organization. For reports accepted under the program, the FAA stipulates that it will take no more than administrative action against the employee. When the employee is the sole source of information on the event, the FAA takes no action. Possible lack of qualification issues for accepted reports are addressed under ASAP with corrective action but not by certificate action. (AC 120-66B published 15 November 2002).
<b>ASMM</b>	<b>Aviation Safety Monitoring and Modeling.</b> A project of <a href="#">NASA's Aviation Safety and Security Program</a> to develop a set of automated tools to enable efficient, comprehensive, and accurate analyses of data from large, heterogeneous databases within the NAS.
<b>ASR</b>	<b>Air Safety Reports</b> describe safety related incidents that need further investigation to identify deficiencies that require corrective action.
<b>ASRS</b>	<b>Aviation Safety Reporting System.</b> Administered by NASA for the FAA, the ASRS receives, processes, analyzes, interprets, and reports safety data provided voluntarily by pilots, controllers, flight attendants, mechanics, and other users of the National Airspace System (NAS). Reports may not be used for enforcement action by the FAA.
<b>ATC</b>	<b><a href="#">Air Traffic Control</a>.</b> A service operated by appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.
<b>ATO</b>	<b>Air Traffic Organization.</b> The primary service of the Air Traffic Organization is to move air traffic safely and efficiently.
<b>ATOS</b>	<b>Air Transportation Oversight System.</b> A way for the FAA to inspect the air carriers to identify safety trends in order to spot and correct problems at their root cause before an accident occurs. By collecting and analyzing data on the how the many elements of airline operations - from aircraft to pilots to maintenance facilities to flight dispatch to cabin safety - interact to meet federal standards systems, FAA inspectors are better able to target areas for improvement. (FAA Order 8400.10, Appendix 6 Published 6 April 2005)

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<b>Automated</b>	A function is automated if it is designed to be performed by airplane systems all or part of the time when it would otherwise be performed by the pilot. An automated function or system will still require some level of monitoring by the pilot. Automation levels vary along a continuum from completely autonomous operation with no human intervention to complete manual control. Further, the type of function or process that is automated can differ, e.g., control automation, display automation, decision-making automation.
<b>Automated Aircraft</b>	An aircraft that is equipped with several or specific automated functions or systems. Specifically, an aircraft that is equipped with an autopilot and/or auto throttles, electronic flight instrument systems, and a flight management system (FMS)
<b>CAA</b>	<b>Civil Aviation Authority.</b> The civilian agency with a particular government that is charged with regulating air commerce, promulgating aviation regulations, inspecting air carriers, and promoting safety in flight operations.
<b>CAS</b>	<b>Continuing Analysis and Surveillance.</b> FARs Sec. 121.373 and 135.431 require that operators have an effective CAS program in place to assess the effectiveness of their maintenance activity and to identify necessary corrections thereof. The applicable rules give the FAA specific authority to impose changes to the certificate holder's CAS program whenever the system or its standards are deemed not effective.
<b>Certificate Holder</b>	The holder of an operating certificate and operations specifications issued by the civil aviation authority ( <a href="#">CAA</a> ) for the operator's country that authorize the carriage of passengers and/or freight. This term may also refer to an individual holding an airman certificate, such as a pilot, mechanic, or dispatcher. In the U.S., this term refers to a person authorized to operate under 14 CFR part 121, or who holds a certificate issued under 14 CFR part 145.
<b>CHDO</b>	<b>Certificate Holding District Office.</b> The Flight Standards District Office (FSDO) has overall responsibility for administration of a <a href="#">Parts 121 and 135 operating certificate</a> for a particular operator.
<b>CIRP</b>	<b>Critical Incident Response Program.</b> A program developed to help mitigate the effects of stress that flight and ground crewmembers may experience after exposure to a critical incident (such as engine failure, cabin decompression, crew death or injury, or other stressful events) or accident. The principles employed in CIRP can be used in developing FOQA crew contact procedures.
<b>Corrective Action</b>	For the purposes of ASAP, <b>corrective action</b> refers to any safety-related action determined necessary by the ERC based upon a review and analysis of the reports submitted under an ASAP. Corrective action may involve joint or individual action by the parties to the ASAP MOU.
<b>COTS</b>	<b>Commercial Off The Shelf.</b> Products, components, or software that are readily available through normal commercial channels, as opposed to custom-built units that would achieve the same functionality.

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<b>CRM</b>	<b>Crew Resource Management.</b> CRM training originated from a NASA workshop in 1979 that focused on improving air safety. The NASA research presented at this meeting found that the primary cause of the majority of aviation accidents was human error, and that the main problems were failures of interpersonal communication, leadership, and decision making in the cockpit.
<b>CSV</b>	<b>Comma Separated Value.</b> An ASCII format file where each column in a row of data is separated by a comma. Many tools, such as Microsoft Excel, recognize this format.
<b>DAR</b>	<b>Digital Aircraft Conditioning Monitoring System (<a href="#">ACMS</a>) Recorder.</b>
<b>Data Frame</b>	A data map. See <a href="#">LFL</a> .
<b>DSS</b>	<b>Data Storage System.</b> Differentiation from the air carrier's Flight Data Recorder (FDR). The term FDR implies a high level of survivability. Most manufacturers, of GA recording devices, are building in some level of survivability (or impact, fire/heat or water resistance), but not to transport standards.
<b>De-identified Data</b>	Data purged of any information that could associate it with a particular flight crew. This identifying information could include date, flight number, and, in some cases, location, and tail number.
<b>DemoProj</b>	A demonstration project sponsored by the FAA for the purpose of establishing Flight Operational Quality Assurance ( <a href="#">FOQA</a> ) programs in the United States, permitting both government and industry to develop hands-on experience with FOQA technology in a U.S. environment, documenting the cost-benefits of voluntary implementation, and initiating the development of organizational strategies for FOQA information management and use.
<b>DFDAU</b>	<b>Digital Flight Data Acquisition Unit.</b> A device that acquires aircraft data via a digital data bus and analog inputs, and formats that information for output to the Flight Data Recorder ( <a href="#">FDR</a> ) in accordance with requirements of regulatory agencies. In addition to the mandatory function, many DFDAUs have a second processor and memory module that enables them to perform a limited number of <a href="#">ACMS</a> functions/reports. The DFDAU can provide data and pre-defined reports to the cockpit printer, or a display for the flight crew, or directly to <a href="#">ACARS</a> for transmittal to a ground station, or to a <a href="#">QAR</a> for recording/storage of raw flight data.
<b>DFDMU</b>	<b>Digital Flight Data Management Unit.</b> A unit that performs the same data conversion functions as the <a href="#">DFDAU</a> and has the added capability to process data onboard the aircraft. Some DFDMUs have Ground Data Link ( <a href="#">GDL</a> ) and ground collision avoidance systems incorporated into the units.
<b>DFDR</b>	<b>Digital Flight Data Recorder.</b> A device that records pertinent <a href="#">parameters</a> and technical information about a flight. At a minimum, it records those parameters required by the governing regulatory agency, but may record a much higher number of parameters. A DFDR is designed to withstand the forces of a crash so that its information may be used to reconstruct the circumstances leading up to the accident.
<b>DOT</b>	The U.S. <b>Department of Transportation.</b> The DOT oversees the Federal Aviation Administration.

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<b>DMU</b>	<b>Data Management Unit.</b> An analog unit that performs the same data conversion functions as the <a href="#">FDAU</a> and has the added capability to process data onboard the aircraft. It has a powerful data processor designed to perform airframe/engine and flight performance monitoring and analysis.
<b>ECCAIRS</b>	<b>European Co-ordination Centre for Aviation Incident Reporting Systems.</b> Integrates information from aviation occurrence reporting systems run by the authorities of the various EU member states.
<b>EGPWS</b>	<b>Enhanced <a href="#">Ground Proximity Warning System</a>.</b> An avionics system that can determine an aircraft's height above terrain using either a radar altimeter or a terrain/obstacle database stored aboard an aircraft. The system can provide aural or visual warnings to the pilot if the aircraft flies too low to the terrain or obstacle.
<b>EGT</b>	<b>Exceedance Guidance Team.</b> See FMT.
<b>EIS</b>	<b>Enforcement Information System.</b> Contains details of violations of Federal Aviation Regulations, Title 14 of the Code of Federal Regulations, from 1963 to present.
<b>EMT</b>	<b>Event Monitoring Team.</b> See FMT.
<b>ERC</b>	<b>Event Review Committee.</b> A group comprised of a representative from each party to an ASAP MOU. The group reviews and analyzes reports submitted under an ASAP. The ERC may share and exchange information and identify actual or potential safety problems from the information contained in the reports. The ERC is usually comprised of a management representative from the certificate holder, a representative from the employee labor association (if applicable), and a specifically qualified FAA inspector from the CHDO.
<b>Event Set</b>	A group of events designed to monitor one or more aspects of air carrier line operations. An event set is created for a specific aircraft type and tailored to the operational and regulatory needs of the air carrier.
<b>FAA</b>	<b><a href="#">Federal Aviation Administration</a>.</b> The agency under the Department of Transportation tasked with the regulation and promotion of air commerce.
<b>FAR</b>	<b>Federal Aviation Regulations.</b> <a href="#">Federal rules</a> that govern airworthiness and the conduct of flight operations by certificate holders.
<b>FDAU</b>	<b>Flight Data Acquisition Unit.</b> See <a href="#">DFDAU</a> .
<b>FDM</b>	<b>Flight Data Monitoring.</b> A term used in some parts of the world to describe <a href="#">FOQA</a> or FOQA-like programs.
<b>FITS</b>	<b><a href="#">FAA Industry Training Standards</a>.</b> The FAA/Industry Training Standards (FITS) program is a partnership between FAA, Industry, and Academia designed to enhance general aviation safety.
<b>Flight Animation</b>	Specialized software that provide graphical depictions of flight data in a real time, 3-dimensional environment more suitable for human interpretation (i.e. instruments, 3D scenes, navigation charts, etc.)
<b>FMT</b>	<b>FOQA Monitoring Team.</b> A group comprised of representatives from the pilot association and the air carrier. This group, sometimes referred to as the Exceedance Guidance Team (EGT) or Event Monitoring Team (EMT), is responsible for reviewing and analyzing flight and event data, and determining and monitoring corrective actions.

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<b>FOIA</b>	<b>Freedom of Information Act.</b> FOIA guidance specific to the Federal Aviation Administration can be found at <a href="http://www.faa.gov/arc/foia.cfm">http://www.faa.gov/arc/foia.cfm</a> .
<b>FOQA</b>	<b>Flight Operational Quality Assurance.</b> A voluntary program that entails the routine acquisition and analysis of digital flight data from air carrier operations, and corrective action for adverse trends revealed by that data. FOQA collects and analyzes digital flight data generated during normal line operations. FOQA programs provide greater insight into the total flight operations environment. FOQA data is unique because it can provide objective information that is not available through other methods. The information and insights provided by FOQA can improve safety by significantly enhancing training effectiveness, operational procedures, maintenance and engineering procedures, and air traffic control procedures. FOQA may be known by different names around the world, such as Flight Data Monitoring (FDM), but the programs are essentially the same. (FOQA AC No: 120-82, Published 12 April 2004)
<b>FOQA Event</b>	An occurrence or condition in which pre-determined limits of aircraft <a href="#">parameters</a> have been exceeded. An event may be categorized according to the degree to which its pre-determined limits were exceeded. Definition of an event may be limited by monitoring equipment capabilities and available parameters on a given aircraft. Events are tracked for use in <a href="#">FOQA</a> analysis.
<b>FSDO</b>	<b>Flight Standards District Office.</b> An FAA field office serving an assigned geographical area and staffed with Flight Standards personnel who serve the aviation industry and the public on matters related to the certification and operation of air carriers and general aviation aircraft.
<b>Gatekeeper</b>	The <a href="#">FOQA</a> team member who is primarily responsible for the security of identified data. The gatekeeper is the only individual who can link FOQA data to an individual flight or crewmember. The gatekeeper is normally a member of the pilot association
<b>GDRAS</b>	<b><a href="#">Ground Data Replay and Analysis System</a>.</b> A software application program designed to: transform airborne-recorded data into a usable form for analysis; process and scan selected flight data parameters; compare recorded or calculated values to predetermined norms using event algorithms; and generate reports for review or trending when they are detected.
<b>GPWS</b>	<b>Ground Proximity Warning System.</b> Also referred to as Ground Collision Avoidance System, GPWS provides aural and visual warnings of an impending ground collision based on an aircraft's actual dynamics and recovery capability. GPWS prevents the incidence of Controlled Flight into Terrain.
<b>I&amp;O Plan</b>	<b>Implementation and Operations Plan.</b> A detailed specification of key aspects of a <a href="#">FOQA</a> program to be implemented by an air carrier. An I&O Plan describes the operator's plan for collecting and analyzing data, procedures for taking corrective actions that analysis of the data indicate are necessary in the interest of safety, and procedures for working with the <a href="#">CAA</a> as a partner to promote safe operations. In the U.S., the <a href="#">FAA</a> must approve this plan based on guidance provided in FOQA AC No: 120-82 (Published 12 April 2004)

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<b>IEP</b>	<b>Internal Evaluation Program (IEP).</b> See <a href="#">ACIEP</a>
<b>ICASS</b>	<b>International Confidential Aviation Safety Systems.</b> The ICASS Group promotes confidential reporting systems as an effective method of enhancing flight safety in commercial air transport and general aviation operations. The principal objectives of the ICASS Group are: to provide advice and assistance in the start up and operation of a confidential reporting system; to facilitate the exchange of safety related information between independent confidential aviation reporting systems; and to identify solutions to common problems in the operation of such systems.
<b>LFL</b>	<b>Logical Frame Layout.</b> A data map that describes the format used to transcribe data to a recording device. This document details where each bit of data is stored. Even though standardized by aircraft manufacturers, the LFL may change in response to new regulatory requirements, resulting in different LFLs on aircraft of the same type.
<b>LOSA</b>	<b>Line Operations Safety Audit.</b> A formal process that requires expert and highly trained observers to ride the jump seat during regularly scheduled flights in order to collect safety-related data on environmental conditions, operational complexity, and flight crew performance. Confidential data collection and non-jeopardy assurance for pilots are fundamental to the process. (DRAFT AC Published 13 January 2005)
<b>LRU</b>	<b>Line Replaceable Unit.</b> A unit that can be replaced by line maintenance personnel without removing the aircraft from service for an extended period.
<b>MEL</b>	<b>Minimum Equipment List.</b> A list of required equipment that, under certain conditions, may be inoperative.
<b>MOR</b>	<b>Mandatory Occurrence Reporting.</b> As specified in CAP 382 (dated 23 November 2005), the MOR Scheme provides a mechanism for notifying and reporting a range of adverse occurrences regardless of whether they result in an accident. MORs feed into a database at the national level for trend analysis and feedback to the industry.
<b>MOU</b>	<b>Memorandum of Understanding.</b> Refers to the written agreement between two or more parties setting forth the purposes for, and terms of, an ASAP.
<b>MTBF</b>	<a href="#">Mean Time Between Failure.</a> (Sometimes referred to as <a href="#">MTBR.</a> )
<b>MTBR</b>	<b>Mean Time Between Replacement.</b> The life expectancy of a component or part, expressed flight hours. (Usually referred to as <a href="#">MTBF.</a> )
<b>NMAC</b>	<b>Near Mid-Air Collision.</b> An incident in which two aircraft pass within 500 feet of each other, or are in such proximity that an aircrew member reports that a collision hazard existed.
<b>NAS</b>	<a href="#">National Airspace System.</a> The common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information, and services; rules, regulations, and procedures; technical information, manpower, and material; and system components shared jointly with the military.

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<b>NASDEC</b>	<b>National Aviation Safety Data Analysis Center.</b> The NASDAC system enables users to perform integrated queries across multiple databases, search the labyrinth of warehoused data, and display pertinent elements in an array of useful formats.
<b>NFFP</b>	<b>NASA Faculty Fellowship Program.</b> Provides faculty at U. S. colleges and universities an opportunity to engage in NASA research at one of the participating NASA Centers.
<b>NPRM</b>	<b>Notice of Proposed Rulemaking.</b> Public notification of U.S. federal agency rules that are under development.
<b>OPSS</b>	<b>Operations Specifications Subsystem.</b> Tracks the FAA's operations specifications documents (OpSpecs), which are agreements between FAA and carriers that govern aircraft operation including crew certification, aircraft maintenance and flight scheduling.
<b>OQAR</b>	<b>Optical Quick Access Recorder.</b> A <a href="#">QAR</a> that stores data on an optical disk.
<b>OSS</b>	<b>Open Source Software.</b> Refers to a computer program in which the source code is available to the general public for use and/or modification from its original design free of charge. Open source code is usually developed as a collaborative effort in which programmers improve upon the code and share the changes within the community.
<b>PAI</b>	<b>Principal Avionics Inspector.</b> The <a href="#">FAA</a> employee responsible for oversight and inspection of avionics at a specific air carrier.
<b>Parameters</b>	Measurable variables that supply information about the status of an aircraft system or subsystem, position, or operating environment. Parameters are collected by a Digital Flight Data Acquisition Unit ( <a href="#">DFDAU</a> ) installed on the aircraft and then sent to analysis and reporting systems.
<b>PDF</b>	<b>Portable Document Format.</b> A file format that maintains the formatting of the original document as an electronic image that you can view, navigate, print, or forward to someone else. PDF files are created using Adobe's Acrobat product ( <a href="http://www.adobe.com">www.adobe.com</a> ).
<b>Pilot Training</b>	A system or program that is developed to pass along to pilots the knowledge requirements and cognitive skills needed for operating an aircraft.
<b>PMI</b>	<b>Principal Maintenance Inspector.</b> The <a href="#">FAA</a> employee responsible for oversight and inspection of aircraft maintenance functions at a specific air carrier.
<b>POI</b>	<b>Principal Operations Inspector.</b> The <a href="#">FAA</a> employee responsible for operational oversight of a specific air carrier.
<b>QAR</b>	<b>Quick Access Recorder.</b> A recording unit onboard the aircraft that stores flight-recorded data. These units are designed to provide quick and easy access to a removable medium, such as an optical disk or PCMCIA card, on which flight information is recorded. QARs have now been developed to record an expanded data frame, sometimes supporting 2000+ parameters at much higher sample rates than the <a href="#">FDR</a> . The expanded data frame greatly increases the resolution and accuracy of the ground analysis programs.

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<b>Reality-Based Training</b>	A method of facilitation that takes the “theory” of any field of study and makes a “real world” application of the principals of the “theory”. Best accomplished with video recreation of actual events in which the audience is provided with only the same information supplied to the actors in the event. The audience is then challenged to make decisions and identify threats in a “real time” environment
<b>Repair Station</b>	Refers to a Part 145 certificated repair station located in the United States that is certificated to perform airframe and/or engine maintenance for certificate holders operating under Part 121.
<b>Regulated Entity</b>	A VDRP web-tool reference to a certificate holder
<b>ROM</b>	<b>Routine Operational Measurement.</b> "Snapshots" of data obtained on all flights at pre-defined points.
<b>SDR</b>	<b>Service Difficulty Report.</b> Submitted by an airline's maintenance department to the FAA when it encounters a significant airworthiness problem.
<b>SITA</b>	<b>Société Internationale Télécommunications de Aéronautiques.</b> A cooperative company owned by airlines, airports, and other aviation entities. Provides airlines with data transfer and communications services.
<b>SMS</b>	<b>Safety Management Systems.</b> A systematic, explicit, comprehensive and proactive process for managing safety risks that integrates operations and technical systems with financial and human resource management to achieve safe operations and compliance with the CAA regulations.
<b>SOC</b>	<b>System Operations Control.</b> The airline operations center that provides dispatch, weather, maintenance, scheduling, and other support and control services for aircraft operations.
<b>SRU</b>	<b>Shop Replaceable Unit.</b> A unit that must normally be replaced in a maintenance facility during heavy maintenance checks.
<b>SSFDR</b>	<b>Solid-State DFDR.</b> A DFDR that utilizes solid-state memory for recording flight data.
<b>STC</b>	<b>Supplemental Type Certificate.</b> An addendum to the <a href="#">IC</a> attesting to the fact that modifications to the respective aircraft, engines, or other components meet 14 CFR airworthiness requirements. A STC is required for any new equipment installed on a model of aircraft after that model of airplane has been issued a Type Certificate.
<b>TC</b>	<b>Type Certificate.</b> The initial certificate issued for every new model of aircraft. The TC lists components and equipment installed on that model of aircraft.
<b>TCAS</b>	<b>Traffic Collision Avoidance System.</b> A combination of airborne hardware and software that provides a backup to the Air Traffic Control ( <a href="#">ATC</a> ) system's regular separation process by alerting the cockpit to other aircraft in the immediate vicinity. It provides a Traffic Advisory (TA) to alert the cockpit of the potential conflict and a Resolution Advisory (RA) alarm recommending a maneuver to increase vertical separation with the conflicting traffic.

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<b>TEM</b>	<b>Threat and Error Management.</b> The Threat and Error Management (TEM) model is a conceptual framework for understanding operational performance in complex environments. Originally created to capture the flight crew's task in commercial aviation, the model is generic and can be applied to numerous work situations. The added value that TEM brings to other performance models is that it focuses simultaneously on the operating environment and the humans working in that environment. Because the model captures ongoing performance in its "natural" or normal operating context, the resulting description is realistic, dynamic, and holistic. Because the model can also quantify the specifics of the environment and the effectiveness of performance in that environment, it is also highly diagnostic. (LOSA DRAFT AC Published 13 January 2005)
<b>VDRP</b>	<b>Voluntary Disclosure Reporting Program.</b> Provides positive incentives for a certificate holder, an indirect air carrier, a foreign air carrier, or a production approval holder (PAM) operating under Title 14 of the Code of Federal Regulations (14 CFR) to voluntarily identify, report, and correct their own instances of regulatory noncompliance. For reports accepted under the program, the FAA stipulates that enforcement against the certificated entity will be limited to administrative action, provided that the entity implements a comprehensive fix satisfactory to the FAA to preclude, or reduce the risk of, reoccurrence of the violation. (VDRP AC No: 00-58, published 05 May 1998)
<b>WDL</b>	<b>Wireless Data Link.</b> A system allowing the high-speed transfer of on-board aircraft data to ground facilities using various wireless technologies. It may also allow for upload of data to the aircraft. Sometimes referred to as Ground Data Link ( <a href="#">GDL</a> ). For more definitions involving wireless data links, please refer to the <a href="#">Wireless Glossary</a> .