Defined terms from the Annexes to the Chicago Convention and ICAO guidance material:

* Annex 17, Security
* Annex 9, Facilitation
* Aviation Security Manual, Document 8973, *Restricted*
* Risk Context Statement
* Annex 19
* Draft Safety Management Manual, 4th edition, currently out for peer review

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| Source | Term | Definition |
| Doc 8973 | Accompanied hold baggage | Baggage which is accepted for carriage in the hold of an aircraft and which is checked in by the passenger who is on board. |
| A17 | Acts of unlawful interference | These are acts or attempted acts such as to jeopardize the safety of civil aviation, including but not limited to:  • unlawful seizure of aircraft,  • destruction of an aircraft in service,  • hostage-taking on board aircraft or on aerodromes,  • forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility,  • introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes,  • use of an aircraft in service for the purpose of causing death, serious bodily injury, or serious damage to property or the environment,  • communication of false information such as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility. |
| A9 | Aircraft equipment | Articles, including first-aid and survival equipment and commissary supplies, but not spare parts or stores, for use on board an aircraft during flight. |
| A9 | Authorized agent | A person who represents an aircraft operator and who is authorized by or on behalf of such operator to act on formalities connected with the entry and clearance of the operator’s aircraft, crew, passengers, cargo, mail, baggage or stores and includes, where national law permits, a third party authorized to handle cargo on the aircraft. |
| A9 and A18  Doc 8973 | Baggage | Personal property of passengers or crew carried on an aircraft by agreement with the  operator.  Personal property of passengers or crew carried in the cabin or in the hold of an aircraft by  agreement with the operator. |
| A9, A17  Doc 9284 | Cargo | Any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage.  ***Cargo.*** For the purposes of these Instructions, any property carried on an aircraft other than mail and accompanied or mishandled baggage.  *Note.— This definition differs from the definition of “cargo” given in Annex 9 —* Facilitation. |
| Doc 8973 | Cargo area | All the ground space and facilities provided for cargo handlings. It includes aprons, cargo buildings and warehouses, vehicle parks and roads associated therewith. |
| A17 | Certification | A formal evaluation and confirmation by or on behalf of the appropriate authority for aviation security that a person possesses the necessary competencies to perform assigned functions to an acceptable level as defined by the appropriate authority. |
| RCS | Consequences | The nature and scale of the consequences of the specific attack, in human, economic, political, and reputational terms under a reasonable worst‑case scenario. |
| RCS | Current mitigating measures | The relevant SARPs (which may not all be in Annex 17 and which it is normally assumed are being effectively applied; where that is clearly not the case, the residual risk will be higher), and any other factors which assist in mitigating the threat. It is assumed that no threat can be entirely eliminated. |
| Doc 9284 and Doc 8973, | 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 Instructions. |
| A9 | Direct transit area | A special area established in an international airport, approved by the public authorities concerned and under their direct supervision or control, where passengers can stay during transit or transfer without applying for entry to the State. |
| A17 | High Risk Cargo or Mail | Cargo or mail presented by an unknown entity or showing signs of tampering shall be considered high  risk if, in addition, it meets one of the following criteria:  a) specific intelligence indicates that the cargo or mail poses a threat to civil aviation; or  b) the cargo or mail shows anomalies that give rise to suspicion; or  c) the nature of the cargo or mail is such that baseline security measures alone are unlikely to detect prohibited items that could endanger the aircraft.  Regardless of whether the cargo or mail comes from a known or unknown entity, a State’s specific intelligence about a consignment may render it as high risk.  *NB A new, shorter definition of HRCM is under consideration, but the elements will remain essentially the same.* |
| High consequence dangerous goods |  | High consequence dangerous goods are those which have the potential for misuse in a terrorist event and which may, as a result, produce serious consequences such as mass casualties, mass destruction or, particularly for Class 7, mass socio-economic disruption. |
| A17 | Human Factors principles | Principles which apply to design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance. |
| A17 | Human performance | Human capabilities and limitations which have an impact on the safety, security and efficiency of aeronautical operations. |
| A9 | Immigration control | Measures adopted by States to control the entry into, transit through and departure from  their territories of persons travelling by air. |
| A17 | Known Consignor | A consignor who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow the carriage of cargo or mail on any aircraft. |
| A9 | Lading | The placing of cargo, mail, baggage or stores on board an aircraft to be carried on a flight. |
| RCS | Likelihood (of an attack) | The probability or likelihood of that attack being attempted, based on terrorist intentions and capabilities but NOT taking into account current security measures. |
| A9  Doc 8973 | Mishandled baggage | Baggage involuntarily, or inadvertently, separated from passengers or crew. |
| RCS | Possible additional mitigation | Identified measures that Member States and ultimately ICAO may implement to further mitigate residual risks where necessary. |
| A17 | Regulated Agent | An agent, freight forwarder or any other entity who conducts business with an operator and provides security controls that are accepted or required by the appropriate authority in respect of cargo or mail. |
| RCS | Residual risk | The overall risk which remains, assuming current mitigating measures have been implemented, taking account of threat, likelihood and consequences. |
| RCS | Residual vulnerability | The extent of the remaining vulnerabilities once the current mitigating measures have been taken into account. |
| Doc 8973 | Restricted articles | Articles which are, in the specific context of aviation security, defined as those articles, devices or substances which may be used to commit an act of unlawful interference against civil aviation or which may endanger the safety of the aircraft and its occupants, or installations, or the public. |
| A9 | Risk management | The systematic application of management procedures and practices which provide border inspection agencies with the necessary information to address movements or consignments which represent a risk. |
| Doc 8973 | Sabotage | An act or omission, intended to cause malicious or wanton destruction of property,  endangering or resulting in unlawful interference with civil aviation and its facilities. |
| A17 | Screening | The application of technical or other means which are intended to identify and/or detect weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference. |
| A17 | Security | Safeguarding civil aviation against acts of unlawful interference. This objective is achieved by a combination of measures and human and material resources. |
| A17 | Security Control | A means by which the introduction of weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference can be prevented. |
| A9  Doc 8973 | Security equipment | Devices of a specialized nature for use, individually or as part of a system, in the prevention or detection of acts of unlawful interference with civil aviation and its facilities. |
| A9 | Through flight | A particular operation of aircraft, identified by the operator by the use throughout of the same symbol, from point of origin via any intermediate points to point of destination. |
| A17 | Transfer cargo/mail | Cargo and mail departing on an aircraft other than that on which it arrived. |
| RCS | Threat scenario | Identification and description of a credible attack comprising a target (such as an airport terminal, associated infrastructure or an aircraft), the means and methods of the attack (such as an improvised explosive device (IED), and the perpetrator (a passenger, a non-travelling perpetrator, and/or an insider). |
| Doc 8973 | Transit cargo/ mail | Cargo and mail departing on the same aircraft as that on which it arrived. |
| A9  Doc 8973 | Unaccompanied hold baggage | Baggage that is transported as cargo and may or may not be carried on the same aircraft with the person to whom it belongs |
| A9  Doc 8973 | Unclaimed baggage | Baggage that arrives at an airport and is not picked up or claimed by a passenger. |
| A9  Doc 8973 | Unidentified baggage | Baggage at an airport, with or without a baggage tag, which is not picked up by or identified with a passenger. |
| Doc 8973 | Vulnerable point | Any facility on or connected with an airport, which, if damaged or destroyed, would seriously impair the functioning of the airport. |
| SMM 4th ed | Accountable executive. | A single, identifiable person having responsibility for the effective and efficient performance of the service provider’s SMS. |
| A19 | Accident | 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 as 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 for 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.  *Note 1.— For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is*  *classified, by ICAO, as a fatal injury.*  *Note 2.— An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.*  *Note 3.— The type of unmanned aircraft system to be investigated is addressed in 5.1 of Annex 13.*  *Note 4.— Guidance for the determination of aircraft damage can be found in Attachment E of Annex 13.* |
| SMM 4th ed | Defences | Specific mitigating actions, preventive controls or recovery measures put in place to prevent the realization of a hazard or its escalation into an undesirable consequence |
| SMM 4th ed | Errors | An action or inaction by an operational person that leads to deviations from organizational or the operational person’s intentions or expectations |
| A19 | Hazard | A condition or an object with the potential to cause or contribute to an aircraft incident or accident. |
| A19 | Incident | An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation  *Note.— The types of incidents which are of interest for safety-related studies include the incidents listed in Annex 13,*  *Attachment C.* |
| A19 | Operational personnel | Personnel involved in aviation activities who are in a position to report safety information  *Note.— Such personnel include, but are not limited to: flight crews; air traffic controllers; aeronautical station operators; maintenance technicians; personnel of aircraft design and manufacturing organizations; cabin crews; flight dispatchers, apron personnel and ground handling personnel.* |
| SMM 4th ed | Risk Mitigation | The process of incorporating defences or preventive controls to lower the severity and/or likelihood of a hazard’s projected consequence |
| A19 | 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. |
| SMM 4th ed | Safety assessment | A term used in other ICAO documents to refer to a hazard identification and safety risk mitigation process. |
| A19 | 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.* |
| A19 | Safety information | Safety data processed, organized or analysed in a given context so as to make it useful for safety  management purposes. |
| A19 | Safety management system (SMS). | A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures. |
| SMM 4th ed | Safety objective | A brief, high-level statement of safety achievement or desired outcome to be accomplished by the State safety programme or service provider’s safety management systems.  Note 1.— Safety objectives are developed from the safety risk picture of the State and should be taken into consideration during subsequent development of the ALoSP indicators and targets.  Note 2.— Safety objectives are developed by the Service provider to reflect the organization’s commitment to safety and form one basis for the development of safety performance indicators and safety performance targets. |
| A19 | Safety oversight | A function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and regulations. |
| A19 | Safety performance | A State or a service provider’s safety achievement as defined by its safety performance targets and safety performance indicators. |
| A19 | Safety performance indicator | A data-based parameter used for monitoring and assessing safety performance. |
| A19 | Safety performance target | The State or service provider’s planned or intended target for a safety performance indicator over a given period that aligns with the safety objectives. |
| A19 | Safety risk | The predicted probability and severity of the consequences or outcomes of a hazard. |
| A19 | Serious injury. | An injury which is sustained by a person in an accident and which:  a) requires hospitalization 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. |
| A19 | State safety programme (SSP). | An integrated set of regulations and activities aimed at improving safety. |
| A19 | Surveillance. | The State activities through which the State proactively verifies through inspections and audits that aviation licence, certificate, authorization or approval holders continue to meet the established requirements and function at the level of competency and safety required by the State. |