



AEROSPACE INFORMATION REPORT

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Superseding AIR4896

Recommended RMS Terms and Parameters

RATIONALE

This document is redundant to ARP5638A and has been merged into that document. This document can now be stabilized for historical purposes.

STABILIZED NOTICE

This document has been declared "Stabilized" by the SAE G-41 Reliability Committee and will no longer be subjected to periodic reviews for currency. Users are responsible for verifying references and continued suitability of technical requirements. Newer technology may exist.

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1. SCOPE:

The terms used in most engineering technologies tend to be physical characteristics such as speed, rate of turn, and fuel consumption. While they may require very careful definition and control of the way in which they are measured, the terms themselves are not subject to different interpretations. Reliability, maintainability and supportability (RMS) however, use terms that are mathematically defined. As a result, there are more than 2000 terms defined in just the documents reviewed so far, many of which have multiple interpretations.

This proliferation of definitions of the terms leads to problems when one attempts to compare the performance of one system to another. For example, the RMS performance of a transport aircraft from the commercial arena is measured using metrics that are not the same as those for a fighter or attack aircraft from a military service. It is accepted that some of the metrics may be unique because of the nature of the missions, but it is the strong conviction of the Government and Industry practitioners who make up the SAE Committee G-11 that there should be some fundamental definitions used for all hardware systems.

Accordingly, in early 1986 the SAE G-11R (Resources) subcommittee was formed and tasked to review relevant RMS documents, extract any applicable terms, and through a system of logical selection compile a series of terms and definitions that would be recommended for the Aerospace Community. There are undoubtedly many more documents that need to be reviewed for the definitions they contain, for example, we have specifically excluded "software reliability" from this edition. Also, there is a need to reconcile the terms and their definitions with those commonly used in the commercial aircraft business. It is planned that the SAE subcommittee work shall continue to result in future revisions that will broaden the scope of the document. This is the document that has been prepared by the SAE G-11R subcommittee. Future updates of this document will continue to reflect the converging of defense and commercial technology and standards.

2. REFERENCES:

2.1 Military Publications:

Available from DODSSP, Subscription Services Desk, Building 4D, 700 Robbins Avenue, Philadelphia, PA 19111-5094.

DOD-HDBK-344	Environmental Stress Screening of Electronic Equipment
DOD-I-7730.25	Materiel Condition Reporting for Mission-Essential Systems
DOD-STD-1701	Hardware Diagnostic Test Systems
DOD 5000.40(D)	Reliability and Maintainability (P&L)
MIL-E-005007E	Engines, Aircraft, Turbojet and Turbofan, General Specification for
MIL-E-008593E	Engines, Aircraft, Turboshaft and Turboprop, General Specification for
MIL-E-11991E	Electronic, Electrical and Electro-Mechanical Equipment Guide
MIL-E-4158E	Electronic Equipment, Ground General Specification for
MIL-E-5400T	Electronic Equipment, Aerospace, General Specification
MIL-F-18870E	Fire Control Equipment, Naval Shipboard, General Specification for
MIL-HDBK-108	Quality Control and Reliability Sampling Procedures and Tables
MIL-HDBK-109	Quality Control and Reliability - Statistical Procedures for Determining Validity

2.1 (Continued):

MIL-HDBK-189	Reliability Growth Management
MIL-HDBK-217E	Reliability Prediction of Electronic Equipment
MIL-HDBK-251	Reliability/Design Thermal Applications
MIL-HDBK-263	Electrostatic Discharge Control Handbook for Protection of Electrical and Electronic Parts, Assemblies and Equipment
MIL-HDBK-338	Electronic Reliability Design Handbook
MIL-HDBK-472	Maintainability Prediction
MIL-M-24365A	Maintenance Engineering Analysis: Establishment of, and Procedures and Formats for
MIL-M-38510H	Microcircuits, General Specification for
MIL-P-11268L	Parts, Materials, and Processes Used in Electronic Equipment
MIL-Q-9858A	Quality Program Requirements
MIL-S-19500G	Semiconductor Devices, General Specification for
MIL-STD-109B	Quality Assurance Terms and Definitions
MIL-STD-1304A	Reports: Reliability and Maintainability Engineering Data
MIL-STD-1309C	Definitions of Terms for Test Measurement and Diagnostic Equipment
MIL-STD-1390B	Level of Repair
MIL-STD-1472C	Human Engineering Design Criteria for Military Systems
MIL-STD-1543A	Reliability Program Requirements for Space and Missile Systems
MIL-STD-1562P	Lists of Standard Microcircuits
MIL-STD-1626	Filling Out Management Information System, General Requirements
MIL-STD-1629A	Procedures for Performing a Failure Mode, Effects and Criticality Analysis
MIL-STD-1635	Reliability Growth Testing
MIL-STD-1686	Electrostatic Discharge Control Program for Protection of Electrical and Electronic Parts, Assemblies and Equipment
MIL-STD-1843	Reliability-Centered Maintenance for Aircraft, Engines & Equipment
MIL-STD-2068	Reliability Development Testing
MIL-STD-2070	Procedure for Performing a FMECA for Aeronautical Equipment
MIL-STD-2074	Failure Classification for Reliability Testing
MIL-STD-2080A	Maintenance Engineering Planning and Analysis for Aeronautical Systems
MIL-STD-2155	Failure Reporting, Analysis and Corrective Action System
MIL-STD-2164	Environmental Stress Screening Process for Electronic Equipment
MIL-STD-2165	Testability Program for Electronic Systems and Equipment
MIL-STD-280A	Definitions of Item Levels, Item Exchangeability, Models and Related Terms
MIL-STD-415D	Test Provisions for Electronic Systems and Associated Equipment, Design Criteria
MIL-STD-454K	Standard General Requirements for Electronic Equipment (RQMT 35 Reliability)
MIL-STD-470A	Maintainability Program for Systems & Equipment
MIL-STD-471A	Maintainability Verification/Demonstration/Evaluation
MIL-STD-690B	Failure Rate Sampling Plans and Procedures
MIL-STD-701M	Lists of Standard Semiconductor Devices
MIL-STD-721C	Definitions of Terms for Reliability and Maintainability
MIL-STD-750C	Test Methods for Semiconductor Devices
MIL-STD-756B	Reliability Modeling and Prediction

2.1 (Continued):

MIL-STD-780F	Work Unit Codes for Aeronautical Equipment, Uniform Numbering System
MIL-STD-781D	Reliability Testing for Engineering Development, Qualification & Production
MIL-STD-785B	Reliability Programs for System and Equipment Development and Production
MIL-STD-790D	Reliability Assurance Program for Electronic Parts Specification
MIL-STD-810D	Environmental Test Methods and Engineering Guidelines
MIL-STD-882B	System Safety Program Requirements
MIL-STD-883C	Test Methods and Procedures for Microelectronics
MIL-STD-965A	Parts Control Program
MIL-T-28800D	Test Equipment for Use with Electrical and Electronic Equipment, General Specification
MIL-E-16400H	Electronic, Interior Communication and Navigation Equipment, Naval Ship and Shore

2.2 Other Documents:

NAVAIR 01-1A-32	Reliability Engineering Handbook
NAVAIR 01-1A-33	Maintainability Engineering Handbook
00-40 (PT1) (ARMP1)	R&M P1: Management Responsibilities & Requirements for Programmes & Plans
AFP 57-9	Defining Logistics Requirements in Statement of Operational Needs
OPNAVINST 4790.2D	The Naval Aviation Maintenance Program
WATOG	World Airlines Technical Operations Glossary

3. APPROACH:

3.1 Discussion of Data Base Generation:

Existing military and commercial documents (see Section 2), both domestic and foreign, which contain RMS terms and definitions were reviewed. These terms and their definitions were extracted from the documents to form the total data base.

Several actions were then taken to refine the data base:

- Terms/Definitions that were not applicable to RMS were removed.
- All applicable RMS terms were annotated as parametric or nonparametric.
- The applicable RMS Terms were then reviewed and those recommended were so annotated.
- In cases where a recommended term had multiple definitions, a preferred definition was selected.

The step-by-step approach to the selection and recommendation process is given in the next section.

3.2 Selection/Recommendation Process:

3.2.1 Selection of Terms Applicable to RMS: Terms identified in the selected documents were reviewed for their applicability to the RMS fields and retained in the data base.

The criteria applied for retention in the data base of applicable terms are:

- a. Those with definitions specific to, or closely associated with the RMS disciplines.
- b. Those whose definitions are needed to support or qualify the definitions of specific RMS terms.
- c. The following types of terms were excluded from the data base of applicable terms:
 - (1) Common Engineering terms, e.g. fatigue, angle of incidence
 - (2) Most statistical terms

3.2.2 Identification of Parametric Terms: The data base was then annotated as to whether the terms were parametric or not.

For a term to be classified as parametric, it had to meet the following criteria:

- a. It must quantify a reliability, maintainability, or supportability characteristic.
- b. The value must be measurable during some phase of a system's life cycle. This must be accomplished through collection and analysis of data from actual operation and/or maintenance of the system.
- c. It must be statistical in nature to reflect variability in an R, M, or S characteristic. A specified value such as mandatory overhaul time is not considered a parametric term.
- d. It must be normalized to a measurable base, e.g., "maintenance man hours per flight hour" is parametric but "maintenance man hours" is not.

It should be noted that values of parametric terms may also be qualified as "predicted", or used to develop test or evaluation plans but these have not been included in the data base, e.g., "predicted mean time to repair".

Those terms in the data base which do not meet all of the above criteria are classified as nonparametric.

3.2.3 Selection of Recommended Terms: The list of applicable terms was then reviewed and those to be recommended by the SAE were so annotated. Criteria for selection included how necessary the term is in the quantification of RMS performance. Terms included in this document are generic. For any particular application they may need to be tailored, for example, "mean time between failures" may be applied only to certain types of failure as appropriate, these tailorings are not included."

3.2.4 Selection of Preferred Definitions: For many terms, more than one definition was found in the selected documents. In these instances, one definition was selected as the preferred definition if it met the following criteria:

- a. Clarity
- b. Completeness
- c. General application (generic)

Where equivalent definitions were found in more than one document, one of which being a Military Standard, the preferred definition was that contained in the Military Standard.

When only one definition was found for a term, and that definition met the above criteria then it was not reviewed further and was included in the data base as preferred.

In some cases there were multiple definitions of which none met all of the above criteria. In these cases a preferred definition was created by the G-11R subcommittee; these can be identified by their having no source document annotated.

3.3 Subcommittee Consensus Process:

The SAE G-11R subcommittee consists of approximately 20 individuals from the United States, Canada, and Europe who represent a cross section of the airframe, engine and accessory industries plus the military services.

The intent was to achieve as wide as possible a perspective for the recommendation of terms from the 2000 RMS terms reviewed.

The approach taken to arrive at a final consensus was to divide the 2000 terms equally among several small working groups. The task of these groups was to make the selections and recommendations based upon the previously described process, and then to present their results to the main subcommittee. The main subcommittee then reviewed these results and made the final acceptance/rejection decisions.

The sheer size of this activity with the number of individual opinions on the classification of 2000 terms suggests an evolutionary process, and indeed this was the case.

Numerous working groups and review teams were formed to revisit the tasks as the criteria were refined.

This process continued until a consensus was reached by the main subcommittee.

4. HOW TO READ THIS REPORT:

4.1 Sample Report Page:

An excerpt from the list of recommended terms is provided in Figure 1. This figure identifies the headings and associated definitions of each field in the list of terms.

Field	Definition
Term:	Term being defined, with acronym.
Definition:	Verbatim definition as contained in the source document.
Formula:	Formula used to quantify the term.
Parameter?:	Indicates the G-11 R assessment as to whether the term is a parameter.
Document number:	Self-explanatory.
Document name:	Self-explanatory.

FIGURE 1 - Headings and Associated Definitions of Each Field

4.2 Contents of Published Report:

Appendix A of this report provides all the terms which are recommended by the SAE G-11 R subcommittee per the previously described criteria and selection process. The terms are provided in alphabetical order.

Appendix B of this document provides the total list of RMS terms that were reviewed by the SAE G-11 R subcommittee.

**APPENDIX
LIST OF RECOMMENDED TERMS**

Term: **AVAILABILITY (A)**

Definition: Availability is the probability that an item used under stated conditions will be ready to operate satisfactorily at any given time.

Formula: $A = \text{UPTIME} / (\text{UPTIME} + \text{DOWNTIME})$

Parameter?: Yes

Term: **BREAK RATE**

Definition: The probability that a system will return from an assigned mission with one or more previously working essential systems/subsystems inoperable (including ground and air aborts).

Formula: $\text{BREAK RATE} = \frac{\# \text{ MISSIONS WITH 1 OR MORE FAILURES OF ESSENTIAL ITEMS}}{\# \text{ MISSIONS ASSIGNED}}$

Parameter?: Yes

Term: **BUILTIN TEST**

Definition: An integral capability of the equipment which provides an on-board, automated test capability to detect, diagnose, and/or isolate system failures. The fault detection and, possibly, isolation capability is used for periodic or continuous monitoring of a system's operational health, and for observation and, possibly, diagnosis to conclude to maintenance action.

Parameter?: No

Term: CANNOT DUPLICATE

Definition: A fault indicated by BIT or other monitoring circuitry which cannot be confirmed at the next level of maintenance.

Parameter?: No

Document Number: MIL-STD-1309C

Document Name: DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT

Term: DIRECT MAINTENANCE MAN-HOURS

Definition: The total time in direct man-hours required to restore or maintain an item in serviceable condition.

Parameter?: No

Document Number: MIL-E-005007E

Document Name: ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR

Term: DIRECT MAINTENANCE MAN-HOURS PER MAINTENANCE ACTION (DMMH/MA)

Definition: A measure of the maintainability parameter related to item demand for maintenance manpower. The sum of direct maintenance man-hours divided by the total number of maintenance actions (preventative and corrective) during a stated period of time.

Formula: $DMMH/MA = \text{TOTAL DMMH} / \text{TOTAL MA'S}$

Parameter?: Yes

Document Number: MIL-STD-721C

Document Name: DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: DOWNING EVENT

Definition: The event which causes an item to become unavailable to initiate its mission.

Parameter?: No

Document Number: MIL-STD-721C

Document Name: DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: DOWNTIME

Definition: The time during which an item is not available for use for technical reasons.

Term: DOWNTIME, MEAN

Definition: The average elapsed time between loss of mission capable status and restoration of the system to mission capable status.

Formula: $MDT = \text{TOTAL DOWNTIME} / \# \text{ OF DOWNING EVENTS}$

Parameter?: Yes

Document Number: AFP 57-9

Document Name: DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED

Term: EFFECTIVENESS, BUILT IN TEST

Definition: The product of two independent probabilities:

- a. $P_d(\text{BIT})$ = The probability that a failure will be detected by BIT.
- b. $P_i(\text{BIT})$ = The probability that the failure will be isolated to a stated ambiguity level by BIT.

Formula: $\text{EFFECTIVENESS, BIT} = P_d(\text{BIT}) * P_i(\text{BIT})$

Parameter?: Yes

Term: FAILURE

Definition: The inability of an item to perform within previously specified limits.

Parameter?: No

Document Number: MIL-HDBK-338

Document Name: ELECTRONIC RELIABILITY DESIGN HANDBOOK

Term: FAILURE RATE

Definition: The total number of failures within an item population divided by the total number of life units expended by that population during a particular measurement interval under stated conditions.

Formula: FAILURE RATE = # FAILURES / LIFE UNITS

Parameter?: Yes

Document Number: MIL-STD-721C

Document Name: DEFINITION OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: FAULT

Definition: A physical condition that causes a device, component, or element to fail to perform in a required manner; for example, a short circuit or a broken wire.

Parameter?: No

Document Number: MIL-STD-1309C

Document Name: DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT

Term: FAULT ISOLATION

Definition: The process of determining the location of a fault to the extent necessary to effect repair.

Parameter?: No

Document Number: MIL-STD-721C

Document Name: DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: FIX RATE

Definition: The percent of items that return Not Mission Capable that are repaired (i.e., returned to Mission Capable status) in a specified number of clock hours, i.e., 70% in 4 h, 85% in 8 h.

Formula: $\text{FIX RATE} = \# \text{ A/C REPAIRED WITHIN SPECIFIED HOURS} / \# \text{ ITEMS REPAIRED}$

Parameter?: Yes

Term: LIFE CYCLE COST

Definition: The total cost of research, development, test, and evaluation; acquisition; operation and support and disposal of an item throughout its useful life.

Parameter?: Yes

Document Number: NAVAIR 01-1 A-32

Document Name: RELIABILITY ENGINEERING HANDBOOK

Term: LIFE UNITS

Definition: A measure of use duration applicable to the item (such as operating hours, cycles, distance, rounds fired, attempts to operate).

Parameter?: No

Document Number: DOD 5000.40(D)

Document Name: RELIABILITY & MAINTAINABILITY (P&L)

Term: MAINTENANCE

Definition: All actions (corrective and preventive) necessary for retaining an item in or restoring it to a specified condition.

Parameter?: No

Document Number: NAVAIR 01-1A-32

Document Name: RELIABILITY ENGINEERING HANDBOOK

Term: MAINTENANCE ACTION

Definition: An element of a maintenance event. One or more tasks (i.e., fault localization, fault isolation, servicing and inspection) necessary to retain an item in or restore it to a specified condition.

Parameter?: No

Document Number: MIL-STD-721C

Document Name: DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: MAINTENANCE EVENT

Definition: One or more maintenance actions required to effect corrective and preventive maintenance due to any type of failure or malfunction, false alarm or scheduled maintenance plan.

Parameter?: No

Document Number: MIL-STD-721C

Document Name: DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: MAINTENANCE MAN-HOURS PER LIFE UNIT

Definition: A measure of the total maintenance manpower burden required to maintain an item. It is expressed as the cumulative number of man-hours of maintenance expended in direct labor during a given period of the life units divided by the cumulative number of end item life units during the same period.

Formula: $MMH/LU = \text{TOTAL MAINTENANCE MAN-HOURS} / \text{TOTAL LIFE UNITS}$

Parameter?: Yes

Term: MAINTENANCE TIME, ELAPSED (EMT)

Definition: For the purposes of maintenance data reporting (MDR), EMT is defined as the actual clock time, in hours and tenths, that maintenance was being performed on a job. EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although the EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job. For example, if five persons complete a job in 2 h of continuous work, the EMT = 2 h and the man-hours = 10.

Parameter?: No

Document Number: OPNAVINST 4790.2

Document Name: THE NAVAL AVIATION MAINTENANCE PROGRAM

Term: MAINTENANCE, CORRECTIVE

Definition: All actions performed as a result of failure, to restore an item to a specified condition. Corrective maintenance can include any or all of the following steps: localization, isolation, disassembly, interchange, reassembly, alignment, and checkout.

Parameter?: No

Document Number: MIL-STD-721C

Document Name: DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: MAINTENANCE, PREVENTIVE

Definition: Tests, measurements, replacements, adjustments, repairs, and similar activities carried out with the intention of preventing faults or malfunctions from occurring during subsequent operation. Preventive maintenance is designed to keep hardware and software in proper operating condition and may be performed on a scheduled basis.

Parameter?: No

Document Number: MIL-STD-1309C

Document Name: DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT

Term: MAN-HOURS

Definition: The total number of accumulated direct labor hours (in hours and tenths) expended in performing a maintenance action. Direct maintenance man-hours are man-hours expended by assigned personnel to complete the work described on the source document. This includes the functions of preparation, inspection, disassembly, adjustment, fault correction, replacement or reassembly of parts, and calibration/tests required in restoring the item to a serviceable status. It also includes such associated tasks as checking out and returning tools, looking up part numbers in the Illustrated Parts Breakdown (IPB), transmitting required information to material control, and completing documentation of the Visual Information Display System/Maintenance Action Form (VIDS/MAF) or Support Action Form (SAF).

Parameter?: No

Document Number: OPNAVINST 4790.2

Document Name: THE NAVAL AVIATION MAINTENANCE PROGRAM

Term: MAN-HOURS, MAINTENANCE

Definition: The man-hours required to complete the maintenance task.

Parameter?: No

Document Number: WATOG

Document Name: WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

Term: MEAN CORRECTIVE MAINTENANCE TIME

Definition: The mean elapsed time required to complete a corrective maintenance action, i.e., total corrective maintenance down time divided by total corrective maintenance actions over a stated period of time.

Formula:
$$\text{MCT} = \text{TOTAL CORRECTIVE MAINTENANCE DOWN TIME} / \text{TOTAL CORRECTIVE MAINTENANCE ACTIONS}$$

Parameter?: Yes

Term: MEAN MAINTENANCE TIME (MMT)

Definition: The measure of item maintainability taking into account maintenance policy. The sum of elapsed corrective and preventive maintenance times divided by the sum of preventive and corrective maintenance events during a stated period of time.

Formula:
$$\text{MMT} = \text{SUM OF ELAPSED PREV AND CORR MAINT TIME} / \text{SUM OF PREV AND CORR MAINT EVENTS}$$

Parameter?: Yes

Document Number: MIL-STD-721C

Document Name: DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: MEAN TIME BETWEEN DEMANDS (MTBD)

Definition: The total number of system life units divided by the total number of demands on the supply system during a stated period of time.

Formula:
$$\text{MTBD} = \text{TOTAL SYSTEM LIFE UNITS} / \text{TOTAL \# OF ITEM DEMANDS}$$

Parameter?: Yes

Document Number: MIL-STD-721C

Document Name: DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: MEAN TIME BETWEEN FAILURES (MTBF)

Definition: A reliability figure calculated by dividing total life units accrued in a period by the number of failures that occurred during the period.

Formula:
$$\text{MTBF} = \text{TOTAL LIFE UNITS IN PERIOD} / \text{NUMBER OF FAILURES IN PERIOD}$$

Parameter?: Yes

Term: MEAN TIME BETWEEN MAINTENANCE (MTBM)

Definition: A measure of reliability taking into account maintenance policy. The total number of life units expended by a given time divided by the total number of maintenance events (scheduled and unscheduled) due to that item.

Formula: $MTBM = \text{TOTAL LIFE UNITS} / \text{TOTAL MAINTENANCE EVENTS}$

Parameter?: Yes

Document Number: MIL-STD-721C

Document Name: DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: MEAN TIME BETWEEN REMOVALS (MTBR)

Definition: A measure of the system reliability parameter related to demand for logistic support. The total number of system life units divided by the total number of items removed from that system during a stated period of time. This term is defined to exclude removals performed to facilitate other maintenance and removals for product improvement.

Formula: $MTBR = \text{TOTAL LIFE UNITS} / \text{TOTAL NUMBER OF REMOVALS}$

Parameter?: Yes

Document Number: MIL-STD-721C

Document Name: DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: MEAN TIME TO RESTORE SYSTEM (MTTRS)

Definition: A measure of the system maintainability parameter related to availability and readiness. The total corrective maintenance time associated with downing events, divided by the total number of downing events during a stated period of time. (Excludes time for off-system maintenance and repair of detached components.)

Formula:
$$\text{MTTRS} = \text{TOTAL CORRECTIVE MAINTENANCE TIME (DOWNING EVENTS)} / \text{TOTAL NUMBER OF DOWNING EVENTS}$$

Parameter?: Yes

Document Number: MIL-STD-721C

Document Name: DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: MEAN TIME TO SERVICE (MTTS)

Definition: A measure of an on-system maintainability characteristic related to servicing that is calculated by dividing the total scheduled crew/operator/driver servicing time by the number of times the item was serviced.

Formula:
$$\text{MTTS} = \text{TOTAL SERVICING TIME} / \text{NUMBER OF TIMES SERVICED}$$

Parameter?: Yes

Document Number: MIL-STD-721C

Document Name: DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term: MISSION CAPABLE RATE

Definition: The percent of possessed time that a system is capable of performing at least one of its assigned missions.

Parameter?: Yes

Document Number: AFP 57-9

Document Name: DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED

Term: PERCENT BIT CANNOT DUPLICATE

Formula: $\%CND = 100 \times \text{NUMBER OF BIT CND'S} / \text{TOTAL NUMBER OF BIT INDICATIONS}^*$

* Excludes false alarms that do not generate maintenance actions.

A BIT CND is an on-equipment BIT indication of a malfunction that cannot be confirmed by subsequent troubleshooting by maintenance personnel.

Parameter?: Yes

Document Number: AFP 57-9

Document Name: DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEEDS

Term: PERCENT BUILT IN TEST FALSE ALARM

Formula: $\%FA = 100 \times \text{NUMBER OF BIT INDICATIONS NOT RESULTING IN MAINTENANCE ACTIONS} / \text{TOTAL NUMBER OF BIT INDICATIONS}$

A BIT FA is an indication of a failure that is not accompanied by system degradation or failure.

Parameter?: Yes

Term: PERCENT BUILT IN TEST FAULT DETECTION

Definition: The total number of faults detected by BIT divided by the total number of faults x 100.

Formula: $FD = \text{TOTAL FAULTS DETECTED BY BIT} / \text{TOTAL FAULTS} \times 100$

Parameter?: Yes

Document Number: AFP 57-9

Document Name: DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEEDS

Term: PERCENT BUILT IN TEST FAULT ISOLATION

Definition: In defining this term it is essential to recognize that it is just as operationally valuable for BIT to fault isolate on an aircrew reported fault or manually detected fault as it is for BIT to fault isolate BIT detected faults. Hence, the definition is:

Formula: $\%FI = \text{\# OF ISOLATIONS IN WHICH BIT EFFECTIVELY CONTRIBUTED} / \text{\# OF CONFIRMED FAILURES DETECTED VIA ALL METHODS} \times 100$

Effective isolation should be defined, for example, to mean that the fault is unambiguously isolated to a single item node (driver, receiver, connector, wire), or to a specified maximum number of items (an ambiguity group of x items).

Parameter?: Yes

Document Number: AFP 57-9

Document Name: DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED

Term: RELIABILITY

Definition: The probability that an item will perform a required function, under specified conditions, without failure, for a specified number of life units.

Term: RELIABILITY, DISPATCH

Definition: The percentage of flights which depart without incurring a delay (technical) or cancellation (technical).

Formula:
$$DR = \frac{\text{TOTAL DEPARTURES WITHOUT DELAY OR CANCELLATION}}{\text{TOTAL DEPARTURES}}$$

Parameter?: Yes

Document Number: WATOG

Document Name: WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

Term: RELIABILITY, ENROUTE

Definition: The probability of successfully completing a flight plan without incurring a failure that would cause deviation from flight plan.

Formula:
$$ER = \frac{\text{TOTAL \# OF SUCCESSFUL FLIGHT PLANS}}{\text{TOTAL \# OF FLIGHT PLANS}}$$

Parameter?: Yes

Document Number: WATOG

Document Name: WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

Term: RELIABILITY, MISSION

Definition: The probability that, under stated conditions, the system will operate in the mode for which it was designed (i.e., with no malfunctions) for the duration of the mission, given that it was operating in this mode at the beginning of the mission.

Term: REMOVAL RATE

Definition: The total number of removals within an item population, divided by the total number of life units expended by that population, during a particular measurement interval under stated conditions.

Formula: $RR = \text{TOTAL \# OF REMOVALS} / \text{TOTAL \# OF LIFE UNITS}$

Parameter?: Yes

Term: UP TIME

Definition: That element of ACTIVE TIME during which an item is in condition to perform its required function.

Parameter?: No

Document Number: MIL-STD-721

Document Name: DEFINITION OF TERMS FOR RELIABILITY AND MAINTAINABILITY

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APPENDIX B
COMPLETE LIST OF RMS TERMS REVIEWED

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No	Term	Acronym	Definition	Document	Document Name
1	ACCELERATED LIFE TEST		A test in which certain factors are increased or decreased beyond normal operating values to obtain observable deterioration in a reasonable period of time, and thereby afford some measure of the probable life under normal operating conditions or some measure of the durability of the equipment when exposed to the factors being aggravated.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
2	ACCELERATED SIMULATED MISSION ENDURANCE TEST	ASHET	An accelerated test derived from a real time representation (usually expressed in terms of power level angle versus time and engine inlet temperature and pressure conditions) of the mission profiles and mission mix for a specific aircraft application for a period of at least 1000 hours. The accelerated test is intended to produce: (1) hot parts damage equivalent to at least the hot parts life mission hours requirement and (2) critical parts LCF damage equivalent to at least one-half the cold parts mission hours requirement. The actual acceleration factor is a function of the derivation method provided by the strength and life analysis.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
3A	ACCELERATED TEST		A test in which the applied stress level is chosen to exceed that stated in the reference conditions in order to shorten the time required to observe the stress response of the item, or magnify the response in a given time. To be valid, an accelerated test must not alter the basic modes and/or mechanisms of failure, or their relative prevalence.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
3B	ACCELERATED TEST		A test in which the applied stress level is chosen to exceed that stated in the reference conditions in order to shorten the time required to observe the stress response of the item, or magnify the response in a given time. To be valid, an accelerated test must not alter the basic modes and/or mechanisms of failure or their relative prevalence.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
4	ACCEPTABLE FAILURE RATE DURING PERIOD OF TIME		The "acceptable failure rate during period of time," θ_0 , is the maximum failure rate during period of time that can be considered satisfactory.	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
5	ACCEPTABLE MEAN LIFE	θ_0	The minimum mean time to failure which is considered satisfactory.	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
6	ACCEPTABLE PROPORTION OF LOT FAILING BEFORE SPECIFIED TIME	P_0	The maximum fraction of the lot that may fail before the specified time T and still result in the lot being considered satisfactory.	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
7A	ACCEPTANCE TEST	AT	A series of tests conducted on engines submitted for Using Service acceptance, under contract, to demonstrate correct assembly and performance to the extent specified in the engine specification.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
7B	ACCEPTANCE TEST		Tests to determine conformance to design or specifications as a basis for acceptance. They may apply to parts, equipments, or systems.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
7C	ACCEPTANCE TEST		A test conducted under specified conditions by, or on behalf of, the government, using delivered or deliverable items, in order to determine the item's compliance with specified requirements. (Includes acceptance of first production units.)	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
8A	ACCESSIBILITY		A measure of the relative ease of admission to the various areas	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN

No	Term	Acronym	Definition	Document	Document Name
			of an item.		HANDBOOK
88	ACCESSIBILITY		A measure of the relative ease of admission to the various areas of an item for the purpose of operation or maintenance.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
8C	ACCESSIBILITY		The feature of design layout and installation which permits quick and easy admission (for performance of visual and manipulative maintenance) to the area in which maintenance must be performed.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
8D	ACCESSIBILITY		A design feature which affects the ease of admission to an area for the performance of visual and manipulative maintenance.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
8E	ACCESSIBLE		Except where stated to the contrary herein or where specific design values are given, an item is considered accessible only where it can be operated, manipulated, removed or replaced by the suitably clothed and equipped user with applicable 5th and 95th percentile body dimensions. Applicable body dimensions are those dimensions which are design-critical to the operation, manipulation, removal or replacement task. (For example, an adjustment control behind an aperture should be located sufficiently close to the aperture to enable a suitably clothed and equipped user with a 5th percentile female depth of reach to grasp and manipulate the adjustment control, while the opening should be sufficiently large to enable passage of similarly clothed and equipped 95th percentile male hand and arm dimensions.)	MIL-STD-1472C	HUMAN ENGINEERING DESIGN CRITERIA FOR MILITARY SYSTEMS, EQUIPMENT
9A	ACCESSORIES		Accessories are items of engine-mounted equipment not furnished by the engine manufacturer, which are required for aircraft operation or as auxiliaries for engine operation.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
9B	ACCESSORY		An item used in conjunction with or to supplement an assembly, unit or set, contributing to the effectiveness thereof without extending or varying the basic function of the assembly, unit, or set. An accessory may be used for testing, adjusting or calibrating purposes.	MIL-STD-280A	DEFINITIONS OF ITEM LEVELS, ITEM EXCHANGEABILITY, MODELS AND RELATED TERMS
9C	ACCESSORY		A part, subassembly, or assembly designed for use in conjunction with or to supplement another assembly, unit, or set that contributes to the effectiveness without extending or varying the basic function of the assembly or set. An accessory may be used for testing, adjusting, or calibrating.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
9D	ACCESSORY		A part, subassembly, assembly or component designed for use in conjunction with or to supplement another item.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
10	ACCUMULATED HOURS		Hours that are expended against a job by individuals or shops within the same work center.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
11	ACHIEVED		Obtained as the result of measurement.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
12	ACTIVE BUILT IN TEST		A type of built in test which is temporarily disruptive to the prime system operation through the injection of test stimuli into the system.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
13	ACTIVE MAINTENANCE TIME		The time during which corrective or preventive maintenance is being done on an item. Active maintenance time is comprised of the following task times: preparation time, fault location time,	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK

No	Term	Acronym	Definition	Document	Document Name
14	ACTIVE REPAIR TIME		item obtainment time, fault correction time, adjustment and calibration time, and checkout time. That portion of downtime during which one or more technicians are working on the system to effect a repair. This time includes preparation time, fault-location time, fault-correction time, and final checkout time for the system, and perhaps other subdivisions as required in special cases. Any item shipped with the engine which is neither an accessory nor a component.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
15	ADDITIONAL EQUIPMENT		To bring variable elements of an item within specified limits.	MIL-E-005007F(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
16	ADJUST/ALIGN/TRI H		Changing (by electronic, electrical or physical means) a variable in an item to cause a change in its output characteristics. An item used for experimentation or tests to (a) demonstrate the technical feasibility of a design, (b) determine, its ability to meet existing performance requirements, (c) secure engineering data for use in further development and, where appropriate, (d) establish the technical requirements for contract definition. Dependent upon the complexity of the equipment and the technological factors involved, it may be necessary to produce several successive models, to achieve additional objectives. The final advanced development model approaches the required form factor and employs standard parts (or nonstandard parts approved by the agency concerned). Serious consideration is given to military requirements such as reliability, maintainability, human factors and environmental conditions. A systematic evaluation of an item based on analysis of collected information from in-service experience, development tests or scientific handbooks. It assesses the item's resistance to a deterioration process with respect to increasing age.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
17	ADJUSTMENT		A systematic evaluation of an item based on analysis of collected information from in-service experience. It assesses the item's resistance to a deterioration process with respect to increasing age.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
18	ADVANCED DEVELOPMENT		The time before which inspection of the condition of an item is required, or beyond which inspection is considered to provide useful condition information. NOTE: Threshold age may be specified as an upper limit before which inspection must be performed, or may be specified as a lower limit below which an inspection is not considered to provide useful information. All equipment required on the aircraft to support the operation and maintenance of the aircraft and all its airborne equipment.	MIL-STD-280A	DEFINITIONS OF ITEM LEVELS, ITEM EXCHANGEABILITY, MODELS AND RELATED TERMS
19A	AGE EXPLORATION		The average number of aircraft used in aircraft operations and normal maintenance during a reporting period. NOTE: The number of aircraft in service is calculated from the aircraft days available for the period divided by the total number of days in the period. Aircraft days available include days required for normal maintenance and overhaul. That department of an aviation ship (aircraft carrier/amphibious	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
19B	AGE EXPLORATION			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
20	AGE, THRESHOLD			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
21	AIRBORNE SUPPORT EQUIPMENT	ASE		WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
22	AIRCRAFT IN SERVICE			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
23	AIRCRAFT	AIND		OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE

No	Term	Acronym	Definition	Document	Document Name
	INTERMEDIATE MAINTENANCE DEPARTMENT		assault ship/helicopter assault landing ship (CV/LPH/LHA)) or naval air station responsible for the check, test, repair, or manufacture of aeronautical components and SE for the supported aircraft.		PROGRAM
24	AIRCRAFT ON GROUND	AOG	The highest priority designation to process a requirement for a spare part(s) and/or maintenance action. Indicates that an aircraft is unable to continue or be returned to revenue service until the appropriate action is taken.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
25	AIRCRAFT STRUCTURAL INTEGRITY PROGRAM	ASIP	A time-phased set of required actions performed at the optimum time during the life cycle (design through phase-out) of an aircraft system to ensure the structural integrity (strength, rigidity, damage tolerance, durability and service life capability) of the aircraft.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
26	AIRLINE OPERATING PROFILE		Information supplied by the airline to the equipment manufacturer for calculation of spare items needed to support the airline's fleet.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
27A	ALIGNMENT		A sequence of adjustments providing optimum performance characteristics.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
27B	ALIGNMENT		performing the adjustments that are necessary to return an item to specified operation.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
28	ALLOCATION		The apportionment of numerical requirements to all levels within an equipment which will result in meeting the overall contractual reliability requirement.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
29	ALTERNATE		An item which fully meets required functional and structural specifications, but differs either in overall external dimensions, connections, installations and/or mounting provisions and required additional parts, rework, or modification to install in a specific application. Alternate procedures fully meet the required maintenance specification, but may require additional documentation, training, manning, special tooling and/or test equipment.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
30A	ANALYSIS, CRITICALITY	FMECA	An extension of failure mode and effect analysis wherein the degree of degradation of aircraft operating safety due to failure effects is predicted.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
30B	ANALYSIS, CRITICALITY	CA	A procedure by which each potential failure mode is ranked according to the combined influence of severity and probability of occurrence.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
31	ANALYSIS, DAMAGE TOLERANCE		Application of engineering principles to determine periods of safe unrepaired service usage in the presence of assumed structural defects.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
32	ANALYSIS, MAINTENANCE		The process of identifying required maintenance functions through analysis of a fixed or assumed design and determining the most effective means of accomplishing these functions.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
33	ANALYSIS, PERFORMANCE		The assessment of the performance level of an item, aircraft or fleet from performance data or measurements or statistical information.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
34	ANALYSIS, RELIABILITY		The assessment of probabilities to determine satisfactory performance of an item under specified conditions of use over a given service period by means of statistical studies.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
35	ANALYTICAL MAINTENANCE PROGRAM	AMP	A program that implements the Reliability Centered Maintenance (RCM) philosophy, for example, additional maintenance cannot improve the reliability inherent in the design of hardware.	OPNAVINST 4790-2D	THE NAVAL AVIATION MAINTENANCE PROGRAM

No	Term	Acronym	Definition	Document	Document Name
36	ARTICLE		Components, assemblies, subassemblies, and parts connected or associated together to perform an operational function. (Equipment or End Item)	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
37	ATTRIBUTE		A characteristic or property that a product either does or does not have, e.g., shorts and opens in electronic parts, leaks in hydraulic lines, "stiction" in bearings.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
38	AUGMENTED SUPPORT		Support provided by the system contractor during the initial introduction of new development or production equipment, to furnish technical assistance, spares, and repair parts and to perform actual maintenance as required during the introductory period.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
39	AUTOMATIC SELF TEST		Self-test to that degree of fault detection and isolation which can be achieved entirely under computer control, without human intervention.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
40	AUTOMATIC TEST		That performance assessment, fault detection, diagnosis, isolation, and prognosis which is performed with a minimum of reliance on human intervention. This may include BIT.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
41	AUTOMATIC TEST EQUIPMENT	ATE	Equipment which automatically carries out a predetermined program of testing for possible malfunction with minimum reliance upon human intervention.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
42A	AUTOMATIC TESTING		Fault localization, failure prediction, or validation of satisfactory equipment operation by a device that is programmed to perform a series of self-sequencing tests. Once actuated, the device will continue its operations without the necessity of human direction.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
42B	AUTOMATIC TESTING		That discipline which concerns itself with the development, acquisition, and application of automatic test.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
43A	AVAILABILITY		A measure of the degree to which an item is in an operable and committable state at the start of a mission when the mission is called for at an unknown (random) time (includes operating time, active repair time, administrative time, and logistic time, but excludes mission time).	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
43B	AVAILABILITY		A measure of the degree to which an item is in operable and committable state at the start of a mission, when the mission is called for at an unknown (random) point in time.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
43C	AVAILABILITY		A measure of the degree to which an item is in operable and committable state at the start of a mission when the mission is called for at an unknown (random) time. (Item state at start of a mission includes the combined effects of the readiness-related system R & M parameters, but excludes mission time.)	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
43D	AVAILABILITY	A	A complex function of equipment mean time between failures (MTBF), mean corrective maintenance time (Mct), duty cycle (d), failure detectability (k) of checkout and test equipment, mission time (tm), and the functional performance threshold (Gmin) at which the system can be classified as operationally ready for a particular mission assignment. Inherent availability is the probability that a system or equipment used under stated conditions in an ideal support environment will operate satisfactorily at any given time. Operational availability is the probability that a system or equipment used under stated conditions and in the actual support environment will operate satisfactorily at any given time.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
43E	AVAILABILITY		A measure of the degree to which an item is in an operable and committable state at the start of a mission when the mission is called for at an unknown (random) point in time.	00-40(PT1)(ARMP1)	REM P1: MANAGEMENT RESPONSIBILITIES &

No	Term	Acronym	Definition	Document	Document Name
43F	AVAILABILITY	A	committable state at the start of a mission when the mission is called for at an unknown (random) time. The percent of possessed/authorized equipment that is capable of performing its intended function.	ATP 57-9	REQUIREMENTS FOR PROGRAMMES & PLANS DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
43G	AVAILABILITY		A measure of the degree to which an item is in the operable and committable state at the start of the mission, when the mission is called for at an unknown (random) point in time.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
44	AVERAGE LIFE		The mean value for a normal distribution of lives. The term is generally applied to mechanical failures resulting from "wearout".	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
45	AVIONICS		The application of electronics to aviation and astronautics. NOTE: For purposes of the Naval Aviation Maintenance Program (NAMP), avionics is interpreted to include electronic, electrical, instrument, flight control, fire control, and bombing equipment and their subsystems taken either as independent equipment, groups of equipment, or integrated systems to accomplish assigned military missions.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
46	AWAITING INDUCTION		The condition that exist when an engine has been received from supply, and has not been inducted into the shop work-load cycle. Requires the use of shop facilities and precedes an in work/awaiting maintenance status.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
47	AWAITING MAINTENANCE TIME	AMM	That time during which an aircraft is Not Mission Capable Maintenance (NMCM) or Partial Mission Capable Maintenance (PMCM) and no maintenance is being performed on the systems causing the NMCM or PMCM status. Other maintenance upkeep not causing an NMCM or PMCM condition may be performed on the aircraft during this period.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
48	AWAITING PARTS	AUP	The condition that exists when materials required to complete a maintenance action are not available on station/ship.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
49	BASIC FAILURE RATE		The basic failure rate of a product derived from the catastrophic failure rate of its parts, before the application of use and tolerance factors. The failure rates contained in MIL-HDBK-217 are "base" failure rates.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
50	BASIC MISSION		The basic intended function or capability of the aircraft, such as bomber, fighter, patrol, observation, utility.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
51	BASIC RELIABILITY		The duration or probability of failure-free performance under stated conditions. Basic reliability terms, such as Mean Time Between Failures (MTBF) or Mean Cycles Between Failures (MCBF), shall include all item life units (not just mission time) and all failures within the items (not just mission-critical failures at the item level of assembly). Basic reliability requirements shall be capable of describing item demand for maintenance manpower (e.g., Mean Time Between Maintenance Actions (MTBMA)). The other system reliability parameters shall employ clearly defined subsets of all item life units and all failures.	MIL-STD-7058	RELIABILITY PROGRAMS FOR SYSTEM AND EQUIPMENT DEVELOPMENT AND PROD
52	BENCH CHECK		A physical inspection or functional test of an item removed for an alleged malfunction to determine if the part or item is serviceable/repairable. It also includes a determination of the extent of maintenance, repair, or possible overhaul required to return it to serviceable status.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM

No	Term	Acronym	Definition	Document	Document Name
53	BENCH CHECK		A functional check of an item in the shop to determine whether or not the item may be returned to service, or whether it requires adjustment, repair or overhaul.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
54	BENCH TEST		The subsection of aircraft, engines, accessories, equipment, and use of shop test equipment to ensure proper functioning.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
55	BEYOND CAPABILITY OF MAINTENANCE	BCM	A term/code used by intermediate (I-) level maintenance activities when repair is not authorized at this level, or when an activity is not capable of accomplishing the repair because of a lack of equipment, facilities, technical skills, technical data, or parts. This code will also be used when shop backlog precludes repair within time limits specified by existing directives.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
56	BREAK RATE		The percent of time an aircraft will return from an assigned mission with one or more previously working system/subsystems on the Mission Essential Subsystem List (MSEL) inoperable (code 3 including ground and air aborts).	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEEDS
57A	BUILT IN TEST	BIT	An integral capability of the mission equipment which provides an on-board, automated test capability to detect, diagnose, or isolate system failures. The fault detection and, possibly, monitoring of a system's operational health, and for observation and, possibly, diagnosis as a prelude to maintenance action.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
57A	BUILT IN TEST EQUIPMENT	BITE	Any device which is part of an equipment or system and is used for the express purpose of testing the equipment or system. BITE is an identifiable unit of the equipment or system (13098). BITE normally implies an addition to the hardware for the purpose of the test.	MIL-STD-1388-1A	LOGISTIC SUPPORT ANALYSIS
57B	BUILT IN TEST	BIT	A test approach using self-contained hardware and/or software which is an integral part of the unit under test (UUT) used to test all or part of the UUT.	MIL-STD-1388-1A	LOGISTIC SUPPORT ANALYSIS
57B	BUILT IN TEST EQUIPMENT	BITE	Any device permanently mounted in the prime equipment and used for the express purpose of testing the prime equipment, either independently or in association with external test equipment.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
57C	BUILT IN TEST EQUIPMENT	BITE	Monitoring and test equipment installed in selected systems, subsystems, or components for use in fault isolation.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
58A	BURN IN		The operation of an item to stabilize its characteristics.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
58B	BURN IN		The operation of items prior to their end application to stabilize their characteristics and identify early failures.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
58C	BURN IN		The operation of an item under stress to stabilize its characteristics, not to be confused with DE-BUGGING.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
58D	BURN IN		The operation of an item to stabilize its characteristics. Basically, a reliability conditioning procedure which is a method of aging an item by operating it under specified environmental and test conditions in accordance with an established procedure in order to eliminate early failures and age or stabilize the item prior to final test and shipment. To determine and make required corrections in calibration standards or Precision Measuring Equipment (PME). It consists of	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
59	CALIBRATE			OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM

No	Term	Acronym	Definition	Document	Document Name
60A	CALIBRATION		the comparison of two instruments, one of which is a certified calibration standard of known accuracy, to detect and adjust any discrepancy in the accuracy of the other instrument or PHE being compared with the certified calibration standard. The comparison of a measurement system or device of unverified accuracy to a measurement system or device of known and greater accuracy, to detect and correct any variation from required performance specifications of the measurement system or device. A comparison of a measuring device with a known standard. Not to be confused with ALIGNMENT. (see MWIL-C-45662).	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
60B	CALIBRATION			MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
60C	CALIBRATION		The process by which calibration installations compare a calibration standard or PHE with a standard of higher accuracy to ensure that the former is within specified limits throughout its entire range. The calibration process involves the use of approved instrument calibration procedures. The application of specifically known and accurately measured input to ensure that an item will produce specifically known output which is accurately measured or indicated. Calibration includes adjustment or recording of corrections, as appropriate. The designated period of time between calibration services. During this time the instrument should remain within specific performance levels, with a specified probability, under normal conditions of handling and use. The specific steps and operations to be followed by activity personnel in the performance of an instrument calibration.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
60D	CALIBRATION			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
61	CALIBRATION INTERVAL, OR CYCLE			MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
62	CALIBRATION PROCEDURE			MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
63	CANCELLATION (TECHNICAL)		Elimination of a scheduled trip because of a known or suspected malfunction and/or defect. NOTE: Cancellation of any or all of the flight legs of multi-leg trip constitutes only one cancellation. Removal of serviceable parts from one aircraft for installation on another.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
64	CANNIBALIZE			OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
65	CANNOT DUPLICATE	CND	A fault indicated by BIT or other monitoring circuitry which cannot be confirmed at the next level of maintenance.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
66A	CAPABILITY		A measure of the ability of an item to achieve mission objectives given the conditions during the mission.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
66B	CAPABILITY		A measure of the ability of an item to achieve mission objectives given the conditions during the mission.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
67	CAUSE, BASIC		The cause of a defect, failure or damage which results in malfunctioning of an item when: 1. being operated and maintained in a manner for which it was designed, and 2. the cause was not externally induced.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
68	CAUTION SIGNAL		A signal which alerts the operator to an impending dangerous condition requiring attention, but not necessarily immediate action.	MIL-STD-1472C	HUMAN ENGINEERING DESIGN CRITERIA FOR MILITARY SYSTEMS, EQUIPMENT
69	CENTRAL INTEGRATED TEST SYSTEM		An on-line test system which processes, records, or displays at a central location, information gathered by test point datasonors at more than one remotely located equipment or system under test (also called system integrated test system).	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT

No	Term	Acronym	Definition	Document	Document Name
70	CHANCE FAILURE		Any failure whose occurrence is unpredictable in an absolute sense but which is predictable only in a probabilistic or statistical sense.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
71A	CHARGEABLE		Within the responsibility of a given organizational entity (applied to terms such as FAILURES, MAINTENANCE TIME etc.).	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
71B	CHARGEABLE		Within the responsibility of a given organizational entity, whether government or commercial.	ODD 5000.40(D)	RELIABILITY & MAINTAINABILITY (P&L)
72	CHARGEABLE FAILURE		A relevant, independent failure of equipment under test and any dependent failures caused thereby which are classified as one failure and used to determine contractual compliance with acceptance and rejection criteria.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
73	CHECK		An examination to determine functional capability or physical integrity of an item.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
74A	CHECK, FUNCTIONAL		A quantitative check to determine if one or more functions of an item performs within specified limits.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
74B	CHECK, FUNCTIONAL		A quantitative check to determine if functions of an item perform within specified limits.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
75	CHECK, SCHEDULED MAINTENANCE		Any of the maintenance opportunities which are prepackaged and are accomplished on a regular basis.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
76	CHECK, OPERATIONAL		A task to determine if an item is fulfilling its intended purpose. The task does not require quantitative tolerances.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
77A	CHECKOUT		Tests or observations of an item to determine its conditions or status.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
77B	CHECKOUT		A sequence of tests for determining whether or not a device or system is capable of, or is actually performing, a required operation or function.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
77C	CHECKOUT		Tests or observations of an item to determine its condition or status.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
77D	CHECKOUT		Man/machine task to determine that the equipment is operating satisfactorily and ready for return to service.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
77E	CHECKOUT		A sequence of functional or operational tests, or calibration, to determine the condition and status of a weapon system or its elements.	OPNAVINST 4700.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
78A	CHECKOUT TIME		The time required to determine whether designated characteristics of a system are within specified values.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
78B	CHECKOUT TIME		The time required to determine that a system or equipment is in satisfactory operating condition.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
78C	CHECKOUT TIME		The time required to check out the equipment, to complete the maintenance action or to otherwise verify that a system or equipment is in satisfactorily operating condition.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
79	CLOSED LOOP FAILURE		A controlled system assuring that all failures and faults are reported, analyzed (engineering or laboratory analysis),	MIL-STD-2155	FAILURE REPORTING, ANALYSIS AND CORRECTIVE ACTION SYSTEM

No	Term	Acronym	Definition	Document	Document Name
REPORTING SYSTEM					
80	COMMAND AND CONTROL SYSTEM EQUIPMENT		positive corrective actions are identified to prevent recurrence, and that the adequacy of implemented corrective actions is verified by test.	MIL-STD-1472C	HUMAN ENGINEERING DESIGN CRITERIA FOR MILITARY SYSTEMS, EQUIPMENT
81	COMPENSATING PROVISION		The main mission element equipment and related ground equipment used in collecting, transmitting, processing, and displaying information for command and control. Actions that are available or can be taken by an operator to negate or mitigate the effect of a failure on a system.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
82	COMPLAINT		A known or suspected malfunction or defect found by flight crew or maintenance personnel which is documented and requires maintenance action.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
83	COMPLAINTS, PILOT		Suspected or known malfunctions or unsatisfactory conditions entered by the flight crew into the aircraft log and which require maintenance action.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
84	CONCEPT, FLEET LEADER		Inspections on specific aircraft selected from those which have the highest operating age/usage in order to identify the first evidence of deterioration in their condition caused by fatigue damage.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
85A	CONCEPTUAL (CONCEPT) PHASE		The identification and exploration of alternative solutions or solution concepts to satisfy a validated need.	MIL-STD-470A	MAINTAINABILITY PROGRAM FOR SYSTEMS & EQUIPMENT
85B	CONCEPTUAL (CONCEPT) PHASE		The identification and exploration of alternative solutions or solution concepts to satisfy a validated need.	MIL-STD-785B	RELIABILITY PROGRAMS FOR SYSTEM AND EQUIPMENT DEVELOPMENT AND PRODUCTION
86	CONCURRENT FAULT SIMULATION		Fault list type simulations during which fault lists, associated with each primitive block, are propagated by using the same elemental evaluator routines used by the failure free simulation. The concurrency consists in the fact that for each primitive scheduled to be evaluated, its failure free behavior is computed firsthand then its fault list is computed. The removal from service of an item which cannot be economically repaired or reworked.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
87	CONDEMN			MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
88	CONFIDENCE TEST		(1) A test performed to provide a high degree of certainty that the unit under test (UUT) is operating acceptably. (2) A check of the performance of all test system stimulus and measurement functions, to detect degradation with respect to system specifications, and to inform the system operator. The functional and physical characteristics of material as described in technical documents and achieved in a product.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
89A	CONFIGURATION		The functional and/or physical characteristics of hardware/software as set forth in technical documentation and achieved in a product.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
89B	CONFIGURATION		The systematic evaluation, coordination, approval or disapproval, and implementation of all approved changes in the configuration of a configuration item, after formal establishment of its configuration identification.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
90A	CONFIGURATION CONTROL		The systematic evaluation, coordination, approval or disapproval of proposed changes, and the implementation of all approved changes to the configuration of a configuration item, after formal establishment of its configuration identification.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
90B	CONFIGURATION CONTROL		That period during which failures of some items occur at an	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
91	CONSTANT FAILURE			NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK

No	Term	Acronym	Definition	Document	Document Name
	PERIOD		approximately uniform rate.		
92	CONSUMER'S RELIABILITY RISK (P)		The risk, or probability, that a product will be accepted by a reliability test when it should properly be rejected.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
93A	CONSUMER'S RISK (P)		The consumer's risk, β , is the probability of accepting lots with mean life Θ_0 . For the procedures of section 2C, part III, the consumer's risk may also be defined as the probability of accepting lots with unacceptable proportion of lot failing before specified time, P_1 .	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
93B	CONSUMER'S RISK (P)		The probability of accepting equipment with a true mean time between failures (MTBF) equal to the lower test MTBF (Θ_0). The probability of accepting equipment with a true MTBF less than the lower test MTBF (Θ_0) will be less than (β). The restriction of damage within a specified physical envelope following failure of an item.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
94	CONTAINMENT			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
95	CONTAMINANTS		Particles of foreign material which may or may not be visible to the unaided eye.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
96	CONTRACT MAINTENANCE		Maintenance of material by commercial organizations (including prime contractors) on a one-time or continuing basis, without distinction as to the level of maintenance accomplished.	MIL-M-2436SASASHIPS	MAINTENANCE ENGINEERING ANALYSIS
97	CONTROL POINT		A design attribute to enhance testability by enabling, disabling, blocking, resetting and so forth, functions within a system to effect efficient test control.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
98	CONTROLLABILITY		An attribute of equipment design which defines or describes the extent to which signals of interest may be controlled.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
99A	CONTROLLED TEST		A test designed to control or balance out the effects of environmental differences and to minimize the chance of bias in the selection, treatment, and analysis of test samples.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
99B	CONTROLLED TEST		A test designed to control or balance out the effects of environmental differences. The test minimizes the chance of bias in the selection, treatment, and analysis of test samples.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
100A	CORRECTIVE ACTION		A documented design, process, procedure, or materials change implemented and validated to correct the cause of failure or design deficiency.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
100B	CORRECTIVE ACTION		A documented design, process, procedure, or materials change implemented and validated to correct the cause of failure or design deficiency.	MIL-STD-1629A	PROCEDURE FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
101	CORRECTIVE ACTION		The date or item serial number when corrective action will be or has been incorporated into the item.	MIL-STD-2155	FAILURE REPORTING, ANALYSIS AND CORRECTIVE ACTION SYSTEM
102	EFFECTIVITY CORRECTIVE DOWNTIME RATE	MDTCT	Corrective maintenance downtime per hour of operation.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
103	COST OF OWNERSHIP		The sum of acquisition plus the operation and support costs incurred during the period of ownership of the item. Acquisition includes one-time or non-recurring costs, such as purchase, initial provisioning, special tools and equipment, and disposal costs, if any. Operation and support costs include both direct and indirect operating costs.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
104	COST, DIRECT	DNC	Those maintenance labor and material costs directly expended in	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

No	Term	Acronym	Definition	Document	Document Name
	MAINTENANCE		performing maintenance on an item or aircraft. NOTE: Does not include those indirect maintenance labor and material expenditures which contribute to the overall maintenance operations, line station servicing, administration, record keeping, supervision, tooling, test equipment, facilities, etc. Those costs incurred as a result of operating aircraft, including such costs as flight crew, fuel and oil, insurance, maintenance, (ending fees and navigation charges. Those maintenance labor and material costs not considered to be direct maintenance costs, but which contribute to the overall maintenance program costs through overhead operations, administration, record keeping, supervision, tooling test equipment, facilities, etc.)		GLOSSARY
105	COST, DIRECT OPERATING	DOC		WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
106	COST, INDIRECT MAINTENANCE	IMC		WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
107	COST, INDIRECT OPERATING	IOC		WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
108	CRITICAL DEFECT		A critical defect is a defect that judgment and experience indicate is likely to result in hazardous or unsafe conditions for individuals using, maintaining, or depending upon the product; or a defect that judgment and experience indicate is likely to prevent performance of the tactical function of a major item such as an aircraft or missile.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
109	CRITICAL ITEM		Any item:(1) The failure of which would critically affect system safety, cause the system to become unavailable or unable to achieve mission objectives, or cause extensive/expensive maintenance and repair. NOTE: High value are reliability critical for design to life cycle cost. (2) The failure of which would prevent the acquisition of data to evaluate system safety, availability, mission success, or need for maintenance/repair. (3) Which has stringent performance requirement(s) in its intended application relative to state-of-the-art techniques for the item. (4) The sole failure of which causes system failure. (5) Which is stressed in excess of specified derating criteria. (6) Which has a known operating life, shelf life, or environmental exposure such as vibration, thermal, propellant; or a limitation which warrants controlled surveillance under specified conditions. (7) Which is known to require special handling, transportation, storage, or test precautions. (8) Which is difficult to procure or manufacture relative to state-of-the-art techniques. (9) Which has exhibited an unsatisfactory operating history. (10) Which does not have sufficient history of its own, or similarity to other A relative measure of the consequences of a failure mode and its frequency of occurrences.	00-40(PT1)(ARMP1)	R&M P1: MANAGEMENT RESPONSIBILITIES & REQUIREMENTS FOR PROGRAMMES & PLANS
110A	CRITICALITY			MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
110B	CRITICALITY		A relative measure of the consequence of a failure mode and its frequency of occurrences.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
110C	CRITICALITY		A measure of severity of a failure in relation to mission performance or hazards to material or personnel. Criticality classifications in accordance with MIL-STD-882 are: Class IV, Catastrophic - any single failure which is potentially fatal or	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK

Ho	Term	Acronym	Definition	Document	Document Name
			probably will result in loss of aircraft, missile, etc. Class III, Critical - any single failure which potentially results in loss of the mission or will potentially results in loss of the mission or will result in serious hazard or injury to personnel. Class II, Noncritical - any failure which degrades performance or results in degraded operation (such as loss of automatic functions) requiring special operating techniques or alternative modes of operation, which could be tolerated throughout a mission but should be corrected upon completion of the mission. Class I, Minor - any "nuisance" failure not serious enough to be classified Class II, III, or IV, but which requires corrective action. A measure of the severity of a failure in relation to mission performance and hazards to material or personnel.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
1100	CRITICALITY				
111	CYCLE, AIRCRAFT OPERATING		A completed take-off and landing sequence. NOTE: Touch and go landings are counted as Aircraft Operating Cycles.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
112	CYCLE, ENGINE OPERATING		A completed engine thermal cycle including the application of takeoff power.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
113	CYCLE, SUPERSONIC		A completed supersonic flight sequence comprising acceleration through Mach 1 and deceleration to subsonic flight. NOTE: One aircraft operating cycle can include more than one supersonic cycle.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
114	DAMAGE TOLERANCE		The ability of the airframe and engine structure to resist failure due to the presence of flaws, cracks, or other damage for a specific period of unrepaid usage.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
115	DAMAGE TOLERANCE CRITICAL PART		A part whose structural failure could cause loss of aircraft. This implies that the safety-of-flight structure that is sized by damage tolerance requirements and meets the criteria for critical part selection is included in the damage tolerance critical parts list.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
116	DAMAGE TOLERANT		A qualification standard for aircraft structure. An item is judged to be damage tolerant if it can sustain damage and the remaining structure can withstand reasonable loads without structural failure or excessive structural deformation until the damage is detected.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
117	DAMAGE, ACCIDENTAL		Physical deterioration of an item caused by contact or impact with an object or influence which may/may not be a part of the aircraft, or by improper manufacturing or maintenance practices.	MIL-STD-1843 USAF	RELIABILITY CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
118	DAMAGE, ACCIDENTAL		Physical deterioration of an item caused by contact or impact with an object or influence which is not a part of the aircraft, or by improper manufacturing or maintenance practices.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
119	DAMAGE, ENVIRONMENTAL		Physical deterioration of an item's strength or resistance to failure as a result of chemical interaction with its climate or environment.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
120	DAMAGE, INGESTION		Internal damage to an engine caused by an outside object such OBJECT (FOD) as birds, stones, or other foreign objects.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
121A	DEBUGGING		A process to detect and remedy inadequacies, preferably prior to operational use. During this period, defective parts and workmanship errors are identified and corrected under test conditions that closely simulate field operational stresses.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK

No	Term	Acronym	Definition	Document	Document Name
121B	DEBUGGING		The debugging process in not, however, intended to detect inherent weaknesses in system design. These should have been eliminated in the preproduction stages by appropriate techniques. A process to detect and remedy inadequacies, preferably prior to operational use.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
121C	DEBUGGING		A process to detect and remedy inadequacies. Not to be confused with terms such as BURN-IN, FAULT ISOLATION or SCREENING.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
121D	DEBUGGING		A process of "shakedown operation" of a finished equipment to identify and correct design deficiencies, or workmanship errors, defective parts, etc., which may have escaped the quality control inspection procedures. Debugging is usually performed by the contractor prior to submission to Government acceptance test and is not normally part of the acceptance test. The debugging process is also useful in development for the detection and correction of inherent weakness in system design prior to submission for maintainability demonstration and design approval.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
121E	DEBUGGING		A process to detect and remedy inadequacies preferably prior to operational use.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
122A	DEFECT		Any non-conformance of an item with specified requirements.	00-40(PT1)(ARMP1)	REM P1: MANAGEMENT RESPONSIBILITIES & REQUIREMENTS FOR PROGRAMMES & PLANS
122B	DEFECT		The causative element that results in a failure.	MIL-STD-2164	ENVIRONMENTAL STRESS SCREENING PROCESS FOR ELECTRONIC EQUIPMENT
122C	DEFECT		Any nonconformance of the unit or product with specified requirements. Defects will normally be grouped into one or more of the following classes but may be grouped into other classes or subclasses with these classes: a. DEFECT, CRITICAL - A defect that constitutes a hazardous or unsafe condition, or as determined by experience and judgement could conceivably become so, relative to its deleterious effect on the prime intended function, or mission capability of the aircraft or its operating personnel. b. DEFECT, MAJOR - A defect, other than critical, that could result in failure or materially reduce the usability of the unit or part for its intended purpose. c. DEFECT, MINOR - A defect that does not materially reduce the usability of the unit or part for its intended purpose, or is a departure from standards but which has no significant bearing on the effective use or operation of the unit or part. Any confirmed abnormal condition of an item whether or not this could eventually result in a failure.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
122D	DEFECT			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
123	DEFECT DENSITY		Average number of latent defects per item. Symbols used: DIN, DOUT, OR and DO for incoming, outgoing, remaining and observed defect density, respectively.	DDO-HDBK-344	ENVIRONMENTAL STRESS SCREENING OF ELECTRONIC EQUIPMENT
124	DEFECT FREE		That portion of the ESS sequence which must be completed without the disclosure of a defect (failure).	MIL-STD-2164	ENVIRONMENTAL STRESS SCREENING PROCESS FOR ELECTRONIC EQUIPMENT
125	DEFERABILITY		The possibility that an item can remain inoperable and/or defective within the terms of the Minimum Equipment List (MEL)	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

Id	Term	Acronym	Definition	Document	Document Name
126	DEGRADATION		or Configuration Deviation List (CDL). A gradual impairment in ability to perform.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
127	DEGRADATION FACTOR		A factor which, when multiplied by the predicted Mean Time Between Failures, yields a reasonable estimate of the operational Mean Time Between Failures.	MIL-STD-1390B	LEVEL OF REPAIR
128	DEGRADATION FAILURE		A failure which occurs as a result of a gradual or partial change in the characteristics of some part or parameter, e.g., drift in electronic part characteristics, changes in lubricant with age, corrosion of metal. Not a catastrophic failure. Technical delays occur when the malfunctioning of an item, the checking of same or necessary corrective action, causes the final departure to be delayed by more than a specified time after the programmed departure time in any of the following instances: 1. An originating flight departs later than the scheduled departure time. 2. A through service or turn-around flight remains on the ground longer than the allowable ground time. 3. The aircraft is released late from maintenance. NOTE: A cancellation supersedes a delay (i.e., a flight which is cancelled after having been delayed, is considered to be a cancellation only, not a delay and a cancellation). That part of downtime during which no maintenance is being accomplished on the item because of either supply or administrative delay.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
129	DELAY (TECHNICAL)		That which has been proven by the use of concrete evidence gathered under specified conditions.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
130	DELAY TIME		That which has been measured by the use of objective evidence gathered under specified conditions.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
131A	DEMONSTRATED		The probable range of true MTBF under test conditions; that is, an interval estimate of MTBF at a stated confidence level.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
131B	DEMONSTRATED		The joint contractor and procuring activity effort to determine whether specific maintainability contractual requirements have been achieved.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
132	DEMONSTRATED MTBF INTERVAL (Θ_d)		The period when selected candidate solutions are refined through extensive study and analysis; hardware development, if appropriate; test; and evaluation.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
133	DEMONSTRATION		The period when selected candidate solutions are refined through extensive study and analyses; hardware development, if appropriate; test; and evaluation.	MIL-STD-471A	MAINTAINABILITY VERIFICATION/DEMONSTRATION/EVALUATION
134A	DEMONSTRATION AND VALIDATION (VALID) PHASE		Movement of an aircraft from the blocks for the purposes of intended flight. NOTE: There can be only one departure per flight (i.e., only the final departure is counted as in cases where the aircraft returns to the block after initially departing). NOTE: For convenience purposes, some operators consider a departure to occur each time an aircraft leaves the ground for a flight.	MIL-STD-470A	MAINTAINABILITY PROGRAM FOR SYSTEMS & EQUIPMENT
134B	DEMONSTRATION AND VALIDATION (VALID) PHASE DEPARTURE		A measure of the item operating condition at one or more points during the mission, including the effects of Reliability, Maintainability and Survivability, given the item condition(s) at the start of the mission. It may be stated as the	MIL-STD-785B	RELIABILITY PROGRAMS FOR SYSTEM AND EQUIPMENT DEVELOPMENT AND PRODUCTION
135				WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
136A	DEPENDABILITY			MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK

No	Term	Definition	Document	Document Name
136B	DEPENDABILITY	probability that an item will (a) enter or occupy any one of its required operational modes during a specified mission, (b) perform the functions associated with those operational modes. A measure of the degree to which an item is operable and capable of performing its required function at any (random) time during a specified mission profile, given item availability at the start of the mission. (Item state during a mission includes the combined effects of the mission-related system R&M parameters but exclude non-mission time; see AVAILABILITY).	MIL STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
136C	DEPENDABILITY	A measure of the item operating condition at one or more points during the mission, including the effects of Reliability, Maintainability and Survivability, given the item condition(s) at the start of the mission. It may be stated as the probability that an item will (a) enter or occupy any one of its required operational modes during a specified mission, (b) perform the functions associated with those operational modes.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
137A	DERATING	(a) Using an item in such a way that applied stresses are below rated values, or (b) The lowering of the rating of an item in one stress field to allow an increase in rating in another stress field.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
137B	DERATING	The intentional reduction of the stress/strength ratio in the application of an item, usually for the purpose of reducing the occurrence of stress-related failures.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
137C	DERATING	Using an item in such a way that applied stresses are below rated values. It is an intentional reduction of the stress/strength ratio in the application of an item, usually for the purpose of achieving a "reliability margin" in design which should reduce the occurrence of stress related failures.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
137D	DERATING	(a) Using an item in such a way that applied stresses are below rated values or (b) The lowering of the rating of an item in one stress field to allow an increase in another stress field.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
138	DERATING FACTOR	The ratio of operating to design stress.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
139	DESIGN ACCEPTANCE TESTS	Also known as qualification or demonstration tests. Tests performed to demonstrate conformance to specified requirements when a quantitative value of reliability is defined in the system development specification.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
140	DESIGN ADEQUACY	The probability that the system will successfully accomplish its mission, given that the system is operating within design specifications.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
141	DESIGN EVALUATION TESTS	Tests performed to evaluate the design under environmental conditions and to verify compatibility of interfaces, adequacy of tools and test equipment, etc., for the established maintenance concept. These tests are also used as preinstallation (operability) tests to verify compatibility of installation interfaces and to verify design readiness for the demonstration test phase.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
142	DESIGN FOR TESTABILITY	A design process or characteristic thereof such that deliberate effort is expended to assure that a product may be thoroughly tested with minimum effort, and that high confidence may be ascribed to test results.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
143	DESIGN SUPPORT TESTS	Tests performed to determine the need for parts, materials, and component evaluation or qualification to satisfy characteristic	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK

No	Term	Acronym	Definition	Document	Document Name
144	DESIGN VERIFICATION TESTS		stability, interchangeability, failure rate, tolerances, design margins and other reliability design criteria. Tests performed to verify the functional adequacy of the design. These tests ensure that high risk areas and reliability problems in the proposed design identified by predictions and failure mode and effects analyses have been corrected or neutralized by appropriate design action.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
145	DESTRUCTIVE TESTING		(1) Prolonged endurance testing of equipment or a specimen until it fails in order to determine service life or design weakness. (2) Testing in which the preparation of the test specimen or the test itself may adversely affect the life expectancy of the unit under test (UUT) or render the sample unfit for its intended use. The means or methods by which a failure can be discovered by an operator under normal system operation or can be discovered by the maintenance crew by some diagnostic action.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
146	DETECTION MECHANISM		A test performed by the developing agency to verify the operation or performance of a system or component design, or to produce data which will permit improving the design of the item under test.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE EFFECTS AND CRITICALITY ANALYSIS RELIABILITY ENGINEERING HANDBOOK
147	DEVELOPMENT TEST		Test and evaluation which focuses on the technological and engineering aspects of the system, subsystem, or equipment items.	NAVAIR 01-1A-32	
148	DEVELOPMENT TEST AND EVALUATION	DT&E	A specific authorization, to depart from established policy/procedures such as, deviation from the NAMP. Also, a specific written authorization granted prior to manufacture of an item, to depart from a particular performance or design requirement of a specification, drawing, or other document for a specific number of units or a specific period of time. A deviation differs from an engineering change in that an approved engineering change requires corresponding revision of the documentation defining the affected item, whereas a deviation does not contemplate revision of the applicable specification or drawing.	MIL-STD-471A	MAINTAINABILITY VERIFICATION/DEMONSTRATION/EVALUATION PROGRAM
149	DEVIATION		The functions performed and the techniques used in determining and isolating the cause of malfunctions.	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM
150	DIAGNOSIS		The percentage of failures correctly diagnosed, based on the possible failure population.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
151	DIAGNOSTIC ACCURACY		All capabilities associated with the detection and isolation of faults, including built-in test, automatic test systems, and manual test.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
152	DIAGNOSTIC CAPABILITY		A test oriented logical description of branching routines used in a test sequence to describe the steps taken to diagnose a failure successfully.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
153	DIAGNOSTIC FLOW CHART		A logical sequence of tests designed to locate a malfunction of the unit under test. The software to perform these tests.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
154	DIAGNOSTIC ROUTINE		A test performed for the purpose of isolating a malfunction in the unit under test or confirming that there actually is a malfunction.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
155	DIAGNOSTIC TEST		(a) To be direct it must achieve its effect by itself, not in combination with other functional failures (no redundancy exists and it is minimal essential equipment).(b) Adverse Effect on	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
156A	DIRECT ADVERSE EFFECT ON OPERATING SAFETY				

No	Term	Acronym	Definition	Document	Document Name
156B	DIRECT ADVERSE EFFECT ON OPERATING SAFETY		Safety: Implies that the consequences of failure are extremely serious or possibly catastrophic and could cause the loss of aircraft or injury to personnel or extensive damage to equipment. (c) Operating: Means the time from engine/equipment start for the purpose of maintenance or a mission to engine/equipment shutdown. Direct: Achieves its effect by itself, not in combination with other functional failures (no redundancy exists and is a primary dispatch item). Adverse Effect on Safety: Implies that the consequences are extremely serious or possibly catastrophic and might cause the loss of aircraft or injury to occupants. Operating: The time from the moment the aircraft first moves under its own power until the moment it comes to rest at the next point of landing ("Block-to-Block"). The total time in direct man-hours required to restore or maintain an item in serviceable condition.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
157	DIRECT MAINTENANCE MAN HOURS	DMHH		MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
158	DIRECT MAINTENANCE MAN HOURS PER MAINTENANCE ACTION	DMHH/MA	A measure of the maintainability parameter related to item demand for maintenance manpower: The sum of direct maintenance man hours, divided by the total number of maintenance actions (preventative and corrective) during a stated period of time.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
159	DIRECT MAINTENANCE MAN HOURS PER MAINTENANCE EVENT	DMHH/ME	A measure of the maintainability parameter related to item demand for maintenance manpower: The sum of direct maintenance man hours, divided by the total number of maintenance events (preventative and corrective) during a stated period of time.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
160	DIRECT MAINTENANCE MAN HOURS TO DISCARD		The number of man hours required to fault isolate to the item level and to replace the item.	MIL-STD-1390B	LEVEL OF REPAIR
161	DIRECT MAINTENANCE MAN HOURS TO REPAIR		The number of man hours required to fault isolate the item to the component level and repair the item.	MIL-STD-1390B	LEVEL OF REPAIR
162	DIRECT MAINTENANCE RESOURCES		The time (in manhours) and material (in dollars) expended directly on the item being maintained during the period of active maintenance.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
163	DISASSEMBLE		Opening an item and removing a number of parts or subassemblies to make the item that is to be replaced accessible for removal. This does not include the actual removal of the item to be replaced.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
164	DISCARD TASK		The removal from service of an item at a specified life limit.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
165	DISCREPANCY		Any difference or inconsistency between a requirement for a characteristic of a material or an item, as specified in a contract, drawing specification, standard, test procedures or other document and the actual characteristic of the material or item.	00-40(P11)(ARHP1)	ARM P1: MANAGEMENT RESPONSIBILITIES & REQUIREMENTS FOR PROGRAMMES & PLANS
166A	DISCRIMINATION RATIO		The ratio of the specified MTBF (THEFA ₀) to the minimum acceptable MTBF (THEFA ₁).	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
166B	DISCRIMINATION RATIO (d)		One of the standard test plan parameters, it is the ratio of the upper test MTBF (Θ _u) to the lower MTBF (Θ _l); that is, $d = (\Theta_u) / (\Theta_l)$.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION

Ho	Term	Acronym	Definition	Document	Document Name
167	DIVERSION (TECHNICAL)		The landing of an aircraft at an airport other than the airport of origin or destination as a result of the malfunction or suspected malfunction of any item on the aircraft.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
168	DOWNING EVENT		The event which causes an item to become unavailable to initiate its mission (the transition from UP-TIME to DOWN-TIME).	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
169A	DOWNTIME		The period during which a system or device is not operating due to internal failures, scheduled shut down, or servicing.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
169B	DOWNTIME		The time during which an aircraft is not available for flight for technical reasons.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
169C	DOWNTIME		The total time during which the item is not in condition to perform its intended function. (Downtime can in turn be subdivided in the following categories: corrective maintenance time, preventive maintenance time, logistic time, and administrative time)	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
169D	DOWNTIME		That element of time during which the item is not in condition to perform its intended function.	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM
170	DOWNTIME, ACTIVE MAINTENANCE		The maintenance downtime during which work is being done on the item or aircraft.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
171	DOWNTIME, GROUND MEAN	GMDT	The average elapsed time between loss of function and restoration to performance capable status.	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
172	DOWNTIME, LOGISTICS		That portion of downtime during which repair is delayed solely because of the necessity for waiting for a replacement part or other subdivision of the system.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
173	DOWNTIME, MAINTENANCE		The interval between the time an item or aircraft is made available for preventive or corrective maintenance until the item or aircraft is returned to or considered available for service.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
174	DOWNTIME, MEAN	MDT	The average elapsed time between loss of mission capable status and restoration of the system to mission capable status.	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
175	DOWNTIME, NON ACTIVE		The maintenance downtime during which no work is done on a component or aircraft.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
176	MAINTENANCE DRAWING OF SAMPLES		A sample is one or more units of product drawn at random from a lot.	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
177A	DURABILITY		The ability of an item of material to resist cracking (including stress corrosion and hydrogen induced cracking), corrosion, thermal shock and degradation, delamination, wear and the effects of foreign object damage for a specified period of time. ALTERNATIVE DEFINITION: A measure of the resistance of a material to wear and physico-chemical change specified conditions of use and/or storage.	00-40(P11)(ARMP1)	R&M P1: MANAGEMENT RESPONSIBILITIES & REQUIREMENTS FOR PROGRAMS & PLANS
177B	DURABILITY		The ability of the structure to resist cracking, corrosion, thermal degradation, delamination, wear and effects of foreign object damage for the entire design service life.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
177C	DURABILITY		A measure of useful life (a special case of reliability).	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

No	Term	Acronym	Definition	Document	Document Name
178	DURABILITY ANALYSIS		Application of engineering principles to determine the period of service usage which would degrade the structure below functional or economic limits.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
179	DURABILITY CRITICAL PART		Structure, which is not safety-of-flight or is not sized by damage tolerance requirements, but is sized by durability requirements and meets the criteria for critical parts selection.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
180	DURABILITY PROOF TEST	DPT	A missionized engine duty schedule (i.e., ASMET cycle) performed at the engine maximum limiting specification design requirements and also a stair-step/bodile schedule of engine operation at speed increments to maximum rotor speed, including thrust transients. Dwell time at known critical resonant speeds is included in the test.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
181	DURABILITY STRUCTURE		Structure which is not practical to design or does not qualify as damage tolerant; its reliability is protected by discard limits which remove items from service before failures are expected.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
182A	EARLY FAILURE PERIOD		That decreasing failure-rate period of life, after final assembly, in which failures occur at an initially high rate because of the presence of defective parts and workmanship errors.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
182B	EARLY FAILURE PERIOD		The period of equipment life, after final assembly in production, in which failures occur at an initially high rate because of the presence of defective parts and workmanship.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
183	EFFECTIVENESS, BUILT IN TEST		A measure of the system's automated capability to (1) correctly ascertain the operating condition of a subsystem/function and (2) isolate defective item(s) to a designated ambiguity level without the use of equipment which is external to the system. The BIT function may be contained within the item being evaluated, may be a separate piece of system equipment, or a combination of both elements.	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
184	EFFECTIVENESS, UNSCHEDULED MAINTENANCE		The percentage of the total number of unscheduled maintenance actions which were successful.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
185	EFFECTIVITY		Indicates the applicability of items, materials and/or technical data to a type, series, model or individual item.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
186	ELECTRONIC UNIT		An item which can be removed and replaced within the end item, such as a weapon replaceable assembly (URA) and line replaceable unit (LRU).	MIL-STD-2164	ENVIRONMENTAL STRESS SCREENING PROCESS FOR ELECTRONIC EQUIPMENT
187	END EFFECT		The consequence(s) a failure mode has on the operation, function, or status of the highest indeture level.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
188	ENGINE DUTY CYCLE		A composite cycle (or cycles) derived from the mission profiles and mission mix. The engine duty cycle is usually expressed in terms of power lever position versus time.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
189	ENGINE FAILURES, CHARGEABLE		All engine failures observed less the excluded failures.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
190	ENGINE FAILURES, OBSERVED		The inability of the engine to perform within engine specification limits or service manual limits.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
191	ENGINE MAINTAINABILITY		The capability (i.e., the inherent design characteristics) of an engine and its parts which permits its maintenance (inspection,	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR

No	Term	Acronym	Definition	Document	Document Name
192	ENGINE OPERATING HOURS	EOH	adjustment, removal, test, repair and overhaul) within specified periods of time without excessive expenditure of maintenance manpower, personnel skill levels, test equipment and maintenance support facilities. The total number of operating hours accumulated by all engines in the sample.	MIL-E-005007E(CAS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
193	ENGINE REPAIR INTERVAL		The interval (in mission hours of engine operation with specified mission profiles and mission mix) at which parts must be removed from the engine for repair or replacement.	MIL-E-005007E(CAS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
194	ENGINE STRUCTURAL INTEGRITY PROGRAM	ENSIP	A time-phased set of required actions performed at the optimum time during the life cycle (design through phase-out) of an aircraft engine, to ensure the structural integrity (strength, rigidity, damage tolerance, durability, and service life capability) of the engine.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
195	ENGINE STRUCTURE MAINTENANCE PLAN		A plan resulting from the Engine Structural Integrity Program (ENSIP) analyses and testing which identified the inspection requirements and life limits for engine structure components.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
196	ENGINE, BASIC		Those units and components which are used to induce and convert fuel/air mixture into thrust/power; to transmit power to the propeller shaft, if any, and accessory drives; to supplement the function of other defined systems external to the engine; and to control and direct the flow of internal lubrication. The nacelle and the reverser are excluded.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
197	ENGINE, MAXIMUM NEUTRAL		An engine plus those parts making it peculiar to an aircraft type, but not to any particular position on the aircraft.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
198	ENGINEERING DEVELOPMENT (SERVICE TEST)		An item used in tests to determine tactical suitability for military use in real or simulated environments for which the item was designed. It closely approximates an initial production design, has the required form, employs standard parts (or nonstandard parts approved by the agency concerned) and meets the standard military requirements such as reliability, maintainability, human factors, environmental conditions, etc.	MIL-STD-280A	DEFINITIONS OF ITEM LEVELS, ITEM EXCHANGEABILITY, MODELS AND RELATED TERMS
199A	ENVIRONMENT		The aggregate of all the conditions and influences which affect the operation of equipments and components, e.g., physical location and operating characteristics of surrounding equipment and/or components; temperatures, humidity, and contaminants of surrounding air; operational procedures; acceleration, shock, and vibration; radiation; method of utilization, etc.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
199B	ENVIRONMENT		The aggregate of all external and internal conditions (such as temperature, humidity, radiation, magnetic and electric fields, shock vibration, etc.) either natural or man made, or self-induced, that influences the form, performance, reliability or survival of an item.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
199C	ENVIRONMENT(S)		The conditions, circumstances, influences, stresses and combinations thereof, surrounding and affecting systems or equipment during storage, handling, transportation, testing, installation, and use in standby status and mission operation.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
200	ENVIRONMENTAL CONDITIONS AND OPERATING ENVELOPE OF THE ENGINE		Environmental conditions and operating envelope of the engine include all extremes and limits, such as externally applied loads, attitudes and environmental extremes, applied independently and concurrently in all combinations within the scope of the engine specification.	MIL-E-005007E(CAS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR

No	Term	Acronym	Definition	Document	Document Name
201	ENVIRONMENTAL DAMAGE/DETERIORATION		Physical deterioration of an item's strength or resistance to failure as a result of interaction with climate or environment.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
202A	ENVIRONMENTAL STRESS SCREENING	ESS	A series of tests conducted under environmental stresses to disclose weak parts and workmanship defects for correction.	MIL-STD-785B	RELIABILITY PROGRAMS FOR SYSTEM AND EQUIPMENT DEVELOPMENT AND PRODUCTION
202B	ENVIRONMENTAL STRESS SCREENING	ESS	A series of tests conducted under environmental stresses to disclose weak parts and workmanship defects for correction.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
203A	EQUIPMENT		General term designating any item or group of items.	MIL-STD-1472C	HUMAN ENGINEERING DESIGN CRITERIA FOR MILITARY SYSTEMS, EQUIPMENT
203B	EQUIPMENT		All articles of a capital nature needed to outfit an individual organization. For the purpose of this standard, the term refers to aircraft, engines, peculiar and common Support Equipment (SE), Communication and Electronics (C-E) equipment, vehicles, weapons, and other similar items.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
203C	EQUIPMENT		One or more units and necessary assemblies, subassemblies, and parts, connected or associated together. It includes all necessary interconnecting cabling, hydraulic lines, accessories, etc., to perform an operational function, e.g., radio receiving set, missile, radar set.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
203D	EQUIPMENT		One or more units and necessary assemblies, subassemblies, and parts, connected or associated together and including all necessary interconnecting cabling, hydraulic lines, accessories, etc., to perform an operational function (e.g., radio receiving set, missile, radar set). An equipment is not normally a replaceable item.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
203E	EQUIPMENT		All articles needed to outfit an individual or organization. The term refers to clothing, tools, utensils, vehicles, weapons, and similar items.	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM
204	EQUIPMENT REPLACEABLE UNIT		The lowest assembly or individual part that can be fault detected, isolated, removed, replaced and verified functional at organization level without disassembly of the equipment to which it is attached in consonance with the maintenance concept.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
205A	EQUIPMENT, AUTOMATIC TEST		Equipment that carries out a predetermined program of testing for possible malfunction without reliance upon human intervention. Also called automatic checkout equipment.	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM
205B	EQUIPMENT, AUTOMATIC TEST	ATE	Equipment that is designed to automatically conduct analysis of functional or static parameters and to evaluate the degree of unit under test (UUT) performance degradation; and may be used to perform fault isolation of UUT malfunctions. The decision making, control, or evaluative functions are conducted with minimum reliance on human intervention and usually done under computer control.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
205C	EQUIPMENT, AUTOMATIC TEST	ATE	Equipment that is designed to conduct analysis of functional or static parameters to evaluate the degree of performance degradation and may be designed to perform fault isolation of unit malfunctions. The decision making, control, or evaluative functions are conducted with minimum reliance on human intervention (MIL-STD-1309B). ATE is an element of Support and Test Equipment.	MIL-STD-1308-1A	LOGISTIC SUPPORT ANALYSIS
206	EQUIPMENT, DIVISION OF		See other definitions of equipment divisions: a. Part b. Subassembly c. Component/Assembly d. Unit e. Group f. Set	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM

No	Term	Acronym	Definition	Document	Document Name
207	ERROR, BUILD		g. Subsystem h. System i. Ancillary definitions - (1) Accessory (2) Attachment Those faulty actions which occur and are not rectified during the assembly and or subsequent test of an item during manufacture, overhaul or repair.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
208	ESCAPES		A proportion of incoming defect density which is not detected by a screen and test and which is passed on to the next level.	DOD-HDBK-344	ENVIRONMENTAL STRESS SCREENING OF ELECTRONIC EQUIPMENT
209	ESTABLISHED RELIABILITY		Symbol (noun) A quantitative maximum failure rate demonstrated under controlled test conditions specified in a military specification and usually expressed as percent failures per thousand hours of test.	MIL-STD-7900	RELIABILITY ASSURANCE PROGRAM FOR ELECTRONIC PARTS SPECIFICA
210	EVALUATION		The procuring activity effort to determine, at all levels of maintenance, the impact of the operational, maintenance and support environment on the maintainability parameters of the item and to demonstrate depot level maintenance tasks.	MIL-STD-471A	MAINTAINABILITY VERIFICATION/DEMONSTRATION/EVALUATION
211	EVALUATION, OPERATIONAL		The test and analysis of a specific end item or system, in so far as practical under service operating conditions, to determine if quantity production is warranted. It is based on (1) increase in military effectiveness to its effectiveness as compared with currently available items or systems, with consideration given to: (a) personnel capabilities to maintain and operate the equipment; (b) size, weight, and location; and (c) enemy capabilities in the field.	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM
212	EVALUATION, SERVICE		An evaluation of an item while performing its intended function during normal operation of the aircraft.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
213	EVALUATION, STRUCTURAL (AIRFRAME)		The assessment of any data which relates to the structural integrity of the airframe. NOTE: Some data examples that may be considered: 1. Removal reports; 2. Failure mode reports; 3. Inspection writeups; 4. Flight hours; 5. Pilot reports; 6. Aircraft operating cycles; 7. Time.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
214	EVALUATION, TECHNICAL		Studies and investigations, by a developing agency, to determine the technical suitability of material, equipment, or systems for use in the military services.	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM
215	EXAMINATION		An element of inspection consisting of investigation, without the use of special laboratory appliances or procedures, of supplies and services to determine conformance to those specified requirements that can be determined by such investigations. Examination is generally nondestructive and includes, but is not limited to, visual, simple physical manipulation, gauging, and measurement.	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM
216	EXCEEDANCE		Surpassing or exceeding a life limit.	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM
217	EXERCISE		To operate an equipment in such a manner that it performs all its intended functions to allow observation, testing, measurement and diagnosis of its operational condition.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
218	EXPECTED NUMBER OF FAILURES		The expected number of failures required for decision is the average of the number of failures required for decision when life tests are conducted on a large number of samples drawn at random from the same exponential distribution. The expected number of failures can be predetermined for the sampling plans mentioned in paragraphs 1A1.6, 1A1.7, and 1A1.8.	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES

Ilo	Term	Acronym	Definition	Document	Document Name
219	EXPLORATORY DEVELOPMENT		The number of failures required for decision is the number of failures that have occurred at the time the decision as to lot acceptability is reached. For the life test sampling plans mentioned in paragraph 1A1.6, this number of failures is known in advance of the life test; but, for the sampling plans mentioned in paragraphs 1A1.7 and 1A1.8, this number cannot be predetermined. An item (preliminary parts or circuits) used for experimentation or tests to investigate or evaluate the feasibility and practicality of a concept, device, circuits, or system in breadboard or rough experimental form, without regard to the eventual overall fit or final form. The reliability characteristics of those products known to exhibit a constant failure rate. Reliability in the exponential case is given by $R = \exp(-\lambda t)$, where λ is the failure rate and t is the period over which reliability is measured. A physical plant, such as real estate and improvements thereto, including building and equipment, which provides the means for assisting or making easier the performance of a system function. The facilities to which this standard apply are those in which personnel perform system operational or maintenance duties. The ratio between the times necessary to obtain a stated proportion of failures for two different sets of stress conditions involving the same failure modes and/or mechanisms. The ratio of the operating hours of the in-service equipment under consideration to the number of flying hours incurred by the equipment. All faults simulated one at a time in serial fashion (also known as sequential simulator). Design in which a failure will not adversely affect the safe operation of the system, equipment, or facility. A non-specific condition of a system that has manifested a number of failures, but still provides most of its functional capability. The output response of a failed UUT when a stimulus is applied. The event in which any part of an item does not perform as required by its performance specification. The event in which any item or part of an item does not perform as previously specified. Cessation of ability to perform a specified function within previously established or specified limits. A failure is a malfunction that cannot be adjusted by the operator by means of controls normally accessible to him during the routine operation of the device. The inability of an item to perform within previously specified limits.	MIL-STD-280A	DEFINITIONS OF ITEM LEVELS, ITEM EXCHANGEABILITY, MODELS AND RELATED TERMS
220	EXPONENTIAL CASE			NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
221	FACILITIES			MIL-STD-1472C	HUMAN ENGINEERING DESIGN CRITERIA FOR MILITARY SYSTEMS, EQUIPMENT
222	FACTOR, ACCELERATION			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
223	FACTOR, OPERATING (IN SERVICE EQUIPMENT)			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
224	FAIL ALL SIMULATOR			MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
225	FAIL SAFE DESIGN			MIL-STD-1472C	HUMAN ENGINEERING DESIGN CRITERIA FOR MILITARY SYSTEMS, EQUIPMENT
226	FAIL SOFT			MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
227	FAILED MACHINE RESPONSE			MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
228A	FAILURE			DOD 5000.40(D)	RELIABILITY & MAINTAINABILITY (P&L)
228B	FAILURE			00-40(P11)(ARHP1)	RPM P1: MANAGEMENT RESPONSIBILITIES & REQUIREMENTS FOR PROGRAMS & PLANS
228C	FAILURE			NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
228D	FAILURE			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

No	Term	Acronym	Definition	Document	Document Name
228E	FAILURE		The state of inability of an item to perform its required function. Failure is the functional manifestation of a fault.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
228F	FAILURE		An event in which an item does not perform one or more of its required functions within the specified limits under specified conditions.	MIL-STD-2155	FAILURE REPORTING, ANALYSIS AND CORRECTIVE ACTION SYSTEM
228G	FAILURE		A shortcoming, imperfection or operational nonconformance, including a one-time non-repeatable anomaly, either sudden or gradual in nature, which causes the equipment performance to deviate from specified limits without adjustment of controls other than normal operating controls.	MIL-STD-2164	ENVIRONMENTAL STRESS SCREENING PROCESS FOR ELECTRONIC EQUIPMENT
228H	FAILURE		The event, or inoperable state, in which any item or part of an item does not, or would not, perform as previously specified.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
228I	FAILURE		The inability of an item to perform within previously specified limits. See "Criticality" for categorization of failures as to the severity of their effects.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
228J	FAILURE		The inability of an item to perform within previously specified limits.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
228K	FAILURE		The event, or inoperable state, in which any item or part of an item does not, or would not, perform as previously specified.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
229A	FAILURE ANALYSIS		The logical, systematic examination of an item or its diagram(s) to identify and analyze the probability, causes, and consequences of potential and real failures.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
229B	FAILURE ANALYSIS		The logical, systematic examination of an item or its diagram(s) to identify and analyze the probability, causes, and consequences of potential and real failures.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
229C	FAILURE ANALYSIS		A determination of failure cause made by use of logical reasoning from examination of data, symptoms, available physical evidence, and laboratory analysis results.	MIL-STD-2155	FAILURE REPORTING, ANALYSIS AND CORRECTIVE ACTION SYSTEM
229D	FAILURE ANALYSIS		Subsequent to a failure, the logical systematic examination of an item, its construction, application, and documentation to identify the failure mode and determine the failure mechanisms and its basic course.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
229E	FAILURE ANALYSIS		The process of examining electronic parts to determine the cause of variations of performance characteristics outside of previously established limits with the end result that failure modes, failure mechanisms and failure activating causes will be identified.	MIL-STD-7900	RELIABILITY ASSURANCE PROGRAM FOR ELECTRONIC PARTS SPECIFICA
229F	FAILURE ANALYSIS		The logical, systematic examination of an item or its diagram(s) to identify and analyze the probability, causes, and consequences of potential and real failures.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
229G	FAILURE ANALYSIS		The logical, systematic examination of an item to identify and diagnose the cause of observed failures.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
230A	FAILURE CAUSE		The specific reason(s) why an item failed.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
230B	FAILURE CAUSE		The physical or chemical processes, design defects, quality defects, part misapplication, or other processes which are the basic reason for failure or which initiate the physical process by which deterioration proceeds to failure.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS

No	Term	Acronym	Definition	Document	Document Name
230C	FAILURE CAUSE		The circumstance that induces or activates a failure mechanism; e.g., defective soldering, design weakness, assembly techniques, software error, etc.	MIL-STD-2155	FAILURE REPORTING, ANALYSIS AND CORRECTIVE ACTION SYSTEM
230D	FAILURE CAUSE		The circumstance that induces or activates a failure mechanism.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
231	FAILURE COVERAGE		The ratio of failures detected (by a test program or test procedure) to failure population, expressed as a percentage.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
232	FAILURE CRITERIA		Rules for failure relevancy such as specified limits for the acceptability of an item.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
233	FAILURE CRITICALITY		A relative measure of a consequence of a failure mode and its frequency of occurrence.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
234A	FAILURE DEGRADATION		A failure which occurs as a result of a gradual or partial change in the characteristics of parts or materials, e.g., drift in electronic part characteristics, changes in lubricant with age, corrosion of metal.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
234B	FAILURE DEGRADATION		A failure which occurs as a result of a gradual or partial change in the characteristics of some part or parameter, e.g., drift in electronic part characteristics, changes in lubricant with age, corrosion of metal. Not a catastrophic failure.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
235A	FAILURE EFFECT		The consequence(s) a failure mode has on the operation, function, or status of an item. Failure effects are classified as local effects, next higher level, and end effects.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
235B	FAILURE EFFECT		The consequence(s) a failure mode has on the operation, function, or status of an item. Failure effects are classified as local effect, next higher level, and end effect.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
235C	FAILURE EFFECT		The consequence(s) a failure mode has on the operation, function, or status of an item. Failure efforts are classified as local effect, next higher level, and end effect.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
235D	FAILURE EFFECT		The failure consequence(s) of an item's failure mode on the item, next higher assembly or mission operation, function or status.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
236	FAILURE EFFECTS, NON OPERATIONAL		Failure effects which do not prevent aircraft operation, but are economically undesirable due to added labor and material cost for aircraft or shop repair.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
237	FAILURE EFFECTS, OPERATIONAL		Failure effects which interfere with the completion of the aircraft mission. These failures cause delays, cancellations, ground or flight interruptions, high drag coefficients, altitude restrictions, etc.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
238	FAILURE FREE PERIOD		A contiguous period of time during which an item is to operate without the occurrence of a failure while under environmental stress.	DDC-HDBK-344	ENVIRONMENTAL STRESS SCREENING OF ELECTRONIC EQUIPMENT
239	FAILURE ISOLATION		A man/machine task to isolate the cause of a malfunction or failure.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
240A	FAILURE MECHANISM		The physical, chemical, or other process which results in a failure.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
240B	FAILURE MECHANISM		The physical, chemical, electrical, thermal or other process which results in failure.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

No	Term	Acronym	Definition	Document	Document Name
240C	FAILURE MECHANISM		The process of degradation or chain of events which results in a particular failure mode.	MIL-STD-790D	RELIABILITY ASSURANCE PROGRAM FOR ELECTRONIC PARTS SPECIFICA
240D	FAILURE MECHANISM		A basic physical process or change which is responsible for the observed failure mode; the process of degradation on the chain of events which results in a particular failure mode.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
240E	FAILURE MECHANISM		A basic physical process or change which is responsible for the observed failure mode, the process of degradation or the chain of events which results in a particular failure mode.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
240F	FAILURE MECHANISM		The physical, chemical or other process which results in a failure.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
241A	FAILURE MODE		The functional result of a fault.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
241B	FAILURE MODE		The manner by which a failure is observed. Generally describes the way the failure occurs and its impact on equipment operation.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
241C	FAILURE MODE		The manner by which a failure is observed. Generally describes the way the failure occurs and its impact on equipment operation.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
241D	FAILURE MODE		The consequence of the mechanism through which the failure occurs, i.e., short, open, fracture, excessive wear.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
241E	FAILURE MODE		The abnormality of an electronic part performance which causes the part to be classified as failed.	MIL-STD-790D	RELIABILITY ASSURANCE PROGRAM FOR ELECTRONIC PARTS SPECIFICA
241F	FAILURE MODE		A particular way in which failures occur, independent of the reason for failure; the condition or state which is the end result of a particular failure mechanism, e.g., fails shorted.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
241G	FAILURE MODE		A particular way in which failures occur, independent of the reason for failure; the condition or state which is the end result of a particular failure mechanism.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
241H	FAILURE MODE		The way in which the failure of an item occurs.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
242A	FAILURE MODE AND EFFECT ANALYSIS		A systematic evaluation of a system or subsystem design, analyzed down to the component and/or function level, to identify the possible modes of failure and determine their effect on the system or aircraft.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
242B	FAILURE MODE AND EFFECTS ANALYSIS	FMEA	A procedure by which each potential failure mode in a system is analyzed to determine the results or effects thereof on the system and to classify each potential failure mode according to its severity.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
242C	FAILURE MODE AND EFFECTS ANALYSIS	FMEA	A procedure by which each potential failure mode in a system is analyzed to determine the results or effects thereof on the system and to classify each potential failure mode according to its severity.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
242D	FAILURE MODE AND EFFECTS ANALYSIS	FMEA	A procedure by which each potential failure mode in a system is analyzed to determine the results or effects thereof on the system and to classify each potential failure mode according to its severity.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
242E	FAILURE MODE AND EFFECTS ANALYSIS	FMEA	The systematic analysis of design to determine all possible ways in which failure can occur, to identify cause of failure, and to	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK

Id	Term	Acronym	Definition	Document	Document Name
242F	FAILURE MODE AND EFFECTS ANALYSIS	FMEA	describe the consequences of failure on system performance. The analysis of design to determine all possible ways in which failure can occur, to identify causes of failure, and to describe the consequences of failure on system performance. A procedure by which each potential failure is analyzed to determine how the failure is detected and the actions to be taken to repair the failure.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
243	FAILURE MODE AND EFFECTS CRITICALITY ANALYSIS - MAINTAINABILITY	FMECA		MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
244	FAILURE POPULATION		Those failures which are used as a basis for the design and evaluation of tests.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
245	FAILURE PROBABILITY		The probability of failure in a specified period of time.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
246A	FAILURE RATE		The performance figure calculated by dividing the number of failures by the total unit flying hours (airborne) or cycles accumulated during the same period. It is usually expressed as failures per 1000 unit hours or cycles. NOTE: Failure rate is the reciprocal of mean time between failure.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
246B	FAILURE RATE		The total number of failures within an item population, divided by the total number of life units expended by that population during a particular measurement interval under stated conditions. Symbol used (λ or λ_{total}). A reliability measure related to MTBF.	DOD-HDBK-344	ENVIRONMENTAL STRESS SCREENING OF ELECTRONIC EQUIPMENT
246C	FAILURE RATE		The total number of failures within a population, divided by the total number of life units expended by that population, during a particular measurement interval under stated conditions.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
246D	FAILURE RATE		The total number of failures within an item population, divided by the total number of life units expended by that population, during a particular measurement interval under stated conditions.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
246E	FAILURE RATE		The number of failures of an item per unit measure of life (cycles, time, miles, events, etc., as applicable for the item). For an exponential distribution of times to failure, the failure rate is approximately equal to the mean life.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
246F	FAILURE RATE		The number of failures of an item per unit measure of life (cycles, time, miles, events, etc., as applicable).	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
246G	FAILURE RATE		The number of failures of an item per unit measure of life (cycles, time, miles, events, etc., as applicable for the item).	OPNAVINST-4700.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
247	FAILURE RATE DURING PERIOD OF TIME		The "failure rate during period of time T " C , is given by $\frac{q}{T} = \frac{1}{T} (1 - \exp(-\lambda T)) = p/T$, where λ is the mean time to failure per MIL-HDBK-108, and p is the proportion of lot failing before specified time per MIL-HDBK-108.	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
248	FAILURE RATE, INSTANTANEOUS		The conditional probability of failure in a small time interval given the item has survived to the beginning of that interval.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
249	FAILURE RATE, INSTANTANEOUS		The "instantaneous failure rate" or "hazard rate" is given by: $2/\lambda$ where λ is the mean time to failure per MIL-HDBK-108, definition 12.2, and p is the proportion of lot failing before specified time per MIL-HDBK-108.	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
250	FAILURE		The ability of a system or an item to withstand stresses imposed	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS

No	Term	Acronym	Definition	Document	Document Name
	RESISTANCE		upon it by its operating environment. These stresses may be mechanical, thermal, chemical, electrical or a combination of these and other stresses. Failure resistance may be directly related to and deteriorate with age (aircraft total time) or to the frequency of the application of the stress (e.g. engine cycles, aircraft landings, etc).		GLOSSARY
251	FAILURE REVIEW BOARD		A group consisting of representatives from appropriate contractor organizations with the level of responsibility and authority to assure that failure causes are identified and corrective actions are effected.	MIL-STD-2155	FAILURE REPORTING, ANALYSIS AND CORRECTIVE ACTION SYSTEM
252	FAILURE SYMPTOM		Any circumstances, event, or condition associated with the failure which indicates its existence or occurrence.	MIL-STD-2155	FAILURE REPORTING, ANALYSIS AND CORRECTIVE ACTION SYSTEM
253	FAILURE UNIVERSE		The totality of failures being considered. If all these failures are detected, then 100% fault coverage has been achieved.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
254	FAILURE, BASIC		A defect, failure or damage as a result of malfunctioning of a system, unit, or part while being used in the manner for which it was designed and which was not externally induced.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
255A	FAILURE, CATASTROPHIC		A sudden change in the operating characteristics of an item resulting in a complete loss of useful performance of the item. Not a degradation failure.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
255B	FAILURE, CATASTROPHIC		A sudden change in the operating characteristics of an item resulting in complete loss of useful performance of the item. Not a degradation failure.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
255C	FAILURE, CATASTROPHIC		Change in the operating characteristics of an item resulting in considerable degradation of useful performance.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
255D	FAILURE, CATASTROPHIC		A failure that can cause item loss.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
256	FAILURE, CATASTROPHIC ENGINE		A failure which results in engine stoppage and extensive damage to the engine. This is distinguished from those failures which cause only a partial degradation of capability or a gradual degradation over an extended period of time.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
257	FAILURE, CRITICAL		A failure, or combination of failures, that prevents an item from performing a specified mission.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
258	FAILURE, DEPENDENT		Failure of an item caused either directly or indirectly by the failure of another item. A dependent failure is one which occurs as a byproduct of an independent failure. Dependent failures are not necessarily present when simultaneous failures occur.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
259A	FAILURE, DEPENDANT		Failure of an item caused either directly or indirectly by the failure of another item. A dependent failure is one which occurs as a byproduct of an independent failure. Dependent failures are not necessarily present when simultaneous failures occur.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
259B	FAILURE, DEPENDENT		One which is caused by the failure of an associated item(s). Not independent.	MIL-HDBK-336	ELECTRONIC RELIABILITY DESIGN HANDBOOK
259C	FAILURE, DEPENDENT		A failure which is caused by the failure of an associated item, distinguished from independent failure.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT

No	Term	Acron,m	Definition	Document	Document Name
259D	FAILURE, DEPENDENT		Failure which is caused by the failure of an associated item(s). Not INDEPENDENT.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
260	FAILURE, DETECTABLE		A failure that can be detected with 100% test detection efficiency.	DOD-HDBK-344	ENVIRONMENTAL STRESS SCREENING OF ELECTRONIC EQUIPMENT
261A	FAILURE, EQUIPMENT		The cessation of ability to meet the minimum performance requirements of the equipment specifications. Further, equipment failure shall imply that the minimum specified performance is not obtainable through permissible readjustment of operator controls.	MIL-E-11991E	ELECTRONIC, ELECTRICAL AND ELECTRO-MECHANICAL EQUIPMENT GUID
261B	FAILURE, EQUIPMENT		The cessation of the ability to meet the minimum performance requirements of the equipment specifications. Further, equipment failure shall imply that the minimum specified performance cannot be restored through permissible readjustment of operator controls.	MIL-STD-1472C	HUMAN ENGINEERING DESIGN CRITERIA FOR MILITARY SYSTEMS, EQUIPMENT
262	FAILURE, EQUIPMENT DESIGN		Any failure which can be traced directly to the design of the equipment; that is, the design of the equipment caused the part in question to degrade or fail, resulting in an equipment failure.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
263	FAILURE, EQUIPMENT MANUFACTURING		A failure caused by poor workmanship or inadequate manufacturing process control during equipment construction, testing, or repair prior to the start of testing; for example, the failure of an assembly due to cold solder joints.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
264	FAILURE, FUNCTIONAL		How an item failed to perform its designed function.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
265A	FAILURE, INDEPENDENT		One which occurs without being related to the failure of associated items. Not dependent.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
265B	FAILURE, INDEPENDENT		A failure which occurs without being related to the failure of associated items, distinguished from dependent failure.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
265C	FAILURE, INDEPENDENT		Failure which occurs without being caused by the failure of any other item. Not DEPENDENT.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
266A	FAILURE, INTERMITTENT		A failure which occurs randomly in time.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
266B	FAILURE, INTERMITTENT		Failure for a limited period of time, followed by the item's recovery of its ability to perform within specified limits without any remedial action.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
267	FAILURE, NON CHARGEABLE		(a) A non-relevant failure, or (b) A relevant failure caused by a condition previously specified as not within the responsibility of given organizational entity. (All relevant failures are chargeable to one organizational entity or another.)	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
268	FAILURE, NON CRITICAL		Any failure which results in degraded operation requiring special operating techniques or alternative modes of operation which could be tolerated throughout a mission, but should be corrected immediately upon completion of mission.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
269A	FAILURE, NON RELEVANT		Failure to be excluded in interpreting test results or in calculating the value of a reliability characteristic.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT

Ilo	Term	Acronym	Definition	Document	Document Name
2698	FAILURE, NON RELEVANT		(a) A failure verified as having been caused by a condition not present in the operational environment, or(b) A failure verified as peculiar to an item design that will not enter the operational inventory.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
269C	FAILURE, NON RELEVANT		A failure of an item determined to be caused by an event not indicative of operational usage. Therefore, it is excluded from quantitative measurements of reliability.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
270	FAILURE, PARTIAL		Failure resulting from deviations in characteristics beyond specified limits, but not sufficient to cause a complete lack of function.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
271A	FAILURE, PRIMARY		A failure which occurs without being related to the failure of associated items, distinguished from dependent failure.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
271B	FAILURE, PRIMARY		Failure of an item which occurs without being caused by the failure of an associated item(s).	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
272A	FAILURE, RANDOM		Any failure whose occurrence is unpredictable in an absolute sense but which is predictable only in a probabilistic or statistical sense.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
272B	FAILURE, RANDOM		Any failure whose occurrence is unpredictable in an absolute sense, but which is predictable only in a probabilistic or statistical sense.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
272C	FAILURE, RANDOM		Failure whose occurrence is predictable only in a probabilistic or statistical sense. This applies to all distributions.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
272D	FAILURE, RANDOM		Any failure whose occurrence is unpredictable in an absolute sense but which is predictable only in a probabilistic or statistical sense.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
272E	FAILURE, RANDOM		A failure whose failure rate is constant and therefore follows the exponential density function and whose occurrence within any given interval of time is therefore unpredictable.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
272F	FAILURE, RANDOM		Failure of an item which is unpredictable with respect to time.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
272G	FAILURE, RANDOM (CHANCE)		Any failure whose occurrence is unpredictable in an absolute sense but which is predictable only in a probabilistic or statistical sense.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
273A	FAILURE, RELEVANT		Failure to be included in interpreting test results or in calculating the value of a reliability characteristic.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
273B	FAILURE, RELEVANT		A failure of an item determined to be caused by an event indicative of operational usage. Therefore, it is counted in a quantitative measurement of reliability.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
274A	FAILURE, SECONDARY		A non-specific condition of a system that has manifested a number of failures, but still provides most of its functional capability.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
274B	FAILURE, SECONDARY		Failure of an item which is caused by the failure of an associated item(s).	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
274C	FAILURE, SECONDARY		Failure of an item caused either directly or indirectly by the failure of another item. A dependent failure is one which occurs as a byproduct of an independent failure. Dependent failures are not necessarily present when simultaneous failures occur.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK

No	Acronym	Definition	Document	Document Name
275	FAILURE, SOFT	Failure resulting from deviations in characteristics beyond specified limits, but not sufficient to cause a complete lack of function.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
276	FAILURE, SUBSIDIARY	A failure found after removal, which is not related to the reason for removal.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
277	FAILURE, TOLERANCE	A system or equipment failure resulting from multiple drift and instability problems, even though part failures may not have occurred.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
278	FAILURE, TRANSIENT	A temporary failure induced by a momentary or temporary external factor such as input power fluctuation, excessive ambient temperature excursion, electromagnetic interference, or by factors internal to a system.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
279	FAILURE, UNDETECTABLE	A postulated failure mode in the FMEA for which there is no failure detection method by which the operator is made aware of the failure.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
280	FAILURE, WEAROUT	A failure that occurs as a result of deterioration processes or mechanical wear and whose probability of occurrence increases with time.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
281	FAILURES, ESS	All failures occurring in the defect-free test that cannot be classified as non-ESS. ESS failures include those due to: a. Poor workmanship in the equipment. b. Defective manufacturing processes. c. Defective components. NOTE: In the event that several component parts of the same type fail during the test, each one shall be considered a separate ESS failure, unless it can be shown that one failure caused one or more of the others.	MIL-STD-2164	ENVIRONMENTAL STRESS SCREENING PROCESS FOR ELECTRONIC EQUIPMENT
282	FAILURES, EXCLUDED	a. Failures resulting from transportation, storage, inspection, maintenance, repair, installation, overhaul or replacement improperly performed by Using Service personnel contrary to currently applicable instruction or reasonable standards of aircraft quality workmanship. This exclusion does not apply to improper actions by contractor personnel. b. Failures resulting from operation of the engine beyond engine specification defined environment conditions and time cycle limitation, or with fuels or lubricants not conforming to the applicable specification. c. Failures which are the result of fuel system contaminations, where the contamination levels are outside the limits specified in the engine specification, unless evidence exists that the contamination was engine generated. d. Failures for which a corrective engine design change or an operational procedure change has been verified and engineering approved by the appropriate Using Service will not be counted after date of approval, unless the failures are identical and the corrective change was in place, or used, on the failed engine. e. Failures where the primary failure cause was not directly attributable to the design or quality of the engine; such as failures attributed to failures observed during, or immediately after, and attributed to stress screens. Symbol used F.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
283	FALLOUT		DOD-HDBK-344	ENVIRONMENTAL STRESS SCREENING OF ELECTRONIC EQUIPMENT
284	FALSE ALARM	A fault indicated by BIT or other monitoring circuitry where no fault exists.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
285	FALSE ALARM RATE	The number of false alarms per unit time or number of false fault exists.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT

No	Term	Acronym	Definition	Document	Document Name
286	FALSE REMOVAL		alarms per BIT alarms expressed as a percentage. The removal of an item from its normal location which, after testing, is found to be operating properly.	MIL-STD-1390B	MEASUREMENT AND DIAGNOSTIC EQUIPMENT LEVEL OF REPAIR
287A	FAULT		A physical condition that causes a device, component, or element to fail to perform in a required manner; for example, a short circuit or a broken wire.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
287B	FAULT		A degradation in performance due to a failure of parts, detuning, misalignment, maladjustment, and so forth.	MIL-STD-2155	FAILURE REPORTING, ANALYSIS AND CORRECTIVE ACTION SYSTEM
287C	FAULT		Immediate cause of failure (e.g., maladjustment, misalignment, defect, etc.).	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
288	FAULT CLASS		The grouping of equivalent faults.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
289	FAULT DETECTION		A process which discovers the existence of faults.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
290	FAULT DETECTION TIME		The extent or duration of time during which the existence of a fault is not known; the elapsed time between fault occurrence and fault indication.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
291	FAULT DICTIONARY		A list (usually created automatically by an ATPG system) containing each fault signature and the associated failed item (or one of a group of items) causing the fault signature to be developed by the test program and displayed by the ATE.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
292	FAULT INDICATOR		A device which presents a visual display, audible alarm, or other indication, when a failure or marginal condition exists.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
293	FAULT INSERTION		(1) Fault insertion, in the context of simulation, is a transformation which maps the original network (=the good machine) into a new network (=the faulty machine). (2) The process of inserting actual or simulated faults in a unit under test for the purpose of demonstrating BIT or test program set (TPS) performance. The replaceable subsystems, assembly, subassembly, or components identified through diagnostic testing of the unit under test.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
294	FAULT ISOLATED REPLACEABLE UNITS		Isolating the fault in a unit under test to the fault resolution level of the item.	MIL-STD-1388-1A	LOGISTIC SUPPORT ANALYSIS
295A	FAULT ISOLATION		Tests performed to isolate faults within the unit under test.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
295B	FAULT ISOLATION		The process of determining the location of a fault to the extent necessary to effect repair.	MIL-STD-1388-1A	LOGISTIC SUPPORT ANALYSIS
295C	FAULT ISOLATION		The process used to identify the assembly, component, or part which is the source of malfunction.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
295D	FAULT ISOLATION		The replaceable subsystem, assembly, subassembly or component identified through diagnostic testing of a unit under test.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
296	FAULT ISOLATION REPLACEABLE UNIT			MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT

Id	Term	Acronym	Definition	Document	Document Name
297	FAULT ISOLATION TIME		A component of mean time to repair (MTTR); the time between detection and isolation of a fault.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
298	FAULT LATENCY TIME		The extent or duration of time between fault occurrence and fault indication.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
299	FAULT LIST ANALYSIS		An analysis of faults prior to fault simulation. (Fault simulation is deduced by the propagation of fault lists on nodes of the primitive building block during a single pass simulation. The fault lists are calculated in Boolean arithmetic where the Boolean operators are specified by the primitive building blocks).	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
300A	FAULT LOCALIZATION		The process designed to identify the location of a fault known to exist within a general area of equipment. Fault localization may be less specific than fault isolation.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
300B	FAULT LOCALIZATION		The process of determining the approximate location of a fault.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
300C	FAULT LOCALIZATION		A man/machine task to determine which particular major unit of equipment is at fault, by making use of malfunction symptoms, test equipment, and diagnostic features built into the equipment.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
301	FAULT LOCATION TIME		The time spent arriving at a decision as to which items caused the system to malfunction. This includes time spent working on replacing, attempting to repair, and adjusting portions of the system shown by subsequent interim tests not to have been the cause of the malfunction.	MIL-HDBK-472	MAINTAINABILITY PREDICTION
302	FAULT MASKING		Equipment design which prevents complete unique fault isolation.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
303	FAULT RESOLUTION		How well the test program (or test procedure) can pin-point the failed item from among other items in the unit under test.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
304	FAULT SIGNATURE		Data developed by the test program and used by the ATE to indicate the ambiguity group.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
305	FAULT SIMULATOR		A computer program which inserts and studies simulated faults at the nodes of a represented digital circuit being exercised by test stimulus patterns. Also for analog, an analog circuit analysis program which simulates the effect of out-of-tolerance components.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
306	FAULT SYMPTOM		A measurable or visible abnormality in an equipment parameter.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
307	FAULT TOLERANCE		The capacity of a system, or program to continue operation in the presence of specified faults.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
308	FAULT TREE ANALYSIS		A method for block diagramming constituent elements of a critical problem area in a logic network for analysis of failure modes and failure effects on the system. In advanced models, the probabilities of failure events are also determined.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
309	FAULT, CATASTROPHIC		A defect or malfunction in a component, assembly, or system causing a sudden change in its operating characteristics which results in a substantial lack of useful performance of the	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT

No	Term	Acronym	Definition	Document	Document Name
310	FAULT, DELAY		device or system. A fault in a digital device such that switching occurs to a proper level, but does so outside of a specified time interval.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
311	FAULT, DEPENDENT		A fault which is caused by the failure of an associated element.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
312	FAULT, DESIGN		A fault due to inadequate hardware or software design.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
313	FAULT, FUNCTIONAL		A fault which can be described by a change in the operation of some portion of a system.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
314	FAULT, HARD		A physical condition that causes a device, component, or element to fail to perform in a required manner; for example, a short circuit or a broken wire.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
315	FAULT, INPUT		A fault at the input terminals of a UUT or components within the unit under test.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
316	FAULT, INTERNAL		A fault internal to an integrated component or device such as an integrated circuit.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
317	FAULT, NONDETECTABLE		A fault that results in a nonrelevant failure.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
318	FAULT, OPEN		A fault caused by an electrical separation of normal electronically connected points.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
319	FAULT, OUT OF TOLERANCE		A defect or malfunction in a component, assembly or system in which a performance parameter approximates, but falls outside the prescribed upper or lower limit for the parameter.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
320	FAULT, PROBABLE		A hard or soft fault that is most likely to occur, relative to all possible faults within the unit under test. It is caused by a component having a high failure rate.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
321	FAULT, SOFT		A fault causing a degraded performance of the unit under test. A condition manifested only under certain conditions of unit under test operation. When those conditions change the fault disappears.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
322	FAULT, STRUCK		A failure in which the digital signal is permanently held in one of its binary states.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
323	FAULTS, EQUIVALENT		Two or more faults which create the same response for all possible tests.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
324	FIELD LEVEL REPAIRABLE	FLR	A low cost repairable, capable of being restored to serviceable condition only at the Intermediate Maintenance Activity (IMA), as indicated by the Source, Maintenance, and Recoverability (SM&R) code. Final disposition of a FLR usually rests with the IMA.	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM
325	FIRST DEGREE REPAIR		The repair of gas turbine engines to a depth which includes and goes beyond that repair authorized for second- and third-degree Intermediate Maintenance Activities (IMAs). It includes compressor rotor replacement and disassembly to a degree that the compressor rotor is removed. Any degree of repair which	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM

No	Term	Acronym	Definition	Document	Document Name
326	FIX PHASE		requires compressor motor removal constitutes first-degree repair. Only those activities specifically designated as first-degree repair activities and included in NAVAIR NOTE 4700 will be outfitted to accomplish repair of that magnitude. The portion of a scheduled inspection that involves the correction of discrepancies found during the look phase.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
327	FIX RATE		The percent of aircraft which return "code 3", that must be repaired (i.e., returned to MC status) in a specified number of clock hours, i.e., 70% in four hours and 85% in eight hours. The interruption of engine operation resulting from total loss of combustion while the fuel control is in the "on" position.	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
328	FLAME OUT		A flight begins when the aircraft first moves forward on its takeoff run or takes off vertically from rest at any point of support and ends after airborne flight when the aircraft is on the surface and either, (a) the engines are stopped, (b) the aircraft has been on the surface for five minutes, or (c) a change is made in the pilot in command. A series of landings is considered part of one flight and the provisions of (b) above do not apply.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
329	FLIGHT		The entire passage consisting of one or more flight legs, from leaving the airport of origin to arrival at the airport of final destination and operated under one flight number. Those subsystem functions required to enable an aircraft to sustain controlled flight with qualities no less than 3, as defined by MIL-F-8785 (ASG) or MIL-F-83300 for the given classification of aircraft or by MIL-H-8501.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
330	FLIGHT	FLT	Any of the sequential aircraft operating cycles which together constitute a flight.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
331	FLIGHT ESSENTIAL FUNCTIONS		A plan required by AFR 80-13 which identifies the inspection and modification requirements and the estimated economic life of the airframe structure.	MIL-STD-2070(AS)	PROCEDURE FOR PERFORMING A FMECA FOR AERONAUTICAL EQUIPMENT
332	FLIGHT LEG		Damage to any portion of the aircraft caused by impact or ingestion of birds, stones, hail or other debris.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
333	FORCE STRUCTURAL MAINTENANCE PLAN		Damage to aeronautical equipment, for example, aircraft, engines, missiles, drones, Support Equipment (SE), caused by an object(s) that is external to that equipment. (Gas turbine engine FOD is defined as damage that exceeds serviceable limits caused by ingestion of objects not organic to the damaged engine.)	MIL-SID-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
334A	FOREIGN OBJECT DAMAGE	FOD	Damage to aeronautical equipment, for example, aircraft, engines, missiles, drones, Support Equipment (SE), caused by an object(s) that is external to that equipment. (Gas turbine engine FOD is defined as damage that exceeds serviceable limits caused by ingestion of objects not organic to the damaged engine.)	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
334B	FOREIGN OBJECT DAMAGE	FOD	A period of time during which maintainability demonstration tests are performed and data are acquired and analyzed, to determine conformance to specified requirements.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
335	FORMAL DEMONSTRATION PHASE		Systems and equipment shall be considered FMC when they are safe and have all mission-essential subsystems installed and operating as designated by a Military Service.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
336	FULL MISSION CAPABLE	FMC	The period when the system and the principle items necessary for its support are designed, fabricated, tested and evaluated.	DDO-I-7730.25	MATERIEL CONDITION REPORTING FOR MISSION-ESSENTIAL SYSTEMS
337	FULL SCALE DEVELOPMENT PHASE	FSD	The period when the system and the principal items necessary for its support are designed, fabricated, tested and evaluated.	MIL-STD-470A	MAINTAINABILITY PROGRAM FOR SYSTEMS & EQUIPMENT
338	FULL SCALE ENGINEERING	FSED		MIL-STD-7858	RELIABILITY PROGRAMS FOR SYSTEM AND EQUIPMENT DEVELOPMENT AND PRODUCTION

No	Term	Acronym	Definition	Document	Document Name
	DEVELOPMENT PHASE FUNCTION		The normal characteristic actions of an item.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
339			Analytical basis for allocating tasks to personnel and equipment to achieve optimum system maintainability.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
340	FUNCTION ANALYSIS FOR MAINTAINABILITY FUNCTION, HIDDEN		1. A function which is normally active and whose cessation will not be evident to the operating crew during performance of normal duties; or 2. A function which is normally inactive and whose readiness to perform, prior to it being needed, will not be evident to the operating crew during performance of normal duties.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
341			The mode of action or purpose of aircraft structure. It includes acceptance and transfer of specified loads in items (details, elements, assemblies) and provides consistently adequate aircraft response and flight characteristics.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
342	FUNCTION, STRUCTURAL		A characteristic of design which attempts to package individual unit under test functions on a single replaceable unit for the maintenance level under consideration.	MIL-STD-1388-1A	LOGISTIC SUPPORT ANALYSIS
343	FUNCTIONAL MODULARITY		Those items other than structures judged to be relatively important from a safety, reliability, or economic standpoint.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
344	FUNCTIONAL SIGNIFICANT ITEM	FSI	Test equipment containing the capability without modification, to generate, modify, or measure a range of parameters of electronic functions required to test two, or more prime equipments or systems of basically different design.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
345	GENERAL PURPOSE ELECTRONIC TEST EQUIPMENT	GPETE	Test equipment which is used for the measurement of a range of parameters common to two or more equipments or systems of basically different design.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
346	GENERAL PURPOSE TEST EQUIPMENT		A test designed to yield a "test pass" or "go" indication in the absence of faults in a unit under test, and a "test fail" or "no-go" indication when fault(s) have been detected.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
347	GO/NO GO TEST		A long term requirement implied by specification or contract and used primarily for guidance. Goals are usually not legally binding because no acceptance test requirements are imposed.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
348	GOAL		The complement of equipment, supplement to GPETE, which is necessary to facilitate a complete test measurement capability. This includes GPETE accessories, GPETE plug-ins and GPETE auxiliary items.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
349	GPETE SUPPORT ITEM		Test stand time interrupted by a malfunction resulting in engine disassembly. Time accumulated during a green run is not recorded as accumulated time.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
350	GREEN RUN		Equipment required on the ground to support the operation and maintenance of the aircraft and all its airborne equipment.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
351	GROUND SUPPORT EQUIPMENT	GSE	All required external equipment (test equipment, tools, handling, storage, cooling, auxiliary power units, and so forth) which are required to support the operation and maintenance of a system.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
352	GROUND SUPPORT EQUIPMENT	GSE	A document which reflects a contractor's recommendations for major items of ground support equipment for a specific end item. This document includes identification of testing requirements	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
353	GROUND SUPPORT EQUIPMENT RECOMMENDATION	GSERD			

No	Term	Acronym	Definition	Document	Document Name
354A	DATA GROUP		and is TMDE recommended to satisfy the requirements. A collection of units, assemblies, or subassemblies which is not capable of performing a complete operational function. A group may be a subdivision of a set or may be designed to be added to or used in conjunction with a set to extend the function or the utility of the set. (Example: Antenna group.)	MIL-STD-280A	DEFINITIONS OF ITEM LEVELS, ITEM EXCHANGEABILITY, MODELS AND RELATED TERMS
354B	GROUP		A collection of units, assemblies, or subassemblies which is not capable of performing a complete operational function. A group may be a subdivision of a set or may be designed to be added to or used in conjunction with a set to extend the function or the utility of the set. (Example: antenna group)	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
354C	GROUP		A collection of units, assemblies, or subassemblies which is not capable of performing a complete operational function. A group may be a subdivision of a set or may be designed to be added to or used in conjunction with a set to extend the function or utility of the set. (Example: Antenna group.) A group is not normally a replaceable item.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
354D	GROUP		A collection of units, assemblies, or subassemblies, that is a subdivision of a set or system, but is not capable of performing a complete operational function.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
355	HARD DETECT		Failures that can be positively detected.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
356	HAZARD RATE		The instantaneous failure rate. The difference between hazard rate and failure rate is best made by an analogy. An automobile trip of 120 miles completed in three hours represents an average rate of 40 mph although speeds varied above and below that average. The 40 mph is analogous to the failure rate, and the speed at any given instant (as could be determined from a speedometer) is analogous to the hazard rate.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
357	HELICOPTER DYNAMIC COMPONENT		That part or series of parts that transmit power from the aircraft power plant to the rotary wing and rotary rudder (main, intermediate, and tail gear boxes; main and tail rotors; clutches and related drive shafting).	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
358	HIDDEN FUNCTION		(a) An item whose function is normally active and whose failure is not evident to the operating crew during performance of normal duties. (b) An item whose function is normally dormant and whose readiness to perform, prior to it being needed, is not evident to the operating crew during performance of normal duties.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
359	HOT PARTS		Engine parts exposed to the hot gas stream, such as the combustion chamber, turbine components, augmentor and exhaust nozzle.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
360	HOT PARTS LIFE		The interval (in mission hours of engine operation with specified mission profiles and mission mix) at which hot parts shall operate without repair or replacement.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
361	HOURS, APU		The auxiliary power unit operating time from start up to shutdown.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
362	HOURS, BLOCK		The number of hours incurred by an airplane from the moment it first moves for a flight until it comes to rest at its intended blocks at the next point of landing, or returns to its departure point prior to takeoff. NOTE: Push-out from the gate is considered as part of block hours.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

Ilo	Term	Acronym	Definition	Document	Document Name
363	HOURS, FLYING (AIRBORNE)		The accumulated time intervals between wheels-off and wheels-on.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
364	HOURS, OUT OF SERVICE		The number of elapsed hours that an aircraft is not available for operation when scheduled to be available. NOTE: The out of service hours start when an aircraft is first declared to be unavailable for a flight, and end when available for service. The accumulated flying hours of all like units installed in aircraft during a specified reporting period. NOTE: Unit flying hours are the product of total flying hours (airborne) of the aircraft in which units are installed and the number of units installed in each aircraft.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
365	HOURS, UNIT FLYING			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
366	HUMAN ENGINEERING		The area of human factors which applies scientific knowledge to the design of items to achieve effective man-machine integration and utilization.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
367	HUMAN ENGINEERING DESIGN CRITERIA		The summation of available knowledge which defines the nature and limits of human capabilities as they relate to the checkout, operation, maintenance or control of systems or equipment, and which may be applied during engineering design to achieve optimum compatibility between equipment and human performance. Criteria used in the design of a complex system to adapt its physical features to the response characteristics of the man who is ultimately to be charged with its operation. This minimizes reliability degradation due to operator (and maintenance technician) error. Typical criteria include size, shape, and location of critical controls; illumination and configuration of visual displays; use of automatic error detection and warning devices; modularization and physical arrangement for maintenance ease.	MIL-STD-1472C	HUMAN ENGINEERING DESIGN CRITERIA F MILITARY SYSTEMS, EQUIPMENT
368	HUMAN ERROR RELIABILITY CRITERIA			NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
369	HUMAN FACTORS		A body of scientific facts about human characteristics. The term covers all biomedical and psychosocial considerations: it includes, but is not limited to, principles and applications in the areas of human engineering, personnel selection, training, life support, job performance aids, and human performance evaluation.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
370	INCIDENT, TECHNICAL		Any event of a technical nature which may be considered to significantly affect the potential airworthiness of an aircraft.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
371	INDENTURE LEVELS		The item levels which identify or describe relative complexity of assembly or function. The levels progress from the more complex (system) to the simpler (part) divisions.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
372A	INFANT MORTALITY		The initial phase of the lifetime of a population of a particular component when failures occur as a result of manufacturing errors, etc. Infant mortalities are screened out by burn-in.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
372B	INFANT MORTALITY		Premature catastrophic-type failures occurring at a rate substantially greater than that observed during subsequent life prior to wearout. Infant mortality is usually reduced by stringent quality control.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
373	INHERENT		Achievable under ideal conditions, generally derived by analysis, and potentially present in the design.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
374A	INHERENT LEVEL OF RELIABILITY		That level which is built into the unit and therefore inherent in its design. This is the highest level of reliability and	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

No	Term	Acronym	Definition	Document	Document Name
	AND SAFETY				
374B	INHERENT LEVEL OF RELIABILITY AND SAFETY		safety that can be expected from a unit, system, or aircraft if it receives effective maintenance. To achieve higher levels of reliability generally requires modification or redesign. That level which is built into the unit and therefore inherent in its design. This is the highest level of reliability and safety that can be expected from a unit, system, or aircraft if it receives effective maintenance. To achieve higher levels of reliability generally requires modification or redesign, or operation at a degraded level of performance.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
375	INHERENT R AND M VALUE		Any measure of reliability or maintainability that includes only the effects of item design and installation, and assumes an ideal operating and support environment.	DDO 5000.40(D)	RELIABILITY & MAINTAINABILITY (P&L)
376	INITIAL DELAY TIME		Initial delay time is the time between the moment the equipment becomes available for maintenance and the moment work is commenced.	MIL-HDBK-472	MAINTAINABILITY PREDICTION
377	INITIAL INDENTURE LEVEL		The level of the total, overall item which is the subject of the FHECA.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
378	INITIAL ISOLATION		Isolation to the equipment/system subunit which must be replaced on line to return the equipment/system to operation. A subunit can be a modular assembly, a printed circuit card which is part of a non-removable drawer, or a component such as a crystal or antenna subsection. In the event that the concept requires a subunit to be removed, repaired and then replaced in the equipment/system, initial isolation includes both isolation to the failed subunit and isolation to the failed and removable portion of the subunit.	MIL-STD-471A	MAINTAINABILITY VERIFICATION/DEMONSTRATION/EVALUATION
379	INITIAL ISOLATION LEVEL OF AMBIGUITY		The number of possible equipment/system subunits, as defined above, identified by the Built-in-test, external tests equipment, or manual test procedure, which might contain the failed component. It is possible that a combination of Built-In-Test, external special purpose test equipment, and manual procedures may be necessary to effect isolation. For example, if an equipment test subsystem (Built-in, external, manual) isolates a fault to one of two subunits, the level of ambiguity is equal to two; if it isolates it to one of three subunits the level of ambiguity is equal to three.	MIL-STD-471A	MAINTAINABILITY VERIFICATION/DEMONSTRATION/EVALUATION
380	INSPECT		To compare the characteristics of an item with established standards.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
381A	INSPECTION		An examination of an item against a specified standard.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
381B	INSPECTION		An examination of an item against a specific standard.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
382	INSPECTION, AIRCRAFT ENGINE		a. Preflight - An inspection conducted prior to each flight to ensure the aircraft is safe for flight and to verify proper servicing.b. Postflight - An inspection conducted after each flight to detect degradation or damage that may have occurred during the flight and to determine the need for servicing.c. Turnaround - An inspection conducted between flights to ensure the integrity of the aircraft for flight, verify proper servicing, and to detect degradation that may have occurred	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM

No	Term	Acronym	Definition	Document	Document Name
			during the previous flight.d. Daily - An inspection conducted to inspect for defects to a greater depth than the turnaround or preflight inspections.e. Special - A scheduled inspection with a prescribed interval other than daily, calendar/phase, major engine, or Standard Depot Level Maintenance (SDLM). The intervals are specified in the applicable planned maintenance system publication and are based on elapsed calendar time, flight hours, operating hours, or number of cycles/events, for example, 7 1/4, 28 days/50, 100, 200 hours/10, 100 arrestments, or 5000 rounds fired.f. Phase - A series of related inspections that are performed sequentially at specific intervals. These inspections are the result of dividing the maintenance An intensive visual check of a specified detail, assembly, or installation. It searches for evidence of structural irregularity using adequate lighting and, where necessary, inspection aids such as mirrors, hand lens, etc. Surface cleaning and elaborate access procedures may be required. An intensive visual check of a specified detail, assembly, or installation. It searches for evidence of structural irregularity using adequate lighting and, where necessary, inspection aids such as mirrors, hand lens, etc. Surface cleaning and elaborate access procedures may be required. A collective term which includes the detailed inspection and the special detailed inspection. A collective term which includes all inspections established as a result of the RCMA process. A visual check that will detect obvious unsatisfactory conditions/discrepancies in externally visible structure and components. It may also include internal structure which is visible through quick opening access panels/doors. Workstands, ladders, etc., may be required to gain proximity. A visual check that will detect obvious unsatisfactory conditions/discrepancies in externally visible structure. It may also include internal structure which is visible through quick opening access panels/doors. Workstands, ladders, etc., may be required to gain proximity. A collective term which includes the external surveillance inspection, internal surveillance inspection, and the walk-around check. A collective term which includes the External Surveillance Inspection, the Internal Surveillance Inspection, and the Walk-Around Check. A visual check that will detect obvious unsatisfactory conditions/discrepancies in internal structure and components. This type of inspection applies to obscured structure and installations which require removal of fillets, fairings, access panels/doors, etc. A visual check that will detect obvious unsatisfactory conditions/discrepancies in internal structure. This type of inspection applies to obscured structure and installations which require removal of fillets, fairing, access panels/doors, etc.		
383A	INSPECTION, DETAILED			MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
383B	INSPECTION, DETAILED (STRUCTURAL)			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
384A	INSPECTION, DIRECTED			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
384B	INSPECTION, DIRECTED			MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
385	INSPECTION, EXTERNAL SURVEILLANCE			MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
386	INSPECTION, EXTERNAL SURVEILLANCE (STRUCTURAL)			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
387A	INSPECTION, GENERAL VISUAL			MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
387B	INSPECTION, GENERAL VISUAL			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
388A	INSPECTION, INTERNAL SURVEILLANCE			MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
388B	INSPECTION, INTERNAL SURVEILLANCE (STRUCTURAL)			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

No.	Term	Acronym	Definition	Document	Document Name
389	INSPECTION, NON DESTRUCTIVE	NDI	An intensive check of a specific location similar to the detailed inspection except for the following differences. The check requires some special technique such as radiographic, eddy current, dye penetrant, high-powered magnification, etc., and may require disassembly procedures. The monitoring and/or withdrawal of selected devices from service to permit determination of their condition at predetermined progressive intervals.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
390	INSPECTION, SAMPLE		An intensive check of a specific location similar to the detailed inspection except for the following differences. The check requires some special technique such as non-destructive test techniques, dye penetrant, high-powered magnification, etc., and may require disassembly procedures.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
391	INSPECTION, SPECIAL DETAILED (STRUCTURAL)		A visual check conducted from ground level to detect obvious discrepancies.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
392A	INSPECTION, WALK AROUND CHECK		A visual check conducted from ground level to detect obvious discrepancies.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
392B	INSPECTION, WALK AROUND CHECK		A composite of the elements necessary to assure the effective and economical support of a system or equipment at all levels of maintenance for its programmed life cycle.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
393	INTEGRATED LOGISTIC SUPPORT	ILS	The influence of one subsystem or subassembly on the performance and reliability behavior of another. Although gross effects are qualitatively predictable, specific interaction effects must usually be determined by breadboard and development testing.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
394	INTERACTION		The influence of one subsystem or subassembly on the performance, maintainability, and reliability of another.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
395	INTERACTION		Although gross effects are qualitatively predictable, specific interaction effects must usually be determined by testing. Removing the item that is to be replaced, and installing the replacement item.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
396	INTERCHANGE		The ability to interchange, without restriction, like equipments or portions thereof in manufacture, maintenance, or operation.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
397	INTERCHANGEABILITY		An interchangeable part, subassembly, assembly or unit meets or exceeds required functional and structural specifications for a given application. It has the same mounting provisions. Overall dimensions and connections may vary, provided that installation does not require rework or modification.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
398	INTERCHANGEABLE		One, which (1) possesses such functional and physical characteristics as to be equivalent in performance, reliability, and maintainability, to another item of similar or identical purposes; and (2) is capable of being exchanged for the other item (a) without selection for fit or performance, and (b) without alteration of the items themselves or of adjoining items, except for adjustment.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
399A	INTERCHANGEABLE ITEM		An item equivalent in physical characteristics, performance, reliability, and maintainability to another item of similar or identical purpose; capable of being exchanged for the other item without selection or alteration.	MIL-STD-280A	DEFINITIONS OF ITEM LEVELS, ITEM EXCHANGEABILITY, MODELS AND RELATED TERMS
399B	INTERCHANGEABLE ITEM		Two or more items that have such functional and physical characteristics as to be equivalent in performance and	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
399C	INTERCHANGEABLE ITEMS			OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM

No	Term	Acronym	Definition	Document	Document Name
400	INTERCHANGEABLE, ONE WAY		durability, and are capable of being interchanged without alteration of the items themselves or of adjoining items except for adjustment. Introduces a new item and places restrictions on the use of the old item. The new item may be used in place of either the old or the new, but the old item can only be used in an application where it has previously been installed. The new item is considered to supersede the old. For example, the interchangeability characteristics of items A and B where B may freely be used in applications where A is specified, but A must not be used in applications where B is specified.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
401	INTERFACES		The systems, external to the system being analyzed, which provide a common boundary or service and are necessary for the system to perform its mission in an undegraded mode; for example, systems that supply power, cooling, heating, air services, or input signals. Bounding conditions and requirements existing between two or more "mating" subsystems or components, e.g., impedance matching, structural fitting, thermal and vibration level.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
402	INTERFACES		That maintenance performed in direct support of using organizations. Tasks normally consist of calibration, repair, or replacement of damaged or unserviceable parts, components, or assemblies; the emergency manufacture of nonavailable parts; and the provision of technical assistance to using organizations.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
403	INTERMEDIATE LEVEL MAINTENANCE		(level 2 maintenance) Maintenance which is the responsibility of and performed by designated maintenance activities for direct support of using organization. Its phases normally consist of calibration, repair or replacement of damaged or unserviceable parts, units, assemblies or subassemblies; the emergency manufacture of nonavailable parts; and providing technical assistance to using organization. (Example: Performing Activity-Tender.)	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
404A	INTERMEDIATE MAINTENANCE	IM	Maintenance which is the responsibility of and performed by designated maintenance activities for direct support of using organization. Its phases normally consist of calibration, repair or replacement of damaged or unserviceable parts, units, assemblies or subassemblies; the emergency manufacture of nonavailable parts; and providing technical assistance to using organization. (Example: Performing Activity-Tender.)	MIL-H-24365ASHIPS	MAINTENANCE ENGINEERING ANALYSIS
405	INTERMEDIATE MAINTENANCE ACTIVITY	IMA	Maintenance which is the responsibility of and performed by designated maintenance activities for direct support of using organization. Its phases normally consist of calibration, repair or replacement of damaged or unserviceable parts, units, assemblies or subassemblies; the emergency manufacture of nonavailable parts; and providing technical assistance to using organization. (Example: Performing Activity-Tender.)	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM
406	INTERRUPTION, AIR (TECHNICAL)		entire group. A change from original flight plan due to a known or suspected malfunction and/or defect during flight.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
407	INTERRUPTION, GROUND (TECHNICAL)		A ground interruption occurs when an aircraft leaves the block and returns for a technical reason before becoming airborne, or when, after landing, a technical problem is experienced prior to reaching the block.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
408	INTRINSIC AVAILABILITY		The probability that the system is operating satisfactorily at any point in time when used under stated conditions, where the time considered is operating time and active repair time.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
409	INVENTORY, ACTIVE		The group of items assigned to an operational status.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

Term	Acronym	Definition	Document	Document Name
410 INVENTORY, INACTIVE		The group of items being held in reserve for possible future assignments to an operational status.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
411 ISOLATION LEVEL		The functional level to which a failure can be isolated using accessory test equipment at designated test points.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
412A ITEM		Any level of hardware assembly (i.e., system, subsystem, module, accessory, component, unit, part, including tubing, electrical wiring, mounting hardware, etc.)	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
412B ITEM		A non-specific term used to denote any product, including systems, materials, parts, subassemblies, sets, accessories, etc.	MIL-STD-280A	DEFINITIONS OF ITEM LEVELS, ITEM EXCHANGEABILITY, MODELS AND RELATED TERMS
412C ITEM		A non-specific term used to denote any product, including systems, materials, parts, subassemblies, sets, accessories, etc.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
412D ITEM		A non-specific term used to denote any product, including systems, materials, parts, subassemblies, sets, accessories, etc.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
412E ITEM		Any level of hardware assembly, for example, segment of a system, subsystem, equipment, or component part.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
412F ITEM		Any level of hardware assembly (i.e., system, subsystem, module, accessory, component, unit, part, etc.).	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
413 ITEM OBTAINMENT TIME		The time required for the technician to obtain replacement parts, assemblies, or units, depending on the maintenance concept and the location and method of storing spare items.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
414 ITEM, CONSUMABLE		An item that is used only once.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
415 ITEM, EXPENDABLE		Items for which no authorized repair procedure exists, and for which cost of repair would normally exceed that of replacement.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
416 ITEM, INSURANCE		An item held by either the manufacturer or an airline purely as a precaution in order to preclude undue scheduling problems and/or economic hardship which might otherwise occur should the part be out of stock when a requirement occurs.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
417 ITEM, LIFE LIMITED		An item which must be removed from service and discarded before a specified time is achieved.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
418 ITEM, LIFE LIMITED		An item that has a limited and predictable useful life and could be considered for replacement on a preplanned basis for reliability, safety or economic reasons.	00-40(PT1)(ARMP1)	REM PT: MANAGEMENT RESPONSIBILITIES & REQUIREMENTS FOR PROGRAMS & PLANS
419 ITEM, LINE MAINTENANCE		Any item which can be readily changed on an aircraft during line maintenance operations.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
420 ITEM, MAINTENANCE SIGNIFICANT	MSI	Items identified by the manufacturer whose failure: (a) could affect safety (ground or flight), and/or (b) is undetectable during operations, and/or (c) could have significant operational economic impact, and/or (d) could have significant nonoperational economic impact.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
421 ITEM, MANDATORY REPLACEMENT		An item that, if disturbed or removed during the course of maintenance or overhaul, must be replaced to comply with specifications and procedures.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

No	Term	Acronym	Definition	Document	Document Name
422	ITEM, REPAIRABLE		An item comprising or including replaceable parts, commonly economical to repair, and subject to being rehabilitated to a fully serviceable condition over a period less than the life of the flight equipment to which it is related.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
423	ITEM, ROTABLE		An item that can be economically restored to a serviceable condition and, in the normal course of operations, can be repeatedly rehabilitated to a fully serviceable condition over a period approximating the life of the flight equipment to which it is related.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
424	ITEM, STRUCTURAL SIGNIFICANT	SSI	A structural detail, structural element, or structural assembly which is judged significant because of the reduction in aircraft residual strength or loss of structural function which are consequences of its failure.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
425	LATE ARRIVAL (TECHNICAL)		An aircraft arrival after scheduled arrival time, caused by a known or suspected equipment malfunction and/or defect.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
426	LATENT DEFECT		An inherent or induced weakness, not detectable by ordinary means, which will either be precipitated to early failure under environmental stress screening conditions or eventually fail in the intended use environment.	DOD-HDBK-344	ENVIRONMENTAL STRESS SCREENING OF ELECTRONIC EQUIPMENT
427	LENGTH OF LIFE		The terms "length of life" and "time to failure" may be used interchangeably and shall denote the length of time it takes for a unit of product to fail after being placed on life test. The length of time may be expressed in any convenient time scale such as seconds, hours, days, etc.	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
428	LEVEL OF REPAIR	LOR	One of four decision alternatives denoting the maintenance level at which repair of naval material is performed. The primary levels considered in this document are repair organizational, intermediate, and depot. Discard at the operational site is also considered a decision alternative.	MIL-STD-1390B	LEVEL OF REPAIR
429	LEVEL OF REPAIR ANALYSIS	LORA	A technique which establishes (1) whether an item should be repaired or discarded; (2) at what maintenance level, that is, organizational, intermediate, or depot.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
430	LEVEL, CONFIDENCE		The probability that a given statement is correct.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
431	LIFE		A period of time which is related to the usability of an item.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
432A	LIFE CYCLE		The total life span of an aeronautical system commencing with the conceptual phase and extending through the operational phase up to retirement from the inventory.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
432B	LIFE CYCLE		The total life span of an aeronautical system beginning with the concept formulation phase and extending through the operational phase up to retirement from the inventory.	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM
433	LIFE CYCLE COST	LCC	The total cost of acquisition, operation, maintenance, and support of an item throughout its useful life.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
434	LIFE CYCLE MAINTENANCE (SUPPORT) COST		The total cost of item maintenance during its useful life including organizational, intermediate, depot, and contractor maintenance, spares and repair parts provisioning, test equipment, maintenance personnel salaries and subsistence, training, etc.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
435	LIFE CYCLE		A thorough time-life description of the events and conditions	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING

No	Definition	Document	Document Name
	PROFILE		DEVELOPMENT, QUALIFICATION & PRODUCTION
436A	LIFE PROFILE	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
436B	LIFE PROFILE	00-40(PT1)(ARMP1)	R&M P1: MANAGEMENT RESPONSIBILITIES & REQUIREMENTS FOR PROGRAMS & PLANS
437	LIFE TEST	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
438	LIFE TEST SAMPLING PLAN	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
439	LIFE TEST TERMINATED AT PREASSIGNED TIME	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
440	LIFE TEST TERMINATED UPON OCCURRENCE OF PREASSIGNED NUMBER OF	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
441A	LIFE UNITS	DOD 5000.40(D)	RELIABILITY & MAINTAINABILITY (P&L)
441B	LIFE UNITS	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
441C	LIFE UNITS	MIL-STD-785B	RELIABILITY PROGRAMS FOR SYSTEM AND EQUIPMENT DEVELOPMENT AND PRODUCTION
442	LIFE, ACHIEVED OVERHAUL	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
443	LIFE, MAXIMUM PERMITTED	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
444A	LIFE, SERVICE	MAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
444B	LIFE, SERVICE	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
445	LIFE, STORAGE	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

No	Term	Acronym	Definition	Document	Document Name
446A	LIFE, USEFUL		The total operating time in which an item remains operationally effective and economically useful before wearout.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
446B	LIFE, USEFUL		The length of time a population of items is expected to operate with a constant failure rate. This excludes any infant mortality and wearout periods.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
446C	LIFE, USEFUL		The total operating time in which an item remains operationally effective and economically useful before wearout.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
446D	LIFE, USEFUL		The number of life units from manufacture to when the item has an unrepairable failure or unacceptable failure rate.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
446E	LIFE, USEFUL		The second phase of the lifetime of a population of a particular component when only random failures occur.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
447	LIMIT		The extreme of the designated range through which the measured value of characteristics may vary and still be considered acceptable.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
448	LIMITS, CONFIDENCE		The values, upper and lower, between which a true value can be expected to fall, with a pre-established level of confidence.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
449A	LINE REPLACEABLE UNIT	LRU	A unit which can be readily changed on an aircraft during line maintenance operations.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
449B	LINE REPLACEABLE UNIT	LRU	An item which is replaced at the organizational maintenance level.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
450	LIST, CONFIGURATION DEVIATION	CDL	Those items, such as access panels, caps, fairings, etc., normally forming part of the exterior profile of the aircraft, the absence of which do not prevent dispatch.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
451	LOCAL EFFECT		The consequence(s) a failure mode has on the operation, function, or status of the specific item being analyzed.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE EFFECTS AND CRITICALITY ANALYSIS
452	LOCALIZATION LEVEL		The functional level (in a system or equipment) to which a failure can be traced or located without using accessory test equipment.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
453	LOGISTIC TIME		Logistic time is all replacement procurement time, except that time when the maintenance man is engaged in the procurement activity.	MIL-HDBK-472	MAINTAINABILITY PREDICTION
454A	LOGISTICS		The science of planning and carrying out the movement and maintenance of forces.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
454B	LOGISTICS		The science of planning and carrying out the movement and maintenance of forces. For its most comprehensive sense, those aspects of military operations that deal with: (1) design and development, acquisition, storage, movement, distribution, maintenance, evaluation, and hospital inspection of personnel; (3) acquisition or construction, maintenance, operation, and disposition of facilities; and (4) acquisition or furnishing of services.	OPNAVINST 4790-20	THE NAVAL AVIATION MAINTENANCE PROGRAM
455A	LOGISTICS SUPPORT		The materials and services required to enable the operating forces to operate, maintain, and repair the end item within the maintenance concept defined for that end item. Logistics support encompasses the identification, selection, procurement,	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK

No	Term	Acronym	Definition	Document	Document Name
455B	LOGISTICS SUPPORT		scheduling, stocking, and distribution of spares, repair parts, facilities, ground support equipment, trainers, technical publications, contractor engineering and technical services, and personnel training as necessary to provide the operating forces with the capability needed to keep the end item in a functioning status. The materials and services required to enable the operating forces to operate, maintain, and repair the end item within the maintenance concept defined for that end item. Logistics support encompasses the identification, selection, procurement, scheduling, stocking, and distribution of spares, repair parts, facilities, Support Equipment (SE), trainers, technical publications, Contractor Engineering and Technical Services (CETS), and personnel training as necessary to provide the operating forces with the capability needed to keep the end item in a functioning status. See Integrated Logistic Support (ILS). Length of useful life of a product, to its ultimate wearout requiring complete rehabilitation. This is a term generally applied in the definition of a safe, useful life for an equipment or system under the conditions of storage. It also applies to the use to which it will be exposed during its lifetime. The portion of an inspection that includes the basic requirements outlined by the periodic maintenance information cards, excluding repair of discrepancies, that cannot be completed within the time allotted on Maintenance Requirement Cards (MRCs). The term "lot" shall mean either an "inspection lot", i.e., a collection of units of product, manufactured under essentially the same conditions, from which sample is drawn and tested to determine compliance with the acceptability criterion; or, a "preproduction lot", i.e., one or more units of product submitted prior to initiation of production for test to determine compliance with the acceptability criterion. A fatigue cracking failure mode that is defined by the frequency and characteristics of the loading that causes the crack. LCF is caused by stresses built up by mechanical/thermal cycles which occur only a few times per flight. The four most significant LCF events are stop/start/stop cycles, rapid major changes in operating temperature, rapid major changes in rotational speed, and significant increases in aerodynamic loading of the blades/disks. There is a cumulative effect of the stresses imposed by these cycles. LCF life limits are based on total accumulated cycles/time since new. These are hard cycle/time limits which cannot be extended or zero timed and must not be exceeded. LCF is different from high cycle fatigue. High cycle fatigue is a failure mode usually caused by vibration cycles which occur thousands of times per flight. That value which is unacceptable. The standard test plans will reject, with high probability, equipment with a true MTBF that approaches (B₁). The internal or external application of fluids, oils, or grease to an item for the purpose of maintaining its inherent design operating capabilities.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
456	LONGEVITY			NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
457	LOOK PHASE			OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
458	LOT			MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
459	LOW CYCLE FATIGUE	LCF		OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
460	LOWER TEST MTBF (B ₁)			MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
461	LUBRICATION AND SERVICING			MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT

No	Term	Acronym	Definition	Document	Document Name
462A	MAINTAINABILITY		The ability of an item under stated condition of use, to be retained in or restored to a specified condition when maintenance is performed by personnel having specified skill levels under stated conditions and using prescribed procedures and resources.	00-40(PT1)(ARHP1)	RM P1: MANAGEMENT RESPONSIBILITIES & REQUIREMENTS FOR PROGRAMMES & PLANS
462B	MAINTAINABILITY		The ability of an item to be retained in or restored to a specified condition when maintenance is performed by personnel having specified skill levels, using prescribed procedures and resources.	DDO 5000.40(0)	RELIABILITY & MAINTAINABILITY (P&L)
462C	MAINTAINABILITY		A characteristic of design and installation which is expressed as the probability that an item will be retained in or restored to a specified condition within a given period of time, when the maintenance is performed in accordance with prescribed procedures and resources.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
462D	MAINTAINABILITY		A characteristic of design and installation which is expressed as the probability that an item will be retained in or restored to a specified condition within a given period of time, when the maintenance is performed in accordance with prescribed procedures and resources.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
462E	MAINTAINABILITY		The measure of the ability of an item to be retained in or restored to specified condition when maintenance is performed by personnel having specified skill levels, using prescribed procedures and resources, at each prescribed level of maintenance and repair.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
462F	MAINTAINABILITY		A characteristic of design and installation which is expressed as the probability that an item will be retained in or restored to a specified condition within a given period of time, when the maintenance is performed in accordance with prescribed procedures and resources.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
462G	MAINTAINABILITY		A measure of the ease and rapidity with which a system or equipment can be restored to operational status following a failure. It is a characteristic of equipment design and installation, personnel availability in the required skill levels, adequacy of maintenance procedures and test equipment, and the physical environment under which maintenance is performed. Maintainability is expressed as the probability that an item will be retained in or restored to a specified condition within a given period of time, when the maintenance is performed in accordance with prescribed procedures and resources.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
462H	MAINTAINABILITY		The ability to maintain an item in, or restore to, a specific operational condition by expending resources, including man-hours, at an acceptable rate when using prescribed procedures and resources.	OPNAVINST 4790.20	THE NAVAL AVIATION MAINTENANCE PROGRAM
463	MAINTAINABILITY ANALYSIS		The formal procedure for evaluating system and equipment design, using prediction techniques, failure modes and effects analysis procedures, and design data, to evolve a comprehensive quantitative description of maintainability design status, problem areas, and corrective action requirements.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
464	MAINTAINABILITY DATA		Data (other than administrative data) resulting from the performance of maintainability tasks in direct support of an equipment or system acquisition program.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
4648	INTERMEDIATE MAINTENANCE	IM	Maintenance which is the responsibility of and performed by designated maintenance activities for direct support of the using organizations. Its phases normally consist of	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT

No	Term	Acronym	Definition	Document	Document Name
465	MAINTAINABILITY DEMONSTRATION TEST		calibration, repair or replacement of damaged or unserviceable parts, components, or assemblies; the emergency manufacture of non-available parts and providing technical assistance to using organizations. Government acceptance test (performed by the contractor) usually at the equipment or subsystem level for the major items which will comprise the integrated system to demonstrate conformance to specified quantitative maintainability requirements. The engineering discipline which formulates an acceptable combination of design features, repair policies, and maintenance resources, to achieve a specified level of maintainability, as an operational requirement, at optimum life cycle costs. A simplified procedure for the gross prediction of maintainability based on experience data related to the few major contributing factors to system downtime. A plot of the probability of repair within time t, versus maintenance time.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
466	MAINTAINABILITY ENGINEERING			NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
467	MAINTAINABILITY FEASIBILITY ESTIMATION			NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
468	MAINTAINABILITY FUNCTION			NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
469A	MAINTAINABILITY INDEX	MI	The MI is the ratio of direct maintenance man-hours for engine and engine caused maintenance to engine operating hours.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
469B	MAINTAINABILITY INDEX	MI	A measure of the total maintenance manhours required to maintain a product in operational status per hour of operation.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
470	MAINTAINABILITY MODEL		A quantifiable representation of a test or process the purpose of which is to analyze results to determine specific relationships of a set of quantifiable maintainability parameters.	MIL-STD-471A	MAINTAINABILITY VERIFICATION/DEMONSTRATION/EVALUATION
471	MAINTAINABILITY REQUIREMENT		A comprehensive statement of required maintenance characteristics (expressed in qualitative and quantitative terms) to be achieved in design and demonstrated in development.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
472	MAINTAINABILITY REQUIREMENT		A comprehensive statement of required maintenance characteristics, expressed in either qualitative or quantitative terms or both, to be satisfied by the design of an item.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
473	MAINTAINABILITY REQUIREMENTS ANALYSIS		An evaluation of the operational requirements in order to identify the specific system effectiveness parameters, logistic planning factors, cost limitations, physical constraints, etc., which will dictate the maintainability requirements and influence the formation of a compatible maintenance concept. Actions required to preclude the occurrence of a malfunction or restore an equipment to satisfactory operating condition.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
474	MAINTAINABILITY TASK			NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
475	MAINTAINABILITY, DESIGN FOR		Design considerations directed toward achieving those combined characteristics of equipment and facilities which will enable the accomplishment of necessary maintenance quickly, safely, accurately, and effectively with minimum requirements for personnel, skills, special tools, and cost. The measure of the ability of an item to be retained in or restored to specified condition when maintenance is performed during the course of a specified mission profile. (The mission-related system maintainability parameter.) All actions necessary for retaining an item in or restoring it to a specified condition.	MIL-STD-1472C	HUMAN ENGINEERING DESIGN CRITERIA FOR MILITARY SYSTEMS, EQUIPMENT
476	MAINTAINABILITY, MISSION			MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
477A	MAINTENANCE			MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK

No	Term	Acronym	Definition	Document	Document Name
477B	MAINTENANCE		All actions necessary for retaining an item or restoring it to a specified condition.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
477C	MAINTENANCE		All actions (corrective and preventive) necessary for retaining an item in or restoring it to a specified condition.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
477D	MAINTENANCE		The act of diagnosing and physically repairing, or preventing, equipment failures.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
477E	MAINTENANCE		The function of retaining material in, or restoring it to, a serviceable condition. Its phases include servicing, repair, modification, modernization, overhaul, rebuild, test, reclamation, inspection, and condition determination, and the initial provisioning of support items. The term has a very general meaning, ranging from a matter of minutes of squadron servicing, to a matter of months of industrial activity rework; the provision of maintenance material itself is within the meaning. Maintenance should be qualified to convey a specific meaning. See Maintenance Types rework for distinctions in the scope of maintenance.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
478A	MAINTENANCE ACTION		Any one of a number of types of specific maintenance operations necessary to retain an item in or restore it to a specified condition.	MIL-STD-1390B	LEVEL OF REPAIR
478B	MAINTENANCE ACTION		An element of a maintenance event. One or more tasks (i.e., fault localization, fault isolation, servicing and inspection) necessary to retain an item in or restore it to a specified condition.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
478C	MAINTENANCE ACTION		Any one of a number of types of specific maintenance operations necessary to retain an item in or restore it to a specified condition.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
479	MAINTENANCE ACTION, CORRECTIVE		Action required to repair a single failure, comprised of all those individual maintenance tasks involved in the maintenance procedure (e.g. fault localization, isolation, repair, checkout, etc.).	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
480	MAINTENANCE ALLOCATION TABLE		Discusses the function to be performed in the repair of gas turbine engines, identifying the degree of repair.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
481	MAINTENANCE ANALYSIS		The process of identifying required maintenance functions by analysis of the design, to determine the most effective means to accomplish these functions.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
482	MAINTENANCE COMPLAINTS		Reports of discrepancies which are found by maintenance personnel and which require maintenance action.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
483A	MAINTENANCE CONCEPT		A collection of ideas and philosophies in maintenance which are used as the basis for the development of a specific maintenance program, procedure or policy.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
483B	MAINTENANCE CONCEPT		A description of the planned general scheme for maintenance and support of an item in the operational environment.	MIL-STD-471A	MAINTAINABILITY VERIFICATION/DEMONSTRATION/EVALUATION
483C	MAINTENANCE CONCEPT		The planned or envisioned methods that will be employed to sustain the aeronautical system equipment at a defined level of readiness or in a specified condition in support of the operational requirement. This includes significant aeronautical system/equipment characteristics, e.g., built-in test,	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK

No	Term	Acronym	Definition	Document	Document Name
4830	MAINTENANCE CONCEPT		compatibility with existing or planned test and support equipments, etc., and a generalization of logistics support element requirements (manpower, equipment, facilities, workload distribution throughout the defined maintenance level, etc.) A description of the planned general scheme for maintenance and support of an item in the operational environment. The maintenance concept provides the practical basis for design, layout, and packaging of the system and its test equipment and establishes the scope of maintenance responsibility for each level (echelon) of maintenance and the personnel resources (maintenance manning and skill levels) required to maintain the system.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
483E	MAINTENANCE CONCEPT		The planned or envisioned methods that will be employed to sustain the aeronautical system/equipment at a defined level of readiness or in a specified condition in support of the operational requirement. This includes significant aeronautical system/equipment characteristics, for example, built-in-test, compatibility with existing or planned test and SE, and a generalization of logistics support element requirements (manpower, equipment, facilities, workload distribution throughout the defined maintenance level). The maintenance concept is initially stated by the government for design and support planning purposes and provides the basis or point of departure for development of the plan to maintain. The maintenance concept may be influenced or modified by economic, technical, or logistics considerations as the design development of the aeronautical system/equipment proceeds. The ratio of the cost of maintenance for a given unit of time to the initial item cost.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
484	MAINTENANCE COST RATIO		An established Navy procedure for recording, at the source, designated information concerning equipment malfunctions, malfunction cause and criticality, maintenance actions, manhours expended, equipment involved, delays incurred. The complexity or extensiveness of aircraft maintenance functions, for example, the extent of disassembly, the complexity of a test.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
485	MAINTENANCE DATA COLLECTION SYSTEM		Equipment downtime per operating hour, comprised of downtime required for preventive maintenance.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
486	MAINTENANCE DEPTH		The application of analytical techniques and engineering skills to ensure that the design and development of equipment and systems are amenable to effective and economical maintenance. That discipline of maintenance which develops concepts, criteria, and technical requirements during the conceptual and acquisition phase to be applied and maintained in a current status during the operational phase to ensure timely, adequate, and economic maintenance support of weapons systems and equipment.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
487	MAINTENANCE DOWNTIME RATE	MDT	The composite analytical studies, decisions and related documentation conducted in connection with the design of an item to determine or influence the maintainability and reliability characteristics of the item and to determine the total support requirements resulting from the design. For new items, the	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
488A	MAINTENANCE ENGINEERING			OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
488B	MAINTENANCE ENGINEERING			NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
489	MAINTENANCE ENGINEERING ANALYSIS	MEA		OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM

No	Term	Acronym	Definition	Document	Document Name
490A	MAINTENANCE ENVIRONMENT		analysis is conducted concurrently with the design process. For existing or off-the-shelf items, the analysis is conducted as required to determine the characteristics and resulting support requirements.	MIL-STD-471A	MAINTAINABILITY VERIFICATION/DEMONSTRATION/EVALUATION
490B	MAINTENANCE ENVIRONMENT		The climatic, geographical, physical and operational conditions (e.g., combat mobil, continental) under which an item will be maintained.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
491	MAINTENANCE ERROR		The climatic and operational conditions under which an item will be maintained.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
492	MAINTENANCE EVALUATION		An error on the part of maintenance personnel in performing maintenance on an item which results in subsequent failure or malfunction, or an error in published maintenance procedures which results in subsequent failure or malfunction.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
493A	MAINTENANCE EVENT		A process for determining that the design of an item is compatible with the maintenance plan and maintenance concept.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
493B	MAINTENANCE EVENT		One or more maintenance actions required to effect corrective and preventative maintenance due to any type of failure or malfunction, false alarm or scheduled maintenance plan.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
494	MAINTENANCE INSTRUCTION MANUAL		One or more maintenance actions required to repair all failures associated with an equipment malfunction.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
495A	MAINTENANCE LEVEL		A manual containing instructions for Intermediate (I-) and Organizational (O-) level maintenance and servicing of a specific model aircraft. It identifies each maintenance task to the responsible maintenance level.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
495B	MAINTENANCE LEVELS		Division of maintenance, based on difficult and requisite technical skill, in which jobs are allocated to organizations in accordance with the availability of personnel, tools, supplies, and the time within the organization. Maintenance levels include organizational, intermediate, and depot. Organizational maintenance embraces the maintenance performed by a using organization on its own equipment. This includes inspection, cleaning, servicing, preservation, lubrication, adjustment, minor repair not requiring detailed disassembly, and replacement not requiring high technical skill. Intermediate maintenance is performed by designated maintenance activities in direct support of using organizations. This category will normally be limited to maintenance consisting of replacement of unserviceable parts, subassemblies, or assemblies. Depot maintenance refers to the maintenance required for major overhaul or complete rebuilding of parts, subassemblies, assemblies, and other end items. Such maintenance is intended to augment stocks of serviceable equipment or to support lower levels of maintenance by use of more extensive shop equipment and personnel of higher technical skill than available in the three basic levels of maintenance. Organizational, Intermediate, and Depot, into which all maintenance activity is divided. The scope of maintenance performed within each level must be commensurate with the personnel, equipment, technical data, and facilities provided.	MIL-STD-1388-1A	LOGISTIC SUPPORT ANALYSIS
495C	MAINTENANCE LEVELS		Maintenance tasks divided into the number of levels required so common standards can be applied to the many and varied aircraft	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM

No	Term	Acronym	Definition	Document	Document Name
			maintenance activities of the military establishment. They are increments of which all maintenance activities are composed. JCS PUB-1 defines the three levels as Depot (D-), Intermediate (I-), and Organizational (O-).a. D-level Maintenance - Maintenance done on material requiring major rework or a complete rebuild of parts, assemblies, subassemblies, and end items, including the manufacture, modification, testing, and reclamation of parts as required. D-level maintenance serves to support lower levels of maintenance by providing technical assistance and performing that maintenance beyond the responsibility of O- and I-level maintenance. D-level maintenance provides stocks of serviceable equipment by using more extensive facilities for repair than are available in lower level maintenance activities.b. I-level Maintenance - That maintenance which is the responsibility of and is performed by designated maintenance activities for direct support of using organizations. Its phases normally consist of calibration, repair or replacement of damaged or unserviceable parts, components, or assemblies; the emergency The average manhours per life unit (e.g., flight hours, possessed hours, operating hours, sorties) required to maintain a system. Total authorized or assigned personnel, per system at specified levels of maintenance organization.		
496	MAINTENANCE MANHOURS PER LIFE UNIT	MMH/LU		AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
497	MAINTENANCE MANNING LEVEL			MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
498	MAINTENANCE PERSONNEL PER OPERATIONAL UNIT	MP/U		AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
499A	MAINTENANCE PLAN			OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
499B	MAINTENANCE PLAN			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
500A	MAINTENANCE PLANNING			MIL-STD-1308-1A	LOGISTIC SUPPORT ANALYSIS
500B	MAINTENANCE PLANNING			OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
501A	MAINTENANCE			NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK

No	Term	Acronym	Definition	Document	Document Name
	PROCEDURES		items to prevent failure or to effect a repair.		
501B	MAINTENANCE PROCEDURES		Established methods for periodic checking and servicing of items to prevent failure or to effect a repair.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
502	MAINTENANCE PROCESS, PRIMARY	PHP	The process relied upon to ensure that inherent design reliability is maintained.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
503	MAINTENANCE RATIO		A measure of the total maintenance manpower burden required to maintain an item. It is expressed as the cumulative number of manhours of maintenance expended in direct labor during a given period of the life units divided by the cumulative number of end item life units during the same period.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
504	MAINTENANCE REQUIREMENT		A concise and direct statement of the maintenance function which must be performed to verify, maintain, or restore the item to its intended function. A maintenance requirement usually involves one of the following categories of maintenance actions oriented to the peculiar maintenance characteristics of the item under consideration: inspection, functional test, servicing, preserve or depressure, lubrication, repair, removal, fault isolation, installation, handling, adjust/calibrate/align, cleaning rig, and so forth.	MIL-M-24365ASHPIS	MAINTENANCE ENGINEERING ANALYSIS
505A	MAINTENANCE RESOURCES		Facilities, ground support equipment, manpower, spares, consumables, and funds available to maintain and support an item in its operational environment.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
505B	MAINTENANCE RESOURCES		Facilities, ground support equipment, manpower, spares, consumables, and funds available to maintain and support an item in its operational environment.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
506	MAINTENANCE RESOURCES, INDIRECT		The time (in manhours) and material (in dollars) which, while not directly expended in active maintenance tasks, contributes to the overall maintenance mission through the support of overhead operations, administration, accumulation of facility records and statistics, supervision, and facilities upkeep.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
507	MAINTENANCE SUPPORT INDEX		The total number of direct and maintenance manhours for preventive and corrective maintenance required to support each hour of operation.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
508A	MAINTENANCE TASK		The maintenance effort necessary for retaining an item in, or changing/restoring it to a specified condition.	MIL-STD-1388-1A	LOGISTIC SUPPORT ANALYSIS
508B	MAINTENANCE TASK		Those incremental maintenance elements performed by maintenance personnel in completing a maintenance action.	MIL-STD-1390B	LEVEL OF REPAIR
508C	MAINTENANCE TASKS		An action or set of actions, including inspection and determination of condition required to achieve a desired outcome which restores an item to or maintains an item in serviceable condition.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
509	MAINTENANCE TIME, ELAPSED	EMT	For the purposes of Maintenance Data Reporting (MDR), EMT is defined as the actual clock time, in hours and tenths, that maintenance was being performed on a job. EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although the EMT is directly related to job man-hours, it is not to be confused with total manhours required to complete a job. For example, if five	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM

No	Term	Acronym	Definition	Document	Document Name
510	MAINTENANCE TYPES		persons complete a job in 2.0 hours of continuous work, the EMT=2.0 hours and the man-hours=10.0. There are two basic types of aircraft maintenance performed within the naval establishment without distinction as to level of maintenance/rework, and upkeep. Rework is performed only in the shore establishment. It may be performed on any program aircraft (operating or nonoperating), aircraft equipment, or aircraft Support Equipment (SE). It is performed only by industrial type activities assigned the mission, task, or functional responsibility of providing maintenance program support. Rework is performed with both military and civilian personnel and is managed by the Naval Air Systems Command (NAVAIR). Upkeep is performed only on operating aircraft, aircraft equipment, or aircraft SE. It is performed by military type activities that are assigned aircraft or equipment or assigned the mission, task, or functional responsibility of providing direct support to such activities. Upkeep is normally performed with military personnel and is managed by major operating commands. The restorative or additive work performed on aircraft, aircraft equipment, and aircraft SE at Naval Air Rework Facilities (NAVAIRWORKFACS), contractors' plants, and such other industrial establishments designated by TYPE COMMANDERS (TYCOMs). A rework process extends from the time some of the work is started until all of the work has been completed, including temporary interruptions in direct labor; it also includes rework evaluation and test and correction of discrepancies determined thereby. Rework is divided into two categories, standard and special. The work done to aircraft, aircraft equipment, and aircraft SE to improve or change their capability to perform specific missions or functions by replacement, removal, addition, alteration, or repair of parts on equipment of the aircraft. The work done to aircraft, aircraft equipment, and aircraft SE to improve, change, or restore their capability to perform specific missions or functions by replacement, removal, addition, alteration or repair of parts/equipment/aircraft, without particular regard to flying hours, operating hours, calendar days, or operating periods. Special upkeep includes, but is not limited to, modification, repair, and unscheduled inspection, replacement, or test. A Comprehensive Depot (D-) level inspection of selected aircraft structures and materials, correction of critical defects, incorporation of technical directives, and limited removal/rework of Scheduled Removal Component (SRC), Equipment History Record (EHR), Assembly Service Record (ASR), and Module Service Record (MSR) items. The periodic or scheduled work performed on aircraft, aircraft equipment, and aircraft SE after (and as a result of) completion of a prescribed number of flying hours, operating hours, or calendar days in accordance with prescribed inspection or replacement requirements and such that the end product requirement of the work includes the capability of aircraft or equipment to serve a full prescribed period of flying hours,	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
511	MAINTENANCE TYPES, REWORK			OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
512	MAINTENANCE TYPES, SPECIAL REWORK			OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
513	MAINTENANCE TYPES, SPECIAL UPKEEP			OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
514	MAINTENANCE TYPES, STANDARD DEPOT LEVEL MAINTENANCE	SDLM		OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
515	MAINTENANCE TYPES, STANDARD UPKEEP			OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM

No	Term	Acronym	Definition	Document	Document Name
516	MAINTENANCE TYPES, UPKEEP		operating hours, or calendar days before undergoing upkeep again. The preventive, restorative, or additive work performed on aircraft, equipment, and aircraft SE by operating units and aircraft SE activities. The term applies to any method of processing aircraft required to ensure the completion of standard operating periods or service tours, including, but not limited to servicing, periodic inspections, functional and bench tests, replacement, preservation, modification, and repair. An upkeep process extends from the time some of the work is started until all the work is completed, including temporary interruptions in direct labor; it also includes upkeep, evaluation, test, and correction of discrepancies determined thereby. Upkeep is divided into two categories, standard and special. The actions performed to restore an item to a specified condition.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
517A	MAINTENANCE, CORRECTIVE		The actions performed to restore an item to a specified condition.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
517B	MAINTENANCE, CORRECTIVE		The actions performed, as a result of failure, to restore an item to a specified condition.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
517C	MAINTENANCE, CORRECTIVE		The actions performed, as a result of failure, to restore an item to a specified condition.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
517D	MAINTENANCE, CORRECTIVE		The actions performed, as a result of failure, to restore an item to a specified condition.	MIL-STD-1388-1A	LOGISTIC SUPPORT ANALYSIS
517E	MAINTENANCE, CORRECTIVE		All actions performed as a result of failure, to restore an item to a specified condition. Corrective maintenance can include any or all of the following steps: Localization, Isolation, Disassembly, Interchange, Reassembly, Alignment and Checkout. The actions performed, as a result of failure, to restore an item to a specified condition.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
517F	MAINTENANCE, CORRECTIVE		Actions performed, as a result of failure, to restore an item to a specified level of performance.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
517G	MAINTENANCE, CORRECTIVE		The actions performed, as a result of failure, to restore an item to a specified condition.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
517H	MAINTENANCE, CORRECTIVE		Maintenance not having any bearing on flight safety, which is deferred to a convenient time and/or location for accomplishment.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
518	MAINTENANCE, DEFERRED		Maintenance which is the responsibility of and performed by designated maintenance activities, to augment stocks of serviceable material, and to support organizational maintenance and intermediate maintenance activities by the use of more extensive shop facilities, equipment, and personnel of higher technical skill than are available at the lower levels of maintenance. Its phases normally consist of repair, modification, alteration, modernization, overhaul, reclamation, or rebuilding of assemblies, subassemblies, units, and equipment; the emergency manufacture of nonavailable parts; and providing technical assistance to using activities and	WATOG	WORLD AIRLINES' TECHNICAL OPERATIONS GLOSSARY
519A	DEPOT			MIL-H-24365ASRIPS	MAINTENANCE ENGINEERING ANALYSIS

No	Term	Acronym	Definition	Document	Document Name
5198	MAINTENANCE, DEPOT		Intermediate maintenance organizations. Depot maintenance is normally accomplished in fixed shops, shipyards and shore based facilities. Maintenance performed on material requiring major overhaul or a complete rebuild of parts, subassemblies, and end items, including the manufacture of parts, modification, testing, and reclamation as required. Depot maintenance serves to support lower categories of maintenance by providing technical assistance and performing that maintenance beyond their responsibility. Depot maintenance provides stocks or serviceable equipment by using more extensive facilities for repair than are available in lower level maintenance activities. That effort expended by maintenance personnel in the actual performance of maintenance on aircraft, aeronautical equipment, or Support Equipment (SE) in accordance with the applicable technical manual. It applies equally to both contractor and Government Furnished Equipment (GFE). A primary maintenance process under which an item must be removed from service at or before a previously specified time.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
520	MAINTENANCE, DIRECT			OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
521	MAINTENANCE, HARD TIME			WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
522	MAINTENANCE, IN SHOP		Work that requires the use of shop facilities and cannot be normally performed outside the shop. (Bench test and component disassembly and repair are examples on in-shop maintenance work.)	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
523	MAINTENANCE, INDIVIDUAL		Time required to complete an individual maintenance task or an individual maintenance action.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
524	MAINTENANCE, CORRECTIVE		Routine check, inspection and malfunction rectification performed enroute and at base stations during transit, turnaround or night stop.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
525A	MAINTENANCE, LINE		A primary maintenance process having repetitive inspections or tests to determine the condition of units, systems, or portions of structure with regard to continued serviceability (corrective action is taken when required by item condition.)	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
525A	MAINTENANCE, ON CONDITION		A maintenance concept whereby an engine has no fixed time limitation on repair or replacement of the engine or any of its components. Repair or replacement of the engine or any of its components shall be determined by the condition of the unit. The unit shall be subjected to periodic diagnostic checks and inspections to insure its continued ability to perform its function within specified limits.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
525B	MAINTENANCE, ON CONDITION	OCH	The actions performed in an attempt to retain an item in a specified condition by providing systematic inspection, detection and prevention of incipient failure.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
526A	MAINTENANCE, PREVENTIVE		All actions performed in an attempt to retain an item in specified condition by providing systematic inspection, detection, and prevention of incipient failures.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
526B	MAINTENANCE, PREVENTIVE		The actions performed in an attempt to retain an item in a specified condition by providing systematic inspection, detection and prevention of incipient failure.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
526C	MAINTENANCE, PREVENTIVE		Tests, measurements, replacements, adjustments, repairs and similar activities carried out with the intention of preventing faults or malfunctions from occurring during subsequent operation. Preventive maintenance is designed to keep hardware	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT

No	Term	Acronym	Definition	Document	Document Name
527A	MAINTENANCE, SCHEDULED		and software in proper operating condition and may be performed on a scheduled basis. That maintenance performed at defined intervals to retain an item in a serviceable condition by systematic inspection, detection, replacement of wearout items, adjustment, calibration, cleaning, etc. Preventive maintenance performed at prescribed points in the item's life.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
527B	MAINTENANCE, SCHEDULED			MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
528A	MAINTENANCE, UNSCHEDULED		Corrective maintenance required by item conditions.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
528B	MAINTENANCE, UNSCHEDULED		That maintenance performed to restore an item to a satisfactory condition by providing correction of a known or suspected malfunction and/or defect.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
529	MAJOR DEFECT		A major defect is a defect, other than critical, that is likely to result in failure, or to reduce materially the usability of the unit of product for its intended purpose.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
530A	MALFUNCTION		A general term used to denote the occurrence of failure of a product to give satisfactory performance. It need not constitute a failure if readjustment or operator's controls can restore an acceptable operating condition.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
530B	MALFUNCTION		The occurrence of a condition whereby the operation of an item is outside of specified limits.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
530C	MALFUNCTION		A physical condition that causes a device, component, or element to fail to perform in a required manner; for example, a short circuit or a broken wire.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
531	MALFUNCTION ADMINISTRATIVE TIME		All time between the beginning and end of work on a malfunction, except for logistic or active maintenance time for that malfunction.	MIL-HDBK-472	MAINTAINABILITY PREDICTION
532	MALFUNCTION FINAL TEST TIME		The time spent confirming that the malfunction in question has been corrected, after which time no further maintenance is performed on that malfunction.	MIL-HDBK-472	MAINTAINABILITY PREDICTION
533	MALFUNCTION VERIFICATION TIME		The time spent testing the system to observe previously reported symptoms of malfunction.	MIL-HDBK-472	MAINTAINABILITY PREDICTION
534	MANHOURS	HH	The total number of accumulated direct labor hours (in hours and tenths) expended in performing a maintenance action. Direct maintenance man-hours are man-hours expended by assigned personnel to complete the work described on the source document. This includes the functions of preparation, inspection, disassembly, adjustment, fault correction, replacement or reassembly of parts, and calibration/tests required in restoring the item to a serviceable status. It also includes such associated tasks as checking out and returning tools, looking up part numbers in the Illustrated Parts Breakdown (IPB), transmitting required information to material control, and completing documentation of the Visual Information Display System/Maintenance Action Form (VIDS/MAF) or Support Action Form (SAF).	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
535	MANHOURS PER FLYING HOURS	HH/FH	A performance figure calculated by dividing the DIRECT MANHOURS expended to maintain a particular aircraft fleet during a given period, by the flying hours (airborne) during that period.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

No	Term	Acronym	Definition	Document	Document Name
536	MANHOURS, DIRECT	DMH	Manhours of work spent directly on the aircraft or removed items.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
537	MANHOURS, MAINTENANCE	MMH	The manhours required to complete the maintenance task.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
538	MANUAL PROCEDURES		Any procedure which requires (1) measurements using general purpose test equipment, or (2) a series (more than one) of sequential remove and replace actions on subunits (subunit component/parts), (lowest level replacements internal to subunit component/parts), some of which are non-failed, in order to diagnose and isolate a failed subunit (subunit component/part), (lowest level replacement internal to a subunit component/part). Test equipment that requires operator actions for each task (for example, connection to signal to be measured, selection for suitable range, and insertion of stimuli).	MIL-STD-471A	MAINTAINABILITY VERIFICATION/DEMONSTRATION/EVALUATION
539	MANUAL TEST EQUIPMENT	MTE	A procedure for system checking which indicates when some portion of the system has deteriorated to the point where there is a high probability of a system failure during the next operating period.	MIL-STD-1388-1A	LOGISTIC SUPPORT ANALYSIS
540	MARGINAL TESTING		The maximum time required to complete a specified percentage of all maintenance actions.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
541	MAXIMUM TIME TO REPAIR	MMAXCT		NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
542	MCUR	MCUR	A special term for data transmittal to cover a forecast of mean cycles between unscheduled removals that is provided by a supplier for provisioning purposes only. Presented as a forecast of the average interval in operating cycles between unscheduled removals (justified and unjustified), this factor is expressed in terms of one unit per aircraft, and it therefore represents the operating cycles for the part number being provisioned.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
543	MEAN CORRECTIVE MAINTENANCE TIME	MCT	The mean time required to complete a maintenance action, i.e., total maintenance down time divided by total maintenance actions, over a given period of time. Mean time to repair (often denoted as MTR) is the sum of all maintenance downtime during a given period divided by the number of maintenance actions during the same period of time.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
544	MEAN CYCLES BETWEEN FAILURE	MCBF	The average number of operating cycles between failures (applicable to repairable items).	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
545	MEAN CYCLES TO FAILURE	MCTF	The average number of cycles to failure of nonrepairable items, i.e., the total number of cycles under specified conditions divided by the number of failures (the mean cycles to failure is the reciprocal of the failure rate per cycle).	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
546	MEAN LIFE		The arithmetic mean of the times to failure of a group of nominally identical items.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
547A	MEAN MAINTENANCE TIME	MMT	The measure of item maintainability taking into account maintenance policy. The sum of preventive and corrective maintenance times, divided by the sum of scheduled and unscheduled maintenance events, during a stated period of time.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
547B	MEAN MAINTENANCE TIME		The statistical mean of the distribution of scheduled or unscheduled (or both) maintenance times. The summation of the duration of scheduled or unscheduled (or both) maintenance time during a given period divided by the total number of scheduled	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

No	Term	Acronym	Definition	Document	Document Name
548	MEAN REPAIR TIME	MRT	or unscheduled maintenance actions (or both) during the same time period is an estimate of Mean Scheduled Maintenance Time (Ms), Mean Unscheduled Maintenance Time (Mu), (or Mean Maintenance Time (M)). The average on or off-equipment corrective maintenance time in an operational environment.	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
549A	MEAN TASK TIME	MTT	The average time to complete a specified task associated with the ground processing of a launch vehicle.	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
549B	MEAN TASK TIME		A representative task time, equal to the summation of the task times required to perform a specific task a number of different times divided by the number of times performed.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
550	MEAN TIME BETWEEN CRITICAL FAILURE	MTBCF	MTBCF is the average time between failure of mission essential system functions. NOTE: THIS IS NOT A PREFERRED SAE DEFINITION	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
551	MEAN TIME BETWEEN DEMANDS	MTBD	A measure of the system reliability parameter related to demand for logistic support: The total number of system life units divided by the total number of item demands on the supply system during a stated period of time. e.g. Shop Replaceable Unit (SRU), Weapon Replaceable Unit (WPU), Line Replacement Unit (LRU), and Shop Replaceable Assembly (SPA).	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
552	MEAN TIME BETWEEN DOWNING EVENTS	MTBDE	A measure of the system reliability parameter related to availability and readiness. The total number of system life units, divided by the total number of events in which the system becomes unavailable to initiate its mission(s), during a stated period of time.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
553A	MEAN TIME BETWEEN FAILURES	MTBF	A basic measure of reliability for repairable items. The mean number of life units (e.g., hours x 10E6) during which the component performs to specification, during a particular measurement interval under stated conditions.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
553B	MEAN TIME BETWEEN FAILURES	MTBF	A measure of reliability giving the average time between failures.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
553C	MEAN TIME BETWEEN FAILURES	MTBF	A basic measure of reliability for repairable items: The mean number of life units during which all parts of the item perform within their specified limits, during a particular measurement interval under stated conditions.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
553D	MEAN TIME BETWEEN FAILURES	MTBF	For a particular interval, the total functioning life of a population of an item divided by the total number of failures within the population of repairable items during the measurement interval. The definition holds for time, cycles, miles, events, or other measure of life units.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
553E	MEAN TIME BETWEEN FAILURES	MTBF	The total functioning life of a population of an item divided by the total number of failures within the population during the measurement interval. The definition holds for time, cycles, miles, events, or other measure of life units.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
553F	MEAN TIME BETWEEN FAILURES	MTBF	The total functioning life of a population of an item divided by the total number of failures within the population during the measurement interval. The definition holds for time, cycles, miles, events, or other measure of life units.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
553G	MEAN TIME BETWEEN FAILURES	MTBF	A performance figure calculated by dividing the total unit flying hours (airborne) accrued in a period by the number of unit failures that occurred during the same period. NOTE: Where	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY

No	Acronym	De	Do	Document Name
554	MEAN TIME BETWEEN FAILURES, CHARGEABLE	MTBFC	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
555A	MEAN TIME BETWEEN MAINTENANCE	MTBM	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
555B	MEAN TIME BETWEEN MAINTENANCE	MTBM	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
555C	MEAN TIME BETWEEN MAINTENANCE	MTBM	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
556A	MEAN TIME BETWEEN MAINTENANCE ACTIONS	MTBMA	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
556B	MEAN TIME BETWEEN MAINTENANCE ACTIONS	MTBMA	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
556C	MEAN TIME BETWEEN MAINTENANCE ACTIONS	MTBMA	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
557A	MEAN TIME BETWEEN REMOVALS	MTBR	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
557B	MEAN TIME BETWEEN REMOVALS	MTBR	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
558	MEAN TIME BETWEEN REPLACEMENTS	MTBR	MIL-STD-1390B	LEVEL OF REPAIR
559	MEAN TIME BETWEEN UNSCHEDULED REMOVALS	MTBUR	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
560A	MEAN TIME TO FAILURE	MTTF	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
560B	MEAN TIME TO FAILURE	MTTF	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK

total unit operating hours are available, this may be used in lieu of total unit flying hours.

The MTBF-chargeable shall be generated by using engine failures-chargeable per definition and presented as an instantaneous value to be used for the reliability assessments specified in the applicable contract.

The average life units (e.g., flight hours, operation hours, possessed hours, sorties, rounds) between maintenance events (as defined by the using command).

The mean of the distribution of the time intervals between maintenance actions (either preventive, corrective, or both).

A measure of the reliability taking into account maintenance policy. The total number of life units expended by a given time, divided by the total number of maintenance events (scheduled and unscheduled) due to that item.

A measure of the system reliability parameter related to demand for maintenance manpower: the total number of system life units, divided by the total number of maintenance actions (preventive and corrective) during a stated period of time.

The mean of the distribution of the time intervals between actions (either preventive, corrective, or both) or groups of actions required to restore an item to or maintain it in a specified condition.

The mean of the distribution of the time intervals between actions or groups of actions required to restore an item to or maintain it in a specified condition.

A measure of the system reliability parameter related to demand for logistic support: The total number of system life units divided by the total number of items removed from that system during a stated period of time. This term is defined to exclude removals performed to facilitate other maintenance an dremovals for product improvement.

A performance figure calculated by dividing the total unit flying hours accrued in a period by the number of unit removals (scheduled plus unscheduled) that occurred during the same period.

The average operational time between replacements, either preventive, corrective, or both.

A performance figure calculated by dividing the total unit flying hours (airborne) accrued in a period by the number of unscheduled unit removals that occurred during the same period.

The terms "mean time to failure" and "mean life" may be used interchangeably and shall denote the mean (or equivalently, the average) length of life of items in the lot. Mean life is denoted by θ .

A basic measure of reliability for nonrepairable items and hence more application to component reliability. The total number of life units divided by the total number of failures, for a population of components operating during a particular measurement interval under stated conditions.

No	Term	Acronym	Definition	Document	Document Name
560C	MEAN TIME TO FAILURE	MTTF	A basic measure of reliability for non-repairable items: The total number of life units of an item divided by the total number of failures within that population, during a particular measurement interval under stated conditions. The average length of time to failure of nonrepairable items, i.e., the total operating time under specified conditions divided by the number of failures during this time (in the exponential case, the mean-time-to-failure is the reciprocal of the failure rate per unit time).	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
560D	MEAN TIME TO FAILURE	MTTF	A performance figure calculated by dividing the summation of times to failure for a sample of failed items by the number of failed items in the sample. The same item failing "n" times constitutes "n" failed items in the sample. NOTE: This is different from MEAN TIME BETWEEN FAILURE since no allowance is given to items that have not failed. The arithmetic mean of the time intervals between maintenance actions.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
560E	MEAN TIME TO FAILURE	MTTF	The MTTR is defined as elapsed maintenance time per maintenance action (as in the Navy 3-M system, OPNAVINST 4790.2D).	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
561	MEAN TIME TO MAINTENANCE	MTTH	The total corrective maintenance time divided by the total number of corrective maintenance actions during a given period of time. The arithmetic average of the time required to complete a satisfactory repair activity.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
562A	MEAN TIME TO REPAIR	MTTR	A basic measure of maintainability: The sum of corrective maintenance times at any specific level of repair, divided by the total number of failures within an item repaired at that level, during a particular interval under stated conditions.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
562B	MEAN TIME TO REPAIR	MTTR	A measure of repairability, expressed as the total corrective maintenance time divided by the total number of corrective maintenance actions during a given period of time.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
562C	MEAN TIME TO REPAIR	MTTR	The mean time required to complete a maintenance action, i.e., total maintenance downtime divided by total maintenance actions, over a given period of time. Mean time to repair (often denoted as MTTR) is the sum of all maintenance downtime during a given period divided by the number of maintenance actions during the same period of time.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
562D	MEAN TIME TO REPAIR	MTTR	The total corrective maintenance time divided by the total of corrective maintenance actions during a given period of time.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
562E	MEAN TIME TO REPAIR	MTTR	A performance figure calculated by dividing the sum of the active repair elapsed times accrued in a period on a number of designated items by the number of these items repaired in the same period.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
562F	MEAN TIME TO REPAIR	MTTR	A measure of the system maintainability parameter related to availability and readiness: The total corrective maintenance time, associated with downing events, divided by the total number of downing events, during a stated period of time. (Excludes time for off-system maintenance and repair of detached components.)	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
562G	MEAN TIME TO REPAIR	MTTR	A measure of an on-system maintainability characteristic related to availability and readiness: The total corrective maintenance time, associated with downing events, divided by the total number of downing events, during a stated period of time. (Excludes time for off-system maintenance and repair of detached components.)	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
562H	MEAN TIME TO REPAIR	MTTR	A measure of the system maintainability parameter related to availability and readiness: The total corrective maintenance time, associated with downing events, divided by the total number of downing events, during a stated period of time. (Excludes time for off-system maintenance and repair of detached components.)	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
563	MEAN TIME TO RESTORE SYSTEM	MTTRS	A measure of an on-system maintainability characteristic related to availability and readiness: The total corrective maintenance time, associated with downing events, divided by the total number of downing events, during a stated period of time. (Excludes time for off-system maintenance and repair of detached components.)	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
564	MEAN TIME TO	MTTS	A measure of an on-system maintainability characteristic related to availability and readiness: The total corrective maintenance time, associated with downing events, divided by the total number of downing events, during a stated period of time. (Excludes time for off-system maintenance and repair of detached components.)	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY

No	Term	Acronym	Definition	Document	Document Name
	SERVICE		to servicing that is calculated by dividing the total scheduled crew/operator/driver servicing time by the number of times the item was serviced.		AND MAINTAINABILITY
565	MEAN TIME TO UNSCHEDULED REMOVAL	MTTUR	A performance figure calculated by dividing the summation of times to unscheduled removal for a sample of removed items by the number of removed items in the sample. NOTE: This is different from Mean Time Between Unscheduled Removal (MTBUR) since no allowance is given to items that have not been removed. The downtime within which 50% of all corrective maintenance actions can be completed under the specified maintenance conditions. The median value, Mct, is often referred to as the geometric mean (MTTG) or equipment repair time (ERT) in some maintainability documents.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
566A	MEDIAN CORRECTIVE MAINTENANCE TIME		The equipment downtime required to perform 50% of all scheduled preventive maintenance actions on the equipment under the specified conditions.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
566B	MEDIAN PREVENTIVE MAINTENANCE TIME		An approved list of items which may be inoperative for flight under specified conditions.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
567	MINIMUM EQUIPMENT LIST	MEL	A minor defect is a defect that is not likely to reduce materially the usability of the unit of product for its intended purpose, or is a departure from established standards having little bearing on the effective use or operation of the unit. That period beginning with the start of the engine prior to flight and ending at engine shutdown at the completion of the flight.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
568	MINOR DEFECT		The objective or task, together with the purpose, which clearly indicates the action to be taken.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
569A	MISSION		a. The objective; the task together with the purpose, which clearly indicates the action to be taken and the reason for it. b. In common usage, especially when applied to lower military units, a duty/task assigned to an individual. c. The dispatching of one or more aircraft to accomplish one particular task.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
569B	MISSION		MC status data shall consist of the sum of full mission capable (FMC) and part mission capable (PMC) for purposes of reporting to Office of the Secretary of Defense (OSD).	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
569C	MISSION		The percent of possessed time that a system is capable of performing at least one of its assigned missions.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
570	MISSION CAPABLE	MC	Failure effects which preclude the completion of the aircraft mission. These failures cause delays, cancellations, ground or flight interruptions, high drag coefficients, flight envelope restrictions, etc.	DDO-1-7730.25	MATERIEL CONDITION REPORTING FOR MISSION-ESSENTIAL SYSTEMS
571	MISSION CAPABLE RATE		Anything authorized and assigned to approved combat and combat support forces which would be immediately employed to wage war and provide support for combat actions.	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
572	MISSION EFFECTS		Mission essential equipment is that interdependent equipment in a missile weapon system which is assigned a mission on the battlefield in support of forces in contact with the enemy and without which the assigned mission cannot be successfully completed.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
573	MISSION ESSENTIAL		Those subsystem functions required to enable an aircraft to	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
574	MISSION ESSENTIAL EQUIPMENT			MIL-E-11991E	ELECTRONIC, ELECTRICAL AND MECHANICAL EQUIPMENT GUID
575	MISSION			MIL-STD-2070(AS)	PROCEDURE FOR PERFORMING A FMECA FOR

No	Term	Acronym	Definition	Document	Document Name
	ESSENTIAL FUNCTIONS		perform its designated mission(s).		AERONAUTICAL EQUIPMENT
576	MISSION ESSENTIAL SUBSYSTEM MISSION MIX		Anything authorized and assigned to approved combat and combat support forces which would be immediately employed to wage war and provide support for combat actions. The relative frequency that each mission profile is encountered during a specified time period.	OPNAVINST 4790.2D MIL-E-005007E(AS)	THE NAVAL AVIATION MAINTENANCE PROGRAM ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
577			A time-phased description of the events and environments an item experiences from initiation to completion of a specified mission, to include the criteria of mission success or critical failures.	00-40(PT1)(ARMP1)	R&M PT: MANAGEMENT RESPONSIBILITIES & REQUIREMENTS FOR PROGRAMMES & PLAN
578A	MISSION PROFILE		A mission profile is a representation of a specific mission in terms of flight conditions, including airspeed, altitude, power lever setting and duration.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
578B	MISSION PROFILE		A mission profile is a representation of a specific mission in terms of flight conditions, including airspeed, altitude, power lever setting and duration.	MIL-E-008593E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
578C	MISSION PROFILE		A time-phased description of the events and environments an item experiences from initiation to completion of a specified mission, to include the criteria of mission success or critical failures.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
578D	MISSION PROFILE		A generic definition is specified in MIL-STD-721. This amplification of that definition applies to reliability test programs: A thorough description of all of the major planned events and conditions associated with one specific mission. A mission profile is one segment of a life-cycle profile (for example, a missile captive-carry phase or a missile free-flight phase). The profile depicts the time span of the event, the expected environmental conditions, energized and nonenergized periods, and so forth.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
578E	MISSION PROFILE		A description of system environmental and use duty cycles throughout the mission period for which reliability is to be specified.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
578F	MISSION PROFILE		The ability of an item to perform its required functions for the duration of a specified mission profile.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
579A	MISSION RELIABILITY		The ability of an item to perform its required function for the duration of a specified mission.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
579B	MISSION RELIABILITY		The ability of an item to perform its required functions for the duration of a specified mission profile.	MIL-STD-783B	RELIABILITY PROGRAMS FOR SYSTEM AND EQUIPMENT DEVELOPMENT AND PRODUCTION
579C	MISSION RELIABILITY		The probability that, under stated conditions, the system will operate in the mode for which it was designed (i.e., with no malfunctions) for the duration of a mission, given that it was operating in this mode at the beginning of the mission.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
579D	MISSION RELIABILITY		That element of uptime during which an item is required to perform a stated mission profile.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
580A	MISSION TIME		The time during which a system or equipment is actually operating (in an "up" status). Operating time is usually divisible among several operating periods or conditions. These include "standby time", filament "on-time", pre-flight	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
580B	MISSION TIME				

No	Term	Acronym	Definition	Document	Document Name
581	MISSION TIME BETWEEN CRITICAL FAILURES	MTBCF	"checkout" time, flight. A measure of MISSION RELIABILITY: The total amount of mission time, divided by the total number of critical failures during a stated series of missions.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
582	MISSION TIME TO RESTORE FUNCTIONS	MTTRF	A measure of MISSION MAINTAINABILITY: The total corrective critical failure maintenance time, divided by the total number of critical failures, during the course of a specified mission profile.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
583	MODIFICATION		Major engineering changes to an existing equipment or system to effect improvements in designed capabilities or characteristics.	MIL-STD-470A	MAINTAINABILITY PROGRAM FOR SYSTEMS & EQUIPMENT
584	MODIFICATION TIME		That part of downtime necessary to introduce any specific change(s) to an item to improve its characteristics, or to add new ones.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
585	MODIFICATION, MANDATORY		A modification classified as compulsory by the local civil aviation authorities.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
586	MODIFICATION, OPTIONAL		A modification which may be incorporated at the discretion of the operator.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
587	MODIFY		To change or alter through rework and/or through the installation or removal of an item.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
588	MODULAR AUTOMATIC TEST EQUIPMENT SYSTEM	MATE	The complete complement of MATE management used in the acquisition of ATE. This includes MATE Standards, procedures, manuals and specifications; MATE Test Program Set; MATE Support Center and its disciplines; MATE hardware, software, human resources, training, technical data facilities.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
589	MODULAR ENGINE		Those engines consisting of several independent assemblies called modules, which by design can be removed/replaced without major disassembly of the engine or other modules, for example, compressor, combustion, turbine, afterburner, gearbox, torque-meter, or combination thereof.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
590A	MODULE		A combination of assemblies, subassemblies and parts, contained in one package, or so arranged as to be installed in one maintenance action.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
590B	MODULE		A component, or a complete subassembly combined in a single package, that is designed to be removed and replaced easily for maintenance or repair.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
591	MONITORING, NORMAL OPERATING CREW		Any monitoring of system operation accomplished by the operating crew members during their normal duties. This includes monitoring of instrumentation of systems normally used daily and of systems required to be checked by the crew on a daily basis.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
592	MTUR	MTUR	A special term for data transmittal to cover a forecast of maintenance between unscheduled removals that is provided by a supplier for provisioning purposes only. Presented as a forecast by the average interval in unit flying hours between unscheduled removals (justified and unjustified), this factor is expressed in terms of one unit per aircraft, and it therefore represents the part hours for the part number being provisioned. The simultaneous occurrence of two or more independent failures, when two or more failed parts are found during troubleshooting and failures cannot be shown to be dependent, multiple failures are presumed to have occurred.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
593	MULTIPLE FAILURES			MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION

No	Term	Acronym	Definition	Document	Document Name
594	NEXT HIGHER LEVEL EFFECT		The consequence(s) a failure mode has on the operation, functions, or status of the items in the next higher indenture level above the indenture level under consideration.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
595	NON ESS FAILURES		The following failures are non-ESS failures: a. Failures directly attributable to improper installation in the test facility. b. Failures of test instrumentation or monitoring equipment (other than the BIT function), except where it is part of the delivered item. c. Failures resulting from test operator error in setting up, or in testing the equipment. d. Failures attributable to an error in or interpretation of the test procedures. e. Dependent failures. f. Failures occurring during repair. g. Failures clearly attributable to the environmental generation test equipment overstress condition. The time during which no maintenance can be accomplished on the item because of administrative or logistic reasons.	MIL-STD-2164	ENVIRONMENTAL STRESS SCREENING PROCESS FOR ELECTRONIC EQUIPMENT
596	NONACTIVE MAINTENANCE TIME		Failure effects which do not prevent mission success or equipment operation, but whose correction may or may not be economically desirable due to added labor and material cost for repair (including loss-of-use cost due to maintenance downtime). Those nonstandard parts, materials, and processes that are not covered by Federal or military specifications and standards or DOD adopted industry standards referenced herein or in the detail specification. DOD adopted industry standards are those coordinated with and accepted by DOD and listed in the DOD Index of Specifications and Standards.	NAVAL 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
597	NONMISSION EFFECTS		Those duties which are inherent in the normal operation of the aircraft to include the following: a. Preflight check list by operating crew. b. Monitoring of cockpit and/or system instrumentation, by operating crew. c. Recognition of abnormalities or failures by the operating crew through the use of normal physical senses (i.e., odor, noise, vibration, temperature, visual observation of damage or failure, changes in physical input force requirements, etc.)	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
598	NONSTANDARD PARTS, MATERIALS AND PROCESSES		Any monitoring of system operation accomplished by the operating crew during their normal duties. This includes monitoring of instrumentation of systems normally used daily and of systems required to be checked by the crew on a regular basis.	MIL-E-11991E	ELECTRONIC, ELECTRICAL AND ELECTRO-MECHANICAL EQUIPMENT GUID
599	NORMAL OPERATING CREW DUTIES		MHC is a materiel condition indicating that systems and equipment are not capable of performing any of their assigned missions because of unit level maintenance requirements. Recording of MHCN time shall start for: (a) unscheduled maintenance, when a malfunction is discovered, or at mission completion, whichever is later, and (b) scheduled maintenance, when the determination is made that a system cannot be returned to mission-capable status within 2 hours. Time stops when maintenance has been completed or is interrupted by work stoppage due to supply shortage. The period of work stoppage due to supply shall be measured as MHCN. MHCN shall resume when required supply items are delivered to the maintenance activity.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
600	NORMAL OPERATING CREW MONITORING		MHCN is a materiel condition indicating that systems and equipment are not capable of performing any of their assigned missions because of maintenance work stoppage due to a supply	DOD-I-7730.25	MATERIEL CONDITION REPORTING FOR MISSION-ESSENTIAL SYSTEMS
601	NOT MISSION CAPABLE	MHC			
602	NOT MISSION CAPABLE SUPPLY	MHCN		000-1-7730.25	MATERIEL CONDITION REPORTING FOR MISSION-ESSENTIAL SYSTEMS

No	Term	Acronym	Definition	Document	Document Name
			shortage. Recording of NMCS time shall start when work stoppage results from lack of parts, and the NMCS requisition is not satisfied 1 hour after the demand is initiated and remains unsatisfied. For Army and Marine Corps ground equipment, when both NMCS time and NMCS time are encountered in the same day and the sum is more than 12 hours, the whole day is carried against the condition status with the most hours. The state wherein an item is able to function but is not required to function. Not to be confused with DOWN-TIME.		DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
603	NOT OPERATING			MIL-STD-721C	
604	NOT OPERATING TIME		That element of uptime during which an item is not required to operate.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
605	OBSERVED CUMULATIVE FAILURE RATE (P(T))		The number of relevant system failures $N(t)$ accumulated by t , divided by t .	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
606	OBSERVED MEAN TIME BETWEEN FAILURE (θ)		The total operating time of the equipment divided by the number of relevant failures.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
607	OBSERVED RELIABILITY (R(T))		A point estimate of reliability equal to the probability of survival for a specified operating time, t , given that the equipment was operational at the beginning of the period.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
608	OFF EQUIPMENT WORK		For the purpose of maintenance data reporting, it includes all maintenance actions performed on removed, repairable components, usually at the IMA.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
609	ON EQUIPMENT WORK		For the purpose of maintenance data reporting, it includes those maintenance actions accomplished on complete end items, for example, aircraft, drones, SE, removed engines.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
610	ON LINE MAINTENANCE		Maintenance performed on a system or equipment without interrupting its operation.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
611	ON ORBIT MEAN DOWNTIME	OMDT	The average elapsed time between loss of mission capable status and restoration to mission capable status.	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
612	OPERABLE		The state of being able to perform the intended function.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
613	OPERABLE		The state of being able to perform the intended function.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
614	OPERABLE EQUIPMENT		Equipment which, from its most recent performance history and a cursory electrical and physical examination, displays an indication of satisfactory performance for all of its functions.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
615	OPERATING CHARACTERISTIC CURVES	OC	The curve which shows the probability that a submitted lot with given mean life would meet the acceptability criterion on the basis of that sampling plan.	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
616	OPERATING TIME		The time during which a system or equipment is actually operating (in an "up" status). Operating time is usually divisible among several operating periods or conditions. These include "standby time", filament "on-time", pre-flight "checkout" time, flight time.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
617A	OPERATIONAL		Of, or pertaining to, the state of actual usage.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK

Ho	Term	Acronym	Definition	Document	Document Name
617B	OPERATIONAL		Of, or pertaining to, the state of actual usage.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
618	OPERATIONAL ASSURANCE, FAULT ISOLATION		A Self-test program used on ATE.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
619	OPERATIONAL AVAILABILITY	A ₂	The percent of time that a subsystem, line replaceable unit (LRU) or line replaceable module (LRM) is capable of satisfactorily performing in the operational environment. (A ₂ does not depict ability of an item to continue to operate for a specific period of time. This characteristic is covered via the weapon system reliability term.)	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
620	OPERATIONAL CHECK		A task to determine that an item is fulfilling its intended purpose. This check does not require quantitative tolerances. This is a failure finding task.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
621	OPERATIONAL R&M VALUE		Any measure of reliability of maintainability that includes the combined effects of item design, quality, installation, environment, operation, maintenance, and repair.	DOD 5000.40(D)	RELIABILITY & MAINTAINABILITY (P&L)
622A	OPERATIONAL READINESS		The ability of an item (military unit) to respond to its operational plan(s) upon receipt of an operating order (total calendar time is the basis for computation of operational readiness).	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
622B	OPERATIONAL READINESS		The ability of a military unit to respond to its operation plan(s) upon receipt of an operations order. (A function of assigned strength, item availability, status or supply, training, etc.).	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
622C	OPERATIONAL READINESS	OR	A measure of the degree to which an item is in the operable and committable state at the start of the mission, when the mission is called for at unknown (random) point in time.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
622D	OPERATIONAL READINESS	OR	Percent of assigned items capable of performing the mission or function for which they were designed, at a random point in time.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
623	OPERATIONAL REQUIREMENT	OR	The basic requirement document for all Navy acquisition programs requiring research and development. The OR solicits Development Proposals (DP's) from the Naval Material Command or Systems Command, as appropriate.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
624	OPERATIONAL SUITABILITY		The degree to which a system can be satisfactorily operated in the field, with consideration being given to availability, safety, human factors, electromagnetic compatibility, logistic supportability, and training requirements.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
625A	OPERATIONAL TEST AND EVALUATION	OT&E	Tests of the operational capability of an item, conducted in as realistic an operational environment as possible, then an evaluation of the test results including an estimate of the item's military utility, operational effectiveness and operational suitability. The evaluation is used in deciding whether or not to go into full production of the item.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
625B	OPERATIONAL TEST AND EVALUATION	OT&E	Test and evaluation which focuses on the development of optimum tactics, techniques, procedures, and concepts for systems and equipment, evaluation of reliability, maintainability and operational effectiveness, and suitability of systems and equipment under realistic operational conditions.	MIL-STD-471A	MAINTAINABILITY VERIFICATION/DEMONSTRATION/EVALUATION
626	OPERATIONAL TEST PROGRAM	OTP	The test program for a specific unit under test (UUT) or functionally related group of UUTs, in a medium designed for field use with the applicable ATE or TMD, or both.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT

Ho	Term	Acronym	Definition		Do
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627	OPTIONAL		Indicates a choice of interchangeable items.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
628A	ORGANIZATIONAL MAINTENANCE		Maintenance which is the responsibility of and performed by a using organization on its assigned equipment.	MIL-M-24365AS	MAINTENANCE ENGINEERING ANALYSIS
628B	ORGANIZATIONAL MAINTENANCE		Maintenance which is the responsibility of and performed by using organizations on its assigned equipment. Its phases normally consist of inspecting, servicing, lubricating, adjusting and the replacing of parts, minor assemblies and subassemblies.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
629	OTHER INDOENTURE LEVELS		The succeeding indenture levels (second, third, fourth, etc.) which represent an orderly progression to the simpler division of the item.	MIL-STD-1629A	PROCEDURES FOR PERFORMING A FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS
630	OTHER STRUCTURE		Structure which is judged not to be a structural significant item. "Other Structure" is defined both externally and internally.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
631	OVERHAUL		The process of disassembly sufficient to inspect all the operating components and the basic end article. It includes repair, replacement, or servicing as necessary, followed by reassembly and bench check/flight test. Upon completion of the overhaul process, the component/end article will be capable of performing its intended service life/service tour.	OPHNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
632	OVERHAUL (ENGINES, ACCESSORIES, EQUIPMENT)		The disassembly of an engine, accessory or equipment as required to permit inspection of every component part. Component parts that upon inspection will not meet requirements as set forth in applicable specifications are restored or replaced by new parts so that after reassembly and test the engine, accessory or equipment will meet the requirements, as stated above, set forth in the applicable specifications.	MIL-STD-13908	LEVEL OF REPAIR
633	OVERHAUL, PARTIAL		The reconditioning of a subassembly.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
634	OVERHAUL, TIME CONTROLLED		The reconditioning in accordance with a plan under which the time histories of individual items are monitored. The monitoring system is used to schedule the removal of items before they exceed a specified time limit.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
635	PART DESIGN FAILURE		The failure of parts which can be traced directly to inadequate design.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
636	PART FAILURE		A breakdown or a partial change in some parameter or characteristic necessitating replacement of the part to restore satisfactory operation.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
637	PART FRACTION DEFECTIVE		The number of defective parts contained in a part population divided by the total number of parts in the population expressed in PPM.	DDO-HDBK-344	ENVIRONMENTAL STRESS SCREENING OF ELECTRONIC EQUIPMENT
638	PART MANUFACTURING FAILURE		Part manufacturing failures are the result of poor workmanship or inadequate manufacturing process control during part assembly, inadequate inspection, or improper testing.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
639	PART PROCUREMENT TIME		The time spent by the maintenance man in procuring, or trying to procure, necessary replacement items.	MIL-HDBK-472	MAINTAINABILITY PREDICTION
640	PARTIAL MISSION CAPABLE	PMC	Systems and equipment shall be considered PMC when they are safely usable and can perform one or more but not all assigned	DDO-1-7730.25	MATERIEL CONDITION REPORTING FOR MISSION-ESSENTIAL SYSTEMS

No	Term	Acronym	Definition	Document	Document Name
641	PARTS POOL		missions because one or more of their mission essential subsystems are inoperative for maintenance or supply reasons. This status code is not used for equipment with a single mission, such as ground launch missile systems and Army and Marine Corps ground equipment. The Military Services may further subdivide PIC into maintenance and supply categories. An arrangement whereby participants are entitled to withdraw items from the agreed stock held by any participant.	UATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
642	PATENT DEFECT		An inherent or induced weakness which can be detected by inspection, functional test, or other defined means without the need for stress screens.	DOD-HDBK-344	ENVIRONMENTAL STRESS SCREENING OF ELECTRONIC EQUIPMENT
643	PATTERN FAILURES		The occurrence of two or more failures of the same part in identical or equivalent applications when the failures are caused by the same basic failure mechanism and the failures occur at a rate which is inconsistent with the parts predicted failure rate.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
644	PECULIAR GROUND SUPPORT EQUIPMENT	PGSE	Any system, subsystem, component, or equipment designed and used solely for maintenance task(s) performance on a specified end article of hardware.	MIL-STD-1390B	LEVEL OF REPAIR
645	PECULIAR SUPPORT EQUIPMENT	PSE	Support equipment which is compatible with only one item.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
646	PERCENT BIT CANNOT DUPLICATE	CND	$\% \text{ CND} = 100 \times (\text{Number of BIT CNDs}) / (\text{Total number of BIT indications})^*$ *Excludes false alarms that do not generate maintenance actions. A BIT CND is an on-equipment, BIT indication of a malfunction that cannot be confirmed by subsequent troubleshooting by maintenance personnel.	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
647	PERCENT BUILT IN TEST FALSE ALARM	FA	$\% \text{ FA} = 100 \times (\text{Number of BIT indications not resulting in maintenance actions}) / (\text{Total number of BIT indications})$ A BIT FA is an indication of a failure that is not accompanied by system degradation or failure and, in the opinion of the operator, does not require any maintenance action. NOTE: BIT effectiveness is only one part of overall system diagnostics capability requirements and should be considered in relationship to other factors such as the operations/support concepts, support equipment, technical data, and expected skill levels and availability of personnel. Requirements for BIT effectiveness will be the same for both peacetime and wartime. $\% \text{ BIT FD} = 100 \times (\# \text{ of confirmed failures detected by BIT}) / (\# \text{ of confirmed failures detected via all methods})$ Where a confirmed failure is a condition when (1) equipment performance (including BIT performance) is less than that required to perform a satisfactory mission and (2) corrective action is required to restore equipment performance. This formula assumes that a requirement exists for 100 percent diagnostics capability.	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
648	PERCENT BUILT IN TEST FAULT DETECTION	FD		AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
649	PERCENT FAULT ISOLATION	FI	In defining this term, it is essential to recognize that it is just as operationally valuable for BIT to fault isolate an aircraft reported fault or manually detected fault as it is for BIT to fault isolate BIT detected faults. Hence the definition is: $\% \text{ FI} = 100 \times (\# \text{ of fault isolation in which BIT effectively contributed}) / (\# \text{ of confirmed failures detected via all})$	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED

No	Term	Acronym	Definition	Document	Document Name
650	PERCENT OF ALLOWABLE TIME REALIZED BY AN ITEM		methods) Effective isolation should be defined, for example, to mean that the fault is unambiguously isolated to a single item node (driver, receiver, connector, wire), or to a specified maximum number of items (an ambiguity group of x items). The ratio of the actual time accumulated by the item since it was last "zero-timed" to the specified time limit - expressed as a percentage.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
651	PERCENT RETEST OK	RTOK	$\% \text{ RTOK} = 100 \times (\# \text{ of units (LRU/SRU) that RTOK at a higher maintenance level}) / (\# \text{ of units removed as a result of BIT})$	AFP 57-9	DEFINING LOGISTICS REQUIREMENTS IN STATEMENT OF OPERATIONAL NEED
652	PERFORMANCE MONITORING		Testing technique which results in verifying that a UUT (Unit-Under-Test) is operational and performing its intended function.	MIL-STD-1388-1A	LOGISTIC SUPPORT ANALYSIS
653	PERIOD, INFANT MORTALITY		That early period, beginning at zero unit time and during which the failure rate of a family of items can be expected to decrease.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
654	PERIOD, WEAR OUT FAILURE RATE		That period during which the failure rate of a family of the items can be expected to increase due to deterioration processes.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
655	PORTABILITY		The ability of test procedures to be used by more than one test equipment configuration.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
656	POTENTIAL FAULT DETECTION		Same as fault detection except the outputs are such that the good output is "0" or "1" while the fault output is "X" (unknown).	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
657	POWER PLANT BUILDUP MANUAL	PBM	A manual containing all information necessary to assemble the power plant to the desired configuration from the "Basic Engine." NOTE: ATA Specification No. 100 describes the recommended content of the manual.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
658	PRECIPITATION (OF DEFECTS)		The process of transforming a latent defect into a patent defect through the application of stress screens.	DOD-HDBK-344	ENVIRONMENTAL STRESS SCREENING OF ELECTRONIC EQUIPMENT
659A	PRECISION MEASUREMENT EQUIPMENT	PME	Test and measurement equipment used to measure, calibrate, gauge, test, inspect, diagnose, or otherwise examine material, supplies, and equipment to determine whether they comply with the established specifications.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
659B	PRECISION MEASURING EQUIPMENT	PME	Devices used to measure, gauge, test, inspect, diagnose, or examine material, supplies, and equipment to determine compliance with requirements established in technical documents, for example, Research, Development, Test, and Evaluation (RDTEE) documents, specification, engineering drawings, technical orders, technical manuals, maintenance instructions, and serviceability standards.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
660	PREDEMONSTRATION PHASE		A period of time immediately prior to commencement of formal maintainability demonstration during which the test team, facilities, and support material are assembled.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
661A	PREDICTED		That which is expected at some future date, postulated on analysis of past experience.	MIL-HDBK-330	ELECTRONIC RELIABILITY DESIGN HANDBOOK
661B	PREDICTED		That which is expected at some future time, postulated on analysis of past experience and tests.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
661C	PREDICTED		That which is expected at some future date, postulated on	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK

No	Term	Acronym	Definition	Document	Document Name
	SURVIVAL		a given period of time or number of duty cycles, measured by the ratio of the number of survivors at time, t , to the population at the beginning of the period.		
672	PROBLEM IDENTIFICATION AND CORRECTION	PIAC	Each Military Service shall have a program for the continuous identification and correction of materiel problems that adversely affect the materiel condition of its systems and equipment, for systems and equipment other than ships, at least the high five problems shall be identified for each TMS/HDS at the subsystem level or below. The producer's risk, α , is the probability of rejecting lots with mean life θ_0 . For the procedures of section 2c, part III, the producer's risk may also be defined as the probability of rejecting lots with acceptable proportion of lot failing before specified time, p_0 .	DOD-1-7730-25	MATERIEL CONDITION REPORTING FOR MISSION-ESSENTIAL SYSTEMS
673A	PRODUCER'S RISK		Producer's risk (α) is the probability of rejecting equipment with a true MTBF equal to the upper test MTBF (θ_0). The probability of rejecting equipment with a true MTBF greater than the upper test MTBF will be less than (α). The risk of the producers that reliability acceptance test will reject a product when it is actually equal to or better than a specified value of reliability.	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY SAMPLING PROCEDURES AND TABLES
673B	PRODUCER'S RISK (α)		A test conducted under specified conditions, by, or on behalf of the government, using delivered or deliverable production items, to determine the producer's compliance with specified reliability requirements.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
673C	PRODUCERS RELIABILITY RISK (ALPHA)		A statistical technique which uses historical data to depict the life expectancy of an item with respect to age.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
674	PRODUCTION RELIABILITY ACCEPTANCE TEST	PRAT	A program which divides major structural inspections and/or maintenance tasks into groups, or blocks, which permit convenient, economical and effective accomplishment.	MIL-STD-785B	RELIABILITY PROGRAMS FOR SYSTEM AND EQUIPMENT DEVELOPMENT AND PRODUCTION
675	PROGRAM, ACTUARIAL		A type of complete maintenance program which is expected to assure continuous availability of the airplane. Under this system the total maintenance effort is apportioned to each of the various and more frequent types of maintenance. NOTE: A complete overhaul at one point in time is not a part of a continuous maintenance plan.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
676	PROGRAM, BLOCK MAINTENANCE		A maintenance program whereby work packages are scheduled for accomplishment in such a manner that the required maintenance manpower will remain relatively constant. Portions of the heavier maintenance tasks are integrated into the lighter, or lesser, maintenance periods so that the workload fluctuations will be minimized.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
677	PROGRAM, CONTINUOUS MAINTENANCE		The planning, development and implementation of those organized set of tasks directly related to the specification, assessment/prediction and verification of an item's design characteristics which make it possible to meet operational objectives with a minimum expenditure of maintenance and support effort.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
678	PROGRAM, EQUALIZED MAINTENANCE		A program which defines a logical sequence of maintenance actions to be performed as events or pieces of a whole which, when performed collectively, result in achievement of the desired maintenance standards.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
679	PROGRAM, MAINTAINABILITY		The fraction of the lot that fails before some specified time T , $MIL-HDBK-108$	MIL-HDBK-108	QUALITY CONTROL AND RELIABILITY
680	PROGRAM, MAINTENANCE				
681	PROPORTION OF				

Ilo	Term	Acron/m	Definition	Document	Document Name
662	PREDICTED MTBF (Θ_p)		analysis of past experience. That value of MTBF determined by reliability prediction methods; it is a function of the equipment design and the use environment. (Θ_p) should be equal to or greater than (Θ_0) in value, to ensure with high probability, that the equipment will be accepted during the reliability qualification test.	MIL-STD-781D	RELIABILITY TESTING FOR ENGINEERING DEVELOPMENT, QUALIFICATION & PRODUCTION
663	PREFERRED ITEM		One selected under a Department of Defense (DOD) program by which the item is designated for procurement, stock, and issue, but which is not a standard item.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
664	PRELIMINARY FLIGHT RATING	PFR	The Preliminary Flight Rating (PFR) provides an engine configuration which has demonstrated sufficient flight safety for limited use in experimental flight tests. The PFR is achieved when the tests, demonstrations and analyses of Appendix A have been successfully completed and approved by the Using Service.	MIL-E-005007E(AS)	ENGINES, AIRCRAFT, TURBOJET AND TURBOFAN, GENERAL SPECIFICATION FOR
665A	PREPARATION TIME		The time spent obtaining, setting up, and calibrating maintenance aids; warming up equipment; etc.	MIL-HDBK-472	MAINTAINABILITY PREDICTION
665B	PREPARATION TIME		The portion of active repair time required to obtain necessary test equipment and maintenance manuals, and set up the necessary equipment in preparation for fault location.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
666A	PREVENTIVE MAINTENANCE		The care and servicing by personnel for the purpose of maintaining equipment and facilities in satisfactory operating condition by providing for systematic inspection, detection, and correction of incipient failures either before they occur or before they develop into major defects. This definition includes Scheduled Maintenance.	MIL-STD-1388-1A	LOGISTIC SUPPORT ANALYSIS
666B	PREVENTIVE MAINTENANCE		The actions performed in an attempt to retain an item in a specified condition by providing systematic inspection, detection and prevention of incipient failure.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
666C	PREVENTIVE MAINTENANCE		The actions performed to retain an item at a specified level of performance by providing systematic inspection, detection, and prevention of impending failures.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
666D	PREVENTIVE MAINTENANCE	PH	The care and servicing needed to maintain aircraft equipment, Support Equipment (SE), and facilities in satisfactory operating condition by providing for systematic inspection, detection, and correction of incipient failures either before they occur or before they develop into major defects.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
667	PREVENTIVE MAINTENANCE TIME		That part of the maintenance time during which preventive maintenance is performed on an item.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
668	PRIMARY MISSION		For the purpose of maintenance data reporting, the primary purpose for which the aircraft is assigned to the unit (reporting custodian).	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
669	PROBABILITY OF ACCEPTANCE		Probability that an item under test will be accepted by that test.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
670	PROBABILITY OF MISSION SUCCESS		The likelihood that the weapon system will complete the scheduled mission without experiencing on-equipment failure or performance degradation which would result in an abort or mission deviation.	MIL-STD-1843 USAF	RELIABILITY-CENTERED MAINTENANCE FOR AIRCRAFT, ENGINES & EQUIPMENT
671	PROBABILITY OF		The likelihood of an item's performing its intended function for	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK

Ho	Term	Acronym	Definition	Document	Document Name
	LOT FAILING BEFORE SPECIFIED TIME		i.e., $p = 1 - \exp(-T/\Theta)$. where Θ is the mean time to failure per MIL-HDBK-108, definition 1A2.2.		SAMPLING PROCEDURES AND TABLES
682	PROVISIONING, INITIAL		The process by which an airline defines the range and depth of spare parts that are considered as necessary for the support of a forecast maintenance commitment covering the operation of new aircraft and/or aircraft items.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
683	QUALIFICATION (DEMONSTRATION) TESTS		Tests performed on items at or above design levels of at least all critical environments. These tests demonstrate that the design specification has been met and that the item as produced by one manufacturer will probably perform the required function for its required life-use cycle, including storage and transportation. Successful completion of this test and other necessary examinations permits this one item from this one source to be included on a qualified Products list.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
684	QUALITY		Regulation tests are necessary when any significant change is made in material, design or vendor (manufacturer). The quality of a device is a measure of the degree to which it conforms to specification and workmanship standards. Its numerical rating is obtained by measuring the percentage defective of a lot or population at a given time.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
685A	QUALITY ASSURANCE	QA	A planned and systematic pattern of all actions necessary to provide adequate confidence that the item or product conforms to established technical requirements. A broad term used to include both quality control and quality engineering.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
685B	QUALITY ASSURANCE	QA	A planned and systematic pattern of all actions necessary to provide adequate confidence that the item or product conforms to established technical requirements.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
686	QUICK ENGINE CHANGE UNIT	QEC	A maximum neutral engine plus those parts making it peculiar to a particular position on an aircraft.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
687	R&M ACCOUNTING		That set of mathematical tasks which establish and allocate quantitative R&M requirements, and predict and measure quantitative R&M achievements.	DOD 5000.40(D)	RELIABILITY & MAINTAINABILITY (P&L)
688	R&M ENGINEERING		That set of design, development, and manufacturing tasks by which R&M are achieved.	DOD 5000.40(D)	RELIABILITY & MAINTAINABILITY (P&L)
689	RATING		The value of an item parameter which shall be attained under specified conditions.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
690A	REACTION TIME		That element of uptime needed to initiate a mission, measured from the time command is received.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
690B	REACTION TIME		The time required to reach full operational capability from secure (equipment off) status following an alert command.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
691	READOUT		A device built into the system which monitors, either primarily or incidentally, the operation of some portion of the system.	MIL-HDBK-472	MAINTAINABILITY PREDICTION
692	READY TIME		The period of time during a mission when the item is available for operation, but is not required.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
693A	REASSEMBLY		Assembling the items that were removed during disassembly and closing the reassembled items.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY

No	Term	Acronym	Definition	Document	Document Name
693B	REASSEMBLY		A technician task for replacement of items removed to gain access to facilitate repair, and for closing the equipment for return to service.	NAVAIR 01-1A-33	MAINTAINABILITY ENGINEERING HANDBOOK
694	RECONDITION		The work necessary to return an item to the highest standard specified in the relevant manual.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
695	RECOVERABLE		Items which may be rehabilitated to a serviceable condition one or more times before scrapping. Rehabilitation is by rework or servicing, such as welding, refinishing, recharging, etc.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
696A	REDUNDANCY		The existence of more than one means for accomplishing a given function. Each means of accomplishing the function need not necessarily be identical.	MIL-HDBK-338	ELECTRONIC RELIABILITY DESIGN HANDBOOK
696B	REDUNDANCY		The existence of more than one means for accomplishing a given function. Each means of accomplishing the function need not necessarily be identical.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
696C	REDUNDANCY		The existence of more than one means for accomplishing a given function. Each means of accomplishing the function need not necessarily be identical.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
696D	REDUNDANCY		The existence of more than one means for accomplishing a given function. Each means of accomplishing the function need not necessarily be identical.	OPNAVINST 4790.2D	THE NAVAL AVIATION MAINTENANCE PROGRAM
696E	REDUNDANCY		The existence of more than one means for accomplishing a given function. Each means of accomplishing the function need not necessarily be identical.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
697A	REDUNDANCY, ACTIVE		That condition where parallel back-up items are operating simultaneously, rather than being switched on when needed.	MIL-STD-1309C	DEFINITIONS OF TERMS FOR TEST MEASUREMENT AND DIAGNOSTIC EQUIPMENT
697B	REDUNDANCY, ACTIVE		That redundancy wherein all redundant items are operating simultaneously.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
697C	REDUNDANCY, ACTIVE		That redundancy wherein all redundant items are operating simultaneously, rather than being switched on when needed.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
697D	REDUNDANCY, ACTIVE		That redundancy wherein all redundant items are operating simultaneously rather than being activated when needed.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
698A	REDUNDANCY, STANDBY		That redundancy wherein the alternative means of performing the function is not operating until it is activated upon failure of the primary means of performing the function.	MIL-STD-721C	DEFINITIONS OF TERMS FOR RELIABILITY AND MAINTAINABILITY
698B	REDUNDANCY, STANDBY		That redundancy wherein the alternative means of performing the function is inoperative until needed. It is switched on upon failure of the primary means of performing the function.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
698C	REDUNDANCY, STANDBY		That redundancy wherein the alternative means of performing the function is inoperative until needed and is activated upon failure of the primary means of performing the function.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
699	REFURBISH (ENGINE, MODULE)		To restore an engine or engine module to ensure that cost effective operation is achieved.	WATOG	WORLD AIRLINES TECHNICAL OPERATIONS GLOSSARY
700	REJECTION		Nonacceptance of an item because of its nonconformance to specified requirement.	NAVAIR 01-1A-32	RELIABILITY ENGINEERING HANDBOOK
701A	RELEVANT		That which can occur or recur during the operational life of an item inventory.	DDO 5000.40(D)	RELIABILITY & MAINTAINABILITY (PBL)