

§1.2

coast of the United States, that contains activity that may be hazardous to nonparticipating aircraft. The purpose of such warning areas is to warn nonparticipating pilots of the potential danger. A warning area may be located over domestic or international waters or both.

Weight-shift-control aircraft means a powered aircraft with a framed pivoting wing and a fuselage controllable only in pitch and roll by the pilot's ability to change the aircraft's center of gravity with respect to the wing. Flight control of the aircraft depends on the wing's ability to flexibly deform rather than the use of control surfaces.

Winglet or tip fin means an out-of-plane surface extending from a lifting surface. The surface may or may not have control surfaces.

[Doc. No. 1150, 27 FR 4588, May 15, 1962]

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§1.1 General definitions.

* * * * *

Flight simulation training device (FSTD) means a flight simulator or a flight training device.

* * * * *

Flight training device (FTD) means a replica of aircraft instruments, equipment, panels, and controls in an open flight deck area or an enclosed aircraft cockpit replica. It includes the equipment and computer programs necessary to represent aircraft (or set of aircraft) operations in ground and flight conditions having the full range of capabilities of the systems installed in the device as described in part 60 of this chapter and the qualification performance standard (QPS) for a specific FTD qualification level.

* * * * *

Full flight simulator (FFS) means a replica of a specific type; or make, model, and series

aircraft cockpit. It includes the assemblage of equipment and computer programs necessary to represent aircraft operations in ground and flight conditions, a visual system providing an out-of-the-cockpit view, a system that provides cues at least equivalent to those of a three-degree-of-freedom motion system, and has the full range of capabilities of the systems installed in the device as described in part 60 of this chapter and the qualification performance standards (QPS) for a specific FFS qualification level.

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§1.2 Abbreviations and symbols.

In Subchapters A through K of this chapter:

- AFM* means airplane flight manual.
- AGL* means above ground level.
- ALS* means approach light system.
- APU* means auxiliary power unit.
- ASR* means airport surveillance radar.
- ATC* means air traffic control.
- ATS* means Air Traffic Service.
- CAMP* means continuous airworthiness maintenance program.
- CAS* means calibrated airspeed.
- CAT II* means Category II.
- CHDO* means an FAA Flight Standards certificate holding district office.
- CMP* means configuration, maintenance, and procedures.
- CONSOL* or *CONSOLAN* means a kind of low or medium frequency long range navigational aid.
- DH* means decision height.
- DME* means distance measuring equipment compatible with TACAN.
- EAS* means equivalent airspeed.
- EFVS* means enhanced flight vision system.
- Equi-Time Point* means a point on the route of flight where the flight time, considering wind, to each of two selected airports is equal.
- ETOPS* means extended operations.
- EWIS*, as defined by §25.1701 of this chapter, means electrical wiring interconnection system.
- FAA* means Federal Aviation Administration.
- FM* means fan marker.
- GS* means glide slope.
- HIRL* means high-intensity runway light system.
- IAS* means indicated airspeed.
- ICAO* means International Civil Aviation Organization.

IFR means instrument flight rules.
IFSD means in-flight shutdown.
ILS means instrument landing system.
IM means ILS inner marker.
INT means intersection.
LDA means localizer-type directional aid.
LFR means low-frequency radio range.
LMM means compass locator at middle marker.
LOC means ILS localizer.
LOM means compass locator at outer marker.
M means mach number.
MAA means maximum authorized IFR altitude.
MALS means medium intensity approach light system.
*MALS*R means medium intensity approach light system with runway alignment indicator lights.
MCA means minimum crossing altitude.
MDA means minimum descent altitude.
MEA means minimum en route IFR altitude.
MEL means minimum equipment list.
MM means ILS middle marker.
MOCA means minimum obstruction clearance altitude.
MRA means minimum reception altitude.
MSL means mean sea level.
NDB (ADF) means nondirectional beacon (automatic direction finder).
NM means nautical mile.
NOPAC means North Pacific area of operation.
NOPT means no procedure turn required.
OEI means one engine inoperative.
OM means ILS outer marker.
OPSPECS means operations specifications.
PACOTS means Pacific Organized Track System.
PAR means precision approach radar.
Ptrs means Performance Tracking and Reporting System.
RAIL means runway alignment indicator light system.
RBN means radio beacon.
RCLM means runway centerline marking.
RCLS means runway centerline light system.
REIL means runway end identification lights.
RFFS means rescue and firefighting services.
RNAV means area navigation.
RR means low or medium frequency radio range station.
RVR means runway visual range as measured in the touchdown zone area.
SALS means short approach light system.
SATCOM means satellite communications.
SSALS means simplified short approach light system.
*SSALS*R means simplified short approach light system with runway alignment indicator lights.
TACAN means ultra-high frequency tactical air navigational aid.
TAS means true airspeed.
TCAS means a traffic alert and collision avoidance system.
TDZL means touchdown zone lights.
TVOR means very high frequency terminal omnirange station.
V_A means design maneuvering speed.
V_B means design speed for maximum gust intensity.
V_C means design cruising speed.
V_D means design diving speed.
V_{DF}/M_{DF} means demonstrated flight diving speed.
V_{EF} means the speed at which the critical engine is assumed to fail during takeoff.
V_F means design flap speed.
V_{FC}/M_{FC} means maximum speed for stability characteristics.
V_{FE} means maximum flap extended speed.
V_{FTO} means final takeoff speed.
V_H means maximum speed in level flight with maximum continuous power.
V_{LE} means maximum landing gear extended speed.
V_{LO} means maximum landing gear operating speed.
V_{LOF} means lift-off speed.
V_{MC} means minimum control speed with the critical engine inoperative.
V_{MO}/M_{MO} means maximum operating limit speed.
V_{MU} means minimum unstick speed.
V_{NE} means never-exceed speed.
V_{NO} means maximum structural cruising speed.
V_R means rotation speed.

§ 1.3

V_{REF} means reference landing speed.

V_S means the stalling speed or the minimum steady flight speed at which the airplane is controllable.

V_{S0} means the stalling speed or the minimum steady flight speed in the landing configuration.

V_{S1} means the stalling speed or the minimum steady flight speed obtained in a specific configuration.

V_{SR} means reference stall speed.

V_{SRO} means reference stall speed in the landing configuration.

V_{SR1} means reference stall speed in a specific configuration.

V_{SW} means speed at which onset of natural or artificial stall warning occurs.

V_{TOSS} means takeoff safety speed for Category A rotorcraft.

V_X means speed for best angle of climb.

V_Y means speed for best rate of climb.

V_1 means the maximum speed in the takeoff at which the pilot must take the first action (e.g., apply brakes, reduce thrust, deploy speed brakes) to stop the airplane within the accelerate-stop distance. V_1 also means the minimum speed in the takeoff, following a failure of the critical engine at V_{EF} , at which the pilot can continue the takeoff and achieve the required height above the takeoff surface within the takeoff distance.

V_2 means takeoff safety speed.

V_{2min} means minimum takeoff safety speed.

VFR means visual flight rules.

VHF means very high frequency.

VOR means very high frequency omnirange station.

$VORTAC$ means collocated VOR and TACAN.

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§ 1.2 Abbreviations and symbols.

* * * * *

FFS means full flight simulator.

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FSTD means flight simulation training device.

FTD means flight training device.

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§ 1.3 Rules of construction.

(a) In Subchapters A through K of this chapter, unless the context requires otherwise:

- (1) Words importing the singular include the plural;
- (2) Words importing the plural include the singular; and
- (3) Words importing the masculine gender include the feminine.

(b) In Subchapters A through K of this chapter, the word:

- (1) *Shall* is used in an imperative sense;
- (2) *May* is used in a permissive sense to state authority or permission to do the act prescribed, and the words “no person may * * *” or “a person may not * * *” mean that no person is required, authorized, or permitted to do the act prescribed; and
- (3) *Includes* means “includes but is not limited to”.

[Doc. No. 1150, 27 FR 4590, May 15, 1962, as amended by Amdt. 1-10, 31 FR 5055, Mar. 29, 1966]

PART 3—GENERAL REQUIREMENTS

Sec.

3.1 Applicability.

3.5 Statements about products, parts, appliances and materials.

AUTHORITY: 49 U.S.C. 106(g), 40113, 44701, and 44704.

SOURCE: 70 FR 54832, Sept. 16, 2005, unless otherwise noted.

§ 3.1 Applicability.

(a) This part applies to any person who makes a record regarding:

- (1) A type-certificated product, or
- (2) A product, part, appliance or material that may be used on a type-certificated product.