

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]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting §1.1, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

EFFECTIVE DATE NOTE: At 71 FR 63425, Oct. 30, 2006, §1.1 was amended by adding new definitions in alphabetical order, effective Oct. 30, 2007. For the convenience of the user, the added text is set forth as follows:

§ 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:

- AGL* means above ground level.
- ALS* means approach light system.
- ASR* means airport surveillance radar.
- ATC* means air traffic control.
- CAS* means calibrated airspeed.
- CAT II* means Category II.
- 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.
- 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.
- 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.
- MALSR* 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.
- MM* means ILS middle marker.
- MOCA* means minimum obstruction clearance altitude.

§ 1.2

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MRA means minimum reception altitude.

MSL means mean sea level.

NDB (ADF) means nondirectional beacon (automatic direction finder).

NOPT means no procedure turn required.

OEI means one engine inoperative.

OM means ILS outer marker.

PAR means precision approach radar.

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.

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.

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_{F_{TO}} 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.

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.

V₁ 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. *V₁* 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.

V₂ 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.

[Doc. No. 1150, 27 FR 4590, May 15, 1962]

Federal Aviation Administration, DOT

§ 3.5

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting §1.2, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

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

EFFECTIVE DATE NOTE: At 71 FR 63426, Oct. 30, 2006, §1.2 was amended by adding new abbreviations in alphabetical order, effective Oct. 30, 2007. For the convenience of the user, the added text is set forth as follows:

§ 1.2 Abbreviations and symbols.

* * * * *

FFS means full flight simulator.

* * * * *

FSTD means flight simulation training device.

FTD means flight training device.

* * * * *

§ 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.

§ 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.

(b) Section 3.5(b) does not apply to records made under part 43 of this chapter.

§ 3.5 Statements about products, parts, appliances and materials.

(a) Definitions. The following terms will have the stated meanings when used in this section:

Airworthy means the aircraft conforms to its type design and is in a condition for safe operation.

Product means an aircraft, aircraft engine, or aircraft propeller.

Record means any writing, drawing, map, recording, tape, film, photograph or other documentary material by which information is preserved or conveyed in any format, including, but not limited to, paper, microfilm, identification plates, stamped marks, bar codes or electronic format, and can either be separate from, attached to or inscribed on any product, part, appliance or material.

(b) Prohibition against fraudulent and intentionally false statements. When conveying information related to an advertisement or sales transaction, no person may make or cause to be made:

(1) Any fraudulent or intentionally false statement in any record about the airworthiness of a type-certificated product, or the acceptability of any product, part, appliance, or material for installation on a type-certificated product.

(2) Any fraudulent or intentionally false reproduction or alteration of any record about the airworthiness of any type-certificated product, or the acceptability of any product, part, appliance, or material for installation on a type-certificated product.

(c) Prohibition against intentionally misleading statements. (1) When conveying information related to an advertisement or sales transaction, no person may make, or cause to be made, a