

**Transcript of the  
Joint FAA/Industry Symposium  
on  
Level B Airplane Simulator Aeromodel  
Validation Requirements**

*To the Memory of Daryl Schueler*

Part 4 of 7

Abbreviations

**Washington Dulles Airport Hilton  
March 13 - 14, 1996**

## Abbreviations

<b>35</b>	type of airplane
<b>210</b>	type of airplane
<b>300</b>	type of airplane
<b>421</b>	type of airplane
<b>601</b>	type of airplane
<b>727</b>	type of airplane
<b>737</b>	type of airplane
<b>747</b>	type of airplane
<b>777</b>	type of airplane
<b>1900</b>	type of airplane
<b>1900D</b>	type of airplane
<b>AAA</b>	Advanced Aircraft Analysis
<b>AC</b>	Advisory Circular
<b>accel(s)</b>	acceleration(s), accelerate
<b>AFM</b>	Airplane Flight Manual
<b>AHRS</b>	Attitude Heading Reference System
<b>alpha (<math>\alpha</math>)</b>	angle of attack
<b>alpha-dot</b>	time derivative of angle of attack, rate of change of alpha
<b>AQP</b>	Advanced Qualification Program
<b>ATD</b>	Advanced Training Device
<b>ATG</b>	Approval Test Guide
<b>ATR-42</b>	type of airplane
<b>ATR-72</b>	type of airplane
<b>a<sub>y</sub></b>	lateral acceleration
<b>B-737</b>	type of airplane
<b>beta (<math>\beta</math>)</b>	sideslip angle
<b>C-130</b>	type of airplane
<b>CAA</b>	Civil Aviation Authority (UK)
<b>cert</b>	certification

<b>CFD</b>	Control Force Dynamics
<b>CG</b>	Center of Gravity
<b><math>C_L</math></b>	Coefficient of Lift
<b>CRM</b>	Crew Resource Management
<b>DATCOM</b>	USAF Stability and Control DATCOM (Data Compendium)
<b>DC-3</b>	type of airplane
<b>dev</b>	deviation
<b>decel(s)</b>	deceleration(s), decelerate
<b>FAA</b>	Federal Aviation Administration
<b>FADEC</b>	Full Authority Digital Engine Control
<b>FAR</b>	Federal Aviation Regulation
<b>FDR</b>	Flight Data Recorder
<b>FOIA</b>	Freedom Of Information Act
<b>FRL</b>	Fuselage Reference Line
<b>FTD</b>	Flight Training Device
<b>g</b>	acceleration caused by gravity, $9.8 \text{ m/sec}^2$
<b>G-3</b>	type of airplane
<b>G-4</b>	type of airplane
<b>GD</b>	General Dynamics
<b>GPS</b>	Global Positioning System
<b>h</b>	altitude (height)
<b>h-dot</b>	time derivative of altitude (height), ascent or descent rate
<b>IATA</b>	International Air Transport Association
<b>IQGT</b>	International Qualification Test Guide
<b>ITT</b>	Inter Turbine Temperature
<b>JAA</b>	Joint Aviation Authorities (Europe)
<b>JAR-SIM</b>	Joint Aviation Regulation-Simulators
<b>KSR</b>	Kohlman Systems Research
<b><math>L_{\zeta a}</math></b>	rolling moment due to aileron deflection
<b><math>L_p</math></b>	rolling moment due to roll rate
<b>LOE</b>	Line Oriented Evaluation

<b>LOFT</b>	Line Oriented Flight Training
<b>min</b>	minimum
<b>MoT</b>	Ministry of Transport (Transport Canada)
<b>MU-2</b>	type of airplane
<b>N<sub>1</sub></b>	rotational speed of fan on turbo fan engine
<b>NASA</b>	National Aeronautics & Space Administration
<b>NASA-Ames</b>	National Aeronautics & Space Administration Ames Research Center
<b>NC-130</b>	type of airplane
<b>NTS</b>	Negative Torque Sensing
<b>NTSB</b>	National Transportation Safety Board
<b>OEI</b>	One Engine Inoperative
<b>ops</b>	operations
<b>P-3</b>	type of airplane
<b>parens</b>	parentheses
<b>PC</b>	Personal Computer
<b>QTG</b>	Qualification Test Guide
<b>rpm</b>	revolutions per minute
<b>RTO</b>	Rejected Takeoff
<b>SFAR</b>	Special Federal Aviation Regulation
<b>sim(s)</b>	simulators(s)
<b>spec</b>	specification
<b>STC</b>	Supplemental Type Certificate
<b>TC</b>	Type Certificate
<b>TIR</b>	Type Inspection Report
<b>u, v, w</b>	velocity components along x, y, z
<b>UK</b>	United Kingdom
<b>V</b>	Velocity (speed)
<b>V<sub>1</sub></b>	takeoff decision speed (formerly critical engine failure speed)
<b>V<sub>2</sub></b>	takeoff safety speed
<b>V<sub>LOF</sub></b>	lift-off speed
<b>V<sub>MC</sub></b>	minimum control speed with critical engine inoperative

$V_{MCA}$	minimum control speed air
$V_{MCG}$	minimum control speed ground
$V_{MCL}$	minimum control speed landing
$V_{MU}$	minimum unstick speed
$V_R$	rotation speed
$V_S$	stall speed