



FAR PART 1

This part contains several pages of definitions and abbreviations used throughout the FARs. You should use Part 1 any time you do not understand the meaning of a word or an abbreviation.

PART 1 – DEFINITIONS AND ABBREVIATIONS

1.1 General Definitions

Only selected terms relevant to most pilots are included here.

1. **Administrator** means the FAA administrator or any person to whom (s)he has delegated his or her authority in the matter concerned.
2. **Aircraft** means a device that is used or intended to be used for flight in the air.
3. **Airframe** means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (excluding propellers of engines), and landing gear of an aircraft and their accessories and controls.
4. **Airplane** means an engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings.
5. **Airport** means an area of land or water that is used or intended to be used for the landing and takeoff of aircraft, and includes its buildings and facilities, if any.
6. **Air traffic** means aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas.
7. **Air traffic clearance** means an authorization by air traffic control, for the purpose of preventing a collision between known aircraft, for an aircraft to proceed under specified traffic conditions within controlled airspace.
8. **Air traffic control** means a service operated by appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.
9. **Alternate airport** means an airport at which an aircraft may land if a landing at the intended airport becomes inadvisable.
10. **Category**
 - a. Category, as used with respect to the certification, ratings, privileges, and limitations of airmen, means a broad classification of aircraft.
 - 1) EXAMPLES: Airplane, rotorcraft, glider, and lighter-than-air.
 - b. Category, as used with respect to the certification of aircraft, means a grouping of aircraft based upon intended use or operating limitations.
 - 1) EXAMPLES: Transport, normal, utility, acrobatic, limited, restricted, and provisional.
11. **Ceiling** means the height above the Earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obscuration," and not classified as "thin" or "partial."
12. **Civil aircraft** means aircraft other than public aircraft.
13. **Class**
 - a. Class, as used with respect to the certification, ratings, privileges, and limitations of airmen, means a classification of aircraft within a category having similar operating characteristics.



- 1) EXAMPLES: Single-engine, multiengine, land, water, gyroplane, helicopter, airship, and free balloon.
- b. Class, as used with respect to certification of aircraft, means a broad grouping of aircraft having similar characteristics of propulsion, flight, or landing.
 - 1) EXAMPLES: Airplane, rotorcraft, glider, balloon, landplane, and seaplane.
14. **Commercial operator** means a person who uses an aircraft to transport persons or property for compensation or hire.
 - a. If it is doubtful that an operation is for compensation or hire, the test applied is whether the operation is merely incidental to the person's other business or is, in itself, a major enterprise for profit.
15. **Controlled airspace** means an airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification.
 - a. Note that controlled airspace is a generic term that covers Class A, Class B, Class C, Class D, and Class E airspace.
16. **Crewmember** means a person assigned to perform duty in an aircraft during flight time.
17. **Decision height (DH)** means the height above ground level (AGL) at which a decision must be made during an instrument approach, either to continue the approach or to execute a missed approach. This can also be referred to as **decision altitude (DA)**, which is expressed in feet above mean sea level (MSL).
18. **Flight plan** means specified information relating to the intended flight of an aircraft that is filed orally or in writing with air traffic control.
19. **Flight time** means pilot time that commences when an aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to a rest after landing.
20. **Flight visibility** means the average forward horizontal distance from the cockpit of an aircraft in flight at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night.
21. **Ground visibility** means prevailing horizontal visibility near the Earth's surface as reported by the United States National Weather Service or an accredited observer.
22. **IFR conditions** means weather conditions below the minimum for flight under visual flight rules.
23. **IFR over-the-top** means the operation of aircraft over-the-top on an IFR flight plan when cleared by ATC to maintain "VFR conditions" or "VFR conditions on top."
24. **Instrument** means a device using an internal mechanism to indicate visually or aurally the attitude, altitude, or operation of an aircraft or aircraft part. It includes electronic devices for automatically controlling an aircraft in flight.
25. **Large aircraft** means an aircraft having a maximum certificated takeoff weight of more than 12,500 lb.
26. **Light-sport aircraft** means an aircraft, other than a helicopter or powered-lift, that, since its original certification, has continued to meet the following conditions:
 - a. A maximum takeoff weight of not more than
 - 1) 1,320 pounds for aircraft not intended for operation on water.
 - 2) 1,430 pounds for an aircraft intended for operation on water.
 - b. A maximum airspeed in level flight with maximum continuous power (V_H) of not more than 120 knots CAS under standard atmospheric conditions at sea level.
 - c. A maximum never-exceed speed (V_{NE}) of not more than 120 knots CAS for a glider.
 - d. A maximum stalling speed or minimum steady flight speed without the use of lift-



- enhancing devices (V_{S1}) of not more than 45 knots CAS at the aircraft's maximum certificated takeoff weight and most critical center of gravity.
- e. A maximum seating capacity of no more than two persons, including the pilot.
 - f. A single, reciprocating engine, if powered.
 - g. A fixed or ground-adjustable propeller if a powered aircraft other than a powered glider.
 - h. A fixed or feathering propeller system if a powered glider.
 - i. A fixed-pitch, semi-rigid, teetering, two-blade rotor system, if a gyroplane.
 - j. A nonpressurized cabin, if equipped with a cabin.
 - k. Fixed landing gear, except for an aircraft intended for operation on water or a glider.
 - 1) Fixed or retractable landing gear, or a hull, for an aircraft intended for operation on water.
 - 2) Fixed or retractable landing gear for a glider.
27. **Maintenance** means inspection, overhaul, repair, and preservation of the aircraft and replacement of parts, but excludes preventive maintenance.
28. **Major alteration** means an alteration not listed in the aircraft, aircraft engine, or propeller specifications that
- a. Might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or
 - b. Is not done according to accepted practices or cannot be done by elementary operations.
29. **Major repair** means a repair that
- a. If improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or
 - b. Is not done according to accepted practices or cannot be done by elementary operations.
30. **Manifold pressure** means absolute pressure as measured at the appropriate point in the induction system and is usually expressed in inches of mercury.
31. **Medical certificate** means an acceptable evidence of physical fitness on a form prescribed by the FAA administrator.
32. **Minimum descent altitude (MDA)** means the lowest altitude, expressed in feet above mean sea level, to which a descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure.
33. **Minor alteration** means an alteration other than a major alteration.
34. **Minor repair** means a repair other than a major repair.
35. **Night** means the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the *American Air Almanac*, converted to local time.
36. **Nonprecision approach procedure** means a standard instrument approach procedure in which no electronic glide slope is provided.
37. **Operate** (with respect to aircraft) means use, cause to use, or authorization to use aircraft for the purpose (except as provided in regulation 91.13, Careless or Reckless Operation) of air navigation including the piloting of aircraft, with or without the right of legal control (as owner, lessee, or otherwise).
38. **Operational control**, with respect to a flight, means the exercise of authority over initiating, conducting, or terminating a flight.



39. **Over-the-top** means above the layer of clouds or other obscuring phenomena forming the ceiling.
40. **Pilotage** means navigation by visual reference to landmarks.
41. **Pilot in command (PIC)** means the person who
 - a. Has final authority and responsibility for the operation and safety of the flight;
 - b. Has been designated as pilot in command before or during the flight; and
 - c. Holds the appropriate category, class, and type rating, if appropriate, for the conduct of the flight.
42. **Positive control** means control of all air traffic, within designated airspace, by air traffic control.
43. **Precision approach procedure** means a standard instrument approach procedure in which an electronic glide slope, such as ILS and PAR, is provided.
44. **Preventive maintenance** means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.
45. **Rating** means a statement that, as part of a certificate, sets forth special conditions, privileges, and limitations.
46. **Small aircraft** means an aircraft having a maximum certificated takeoff weight of 12,500 lb. or less.
47. **Special VFR conditions** mean meteorological conditions that are less than those required for basic VFR flight in controlled airspace and in which some aircraft are permitted flight under VFR.
48. **Special VFR operations** means aircraft operating in accordance with ATC clearances within controlled airspace in meteorological conditions less than the basic VFR weather minimums.
 - a. Such operations must be requested by the pilot and approved by ATC.
49. **Stopway** means an area beyond the takeoff runway, no less wide than the runway and centered on the extended centerline of the runway, able to support the airplane during an aborted takeoff without causing structural damage to the airplane. A stopway is also designated by the airport authorities for use in decelerating the airplane during an aborted takeoff.
50. **Synthetic vision** means a computer-generated image of the external scene topography from the perspective of the flight deck that is derived from aircraft attitude, high-precision navigation solution, and database of terrain, obstacles, and relevant cultural features.
51. **Synthetic vision system** means an electronic means to display a synthetic vision image of the external scene topography to the flight crew.
52. **Traffic pattern** means the traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport.
53. **VFR over-the-top**, with respect to the operation of aircraft, means the operation of an aircraft over-the-top under VFR when it is not being operated on an IFR flight plan.



1.2 Abbreviations and Symbols

1. General

AFM means airplane flight manual.
AGL means above ground level.
ATC means air traffic control.
CAS means calibrated airspeed.
DME means distance-measuring equipment compatible with TACAN.
FAA means Federal Aviation Administration.
FSTD means flight simulation training device.
FTD means flight training device.
HIRL means high-intensity runway light system.
IAS means indicated airspeed.
ICAO means International Civil Aviation Organization.
LSA means light sport aircraft.
MEL means minimum equipment list.
MSL means mean sea level.
NDB (ADF) means nondirectional beacon (automatic direction finder).
NM means nautical mile.
RBN means radio beacon.
REIL means runway end identification lights.
RNAV means area navigation.
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.

2. Instrument related

ALS means approach light system.
ASR means airport surveillance radar.
CAT II means Category II.
DA means decision altitude.
DH means decision height.
FM means fan marker.
GS means glide slope.
IFR means instrument flight rules.
ILS means instrument landing system.
IM means ILS inner marker.
INT means intersection.
LDA means localizer-type directional aid.
LMM means compass locator at middle marker.
LOC means ILS localizer.
LOM means compass locator at outer marker.

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.

MRA means minimum reception altitude.

NOPT means no procedure turn required.

OM means ILS outer marker.

PAR means precision approach radar.

RAIL means runway alignment indicator light system.

RCLM means runway centerline marking.

RCLS means runway centerline light system.

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.

SSALSR means simplified short approach light system with runway alignment indicator lights.



V_A means design maneuvering speed.
 V_C means design cruising speed.
 V_{FE} means maximum flap extended 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 of a multi-engine airplane inoperative.
 V_{MO}/M_{MO} means maximum operating limit speed.
 V_{NE} means never-exceed speed.
 V_{NO} means maximum structural cruising speed.
 V_R means rotation 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_X means speed for best angle of climb. V_Y means speed for best rate of climb. **VFR** means visual flight rules.
VHF means very high frequency.
VOR means very-high-frequency omnirange station.
VORTAC means collocated VOR and TACAN.