



Designation: F3060 – 15

Standard Terminology for Aircraft¹

This standard is issued under the fixed designation F3060; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This terminology contains a listing of terms, abbreviations, acronyms, and symbols related to aircraft covered by ASTM Committees F37 and F44 airworthiness design standards. It is intended to ensure the consistent use of terminology throughout all ASTM light aircraft standards.

1.2 *Units*—The definitions of units will be as defined in NIST SP 330 and will not be duplicated in this document. NIST SP 330 is available on the internet. The values stated in either SI units or inch-pound units are to be regarded separately as standard. The values stated in each system may not be exact equivalents; therefore, each system shall be used independently of the other. Combining values from the two systems may result in nonconformance with the standard.

1.3 *Source References*—The listed document(s) was/were the original source for the definition. However, the definition may have been edited for use in this document and the F37 and F44 standards and may not completely match the original in every respect.

1.4 A definition adapted from a particular standard within the ASTM aircraft collection of standards is not limited to use within only those standards.

1.5 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

2. Referenced Documents

NOTE 1—All terms will reference the source of the definition. Any terms not referencing their source will be considered for deletion.

2.1 ASTM Standards:²

F2241 Specification for Continued Airworthiness System for

¹ This terminology is under the jurisdiction of ASTM Committee F44 on General Aviation Aircraft and is the direct responsibility of Subcommittee F44.91 on Terminology.

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² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

- Powered Parachute Aircraft
- F2242** Specification for Production Acceptance Testing System for Powered Parachute Aircraft
- F2243** Specification for Required Product Information to be Provided with Powered Parachute Aircraft
- F2244** Specification for Design and Performance Requirements for Powered Parachute Aircraft
- F2245** Specification for Design and Performance of a Light Sport Airplane
- F2249** Specification for In-Service Test Methods for Temporary Grounding Jumper Assemblies Used on De-Energized Electric Power Lines and Equipment
- F2279** Practice for Quality Assurance in the Manufacture of Fixed Wing Light Sport Aircraft (Withdrawn 2014)³
- F2295** Practice for Continued Operational Safety Monitoring of a Light Sport Aircraft
- F2317/F2317M** Specification for Design of Weight-Shift-Control Aircraft
- F2352** Specification for Design and Performance of Light Sport Gyroplane Aircraft
- F2354** Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft
- F2355** Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- F2356** Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft
- F2411** Specification for Design and Performance of an Airborne Sense-and-Avoid System (Withdrawn 2014)³
- F2415** Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft
- F2425** Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft
- F2426** Guide on Wing Interface Documentation for Powered Parachute Aircraft
- F2427** Specification for Required Product Information to be Provided with Lighter-Than-Air Light Sport Aircraft
- F2449** Specification for Manufacturer Quality Assurance Program for Light Sport Gyroplane Aircraft (Withdrawn 2014)³
- F2457** Specification for Required Product Information to be Provided with Weight-Shift-Control Aircraft

³ The last approved version of this historical standard is referenced on www.astm.org.

- F2483** Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft
- F2490** Guide for Aircraft Electrical Load and Power Source Capacity Analysis
- F2506** Specification for Design and Testing of Light Sport Aircraft Propellers
- F2507** Specification for Recreational Airpark Design
- F2512** Practice for Quality Assurance in the Manufacture of Light Unmanned Aircraft System
- F2563** Practice for Kit Assembly Instructions of Aircraft Intended Primarily for Recreation
- F2564** Specification for Design and Performance of a Light Sport Glider
- F2584** Practice for Maintenance and Development of Maintenance Manuals for Light Unmanned Aircraft System (UAS) (Withdrawn 2015)³
- F2626** Terminology for Light Sport Aircraft
- F2639** Practice for Design, Alteration, and Certification of Airplane Electrical Wiring Systems
- F2745** Specification for Required Product Information to be Provided with an Airplane
- F2746** Specification for Pilot's Operating Handbook (POH) for Light Sport Airplane
- F2799** Practice for Maintenance of Aircraft Electrical Wiring Systems
- F2930** Guide for Compliance with Light Sport Aircraft Standards
- F2972** Specification for Light Sport Aircraft Manufacturer's Quality Assurance System
- F3035** Practice for Production Acceptance in the Manufacture of a Fixed Wing Light Sport Aircraft

2.2 Other Standards:

- CFR, Title 14 Aeronautics and Space**⁴
- European Aviation Safety Agency (EASA)** "Definitions and abbreviations used in Certification Specifications for products, parts and appliances; CS-Definitions," Annex to ED Decision 2007/016/R, Amendment 2, December 23, 2010⁵
- GAMA Specification 1** Specification for Pilot's Operating Handbook⁶
- International Civil Aviation Organization (ICAO)** International Standards and Recommended Practices, Annex 8 to the Convention on International Civil Aviation, "Airworthiness of Aircraft: Part 1, Definitions," eleventh edition, July 2010⁷
- NIST SP 330** The International System of Units⁸

- TCCA Canadian Aviation Regulations (CARs) 2012-1, Subpart 1, "Interpretation,"** revised December 1, 2011⁹

3. Terminology

3.1 Terms and Definitions:

100-hour inspection, *n*—inspection used when the aircraft is carrying any person for hire including flight instruction. **(F2483)**

DISCUSSION—Same as an annual condition inspection, except the interval of inspection is 100 hours of operation instead of twelve calendar months. "Annual condition inspection" is a term used for U.S. experimental aircraft. The term "annual airworthiness inspection" is used when considering certified aircraft. While similar, the two inspections differ by who is authorized to do the inspections and make log book entries.

abnormal electrical power operation, *n*—occurs when a malfunction or failure in the electric system has taken place and the protective devices of the system are operating to remove the malfunction or failure from the remainder of the system before the limits of abnormal electrical power operation are exceeded. **(F2490)**

accelerate-go distance, *n*—horizontal distance from the start of the takeoff to the point where the airplane reaches the prescribed screen height above the takeoff surface with the critical engine having failed at the designated speed. **(AC 120-62)**

accelerate-stop distance, *n*—horizontal distance from takeoff to the point where the airplane is stopped in the runway or runway and stopway, when the stop is initiated at VI, and completed using the approved procedures and specified conditions. **(AC 120-62)**

acceptable means of compliance, AMC, *n*—method determined to be acceptable by a Civil Aviation Authority (CAA) as a means to establish compliance with a regulation.

DISCUSSION—The acceptable means is usually defined in CAA guidance or industry standards or both. There may be multiple means to determine compliance with any regulation accepted by the CAA. **(F44)**

aerobatic maneuver, *n*—intentional maneuver involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight. **(14 CFR Part 91.303)**

Aeronautical Radio, Incorporated, ARINC, *n*—aeronautical standards body made up of Airlines Electronic Engineering Committee, (AEEC), Avionics Maintenance Conference (AMC), and Flight Simulation, Engineering, and Maintenance Committee, (FSEMC) and organized by ARINC to establish cooperatively consensus-based, voluntary aviation technical standards that no one organization could develop independently.

Agência Nacional de Aviação Civil, ANAC, *n*—national civil aviation authority of Brazil. **(ANAC)**

⁹ Available from Transport Canada, 330 Sparks St., Ottawa, ON Canada K1A 0N5.

⁴ Available from the U.S. Government Printing Office, Superintendent of Documents, 732 N. Capital St. NW, Washington, DC 20402-0001.

⁵ Available from the European Aviation Safety Agency, Ottoplatz, 1, D-50679 Cologne, Germany.

⁶ Available from the General Aviation Manufacturers Association, 1400 K St. NW, Suite 801, Washington, DC 20005-2485.

⁷ Available from the International Civil Aviation Organization, <http://www.intlaviationstandards.org/Documents/AircraftMakeModelSeriesBusinessRules1.pdf>

⁸ Available from National Institute of Standards and Technology (NIST), 100 Bureau Dr., Stop 1070, Gaithersburg, MD 20899-1070, <http://www.nist.gov>.

aircraft make, *n*—name assigned to the aircraft by the aircraft manufacturer when each aircraft was produced (F2930, CICTT)

DISCUSSION—In most cases, aircraft make is the name of the aircraft manufacturer, such as Cub Crafters, Quest, Piper, and so forth.

aircraft manufacturer, *n*—organization that has been recognized by its certifying authority as having manufactured the aircraft, at the time of completion. (CICTT)

aircraft master model, *n*—grouping of similar aircraft models for analytical purposes and to identify aircraft models that share airworthiness properties; the master model is the first model in a series of that aircraft make. (CICTT)

aircraft model, *n*—aircraft manufacturer’s designation for an aircraft grouping with similar design or style of structure. (F2930, CICTT)

DISCUSSION—The aircraft model is: (1) listed in the aircraft type certificate, (2) the designation used by the aircraft manufacturer to legally distinguish a particular aircraft, or (3) the designation used by a national military or armed force to distinguish a particular aircraft. It is usually a model number that may be part of a series of similar models. If an aircraft manufacturer is amateur construction, in most cases, the aircraft model would be the name designated by the organization responsible for design.

aircraft operating instructions, **AOI**, *n*—provide methods and procedures to operate the aircraft safely (F2243, F2427, F2457, F2564, F2746)

DISCUSSION—For LSA, the AOI specify those parameters (for example, weight, stall speed, and maximum speed) that show the aircraft make and model meets the LSA definition. The AOI may also be referred to as a POH.

aircraft popular name, *n*—name used by the aircraft manufacturer to market or otherwise distinguish a particular aircraft model or series or both or the name used by a national military or armed force to distinguish a particular aircraft model or series or both. (CICTT)

DISCUSSION—An aircraft model or series or both may have more than one popular name. It is normally not the legal identification of the aircraft and, when found on the type certificate or type certificate data sheet, it is supplementary information. Examples would be the Cessna Skyhawk or Sovereign, which are popular names but not the legal identification. Popular names can be changed without affecting the type data of the aircraft.

airframe and powerplant mechanic, **A&P**, *n*—person authorized to perform maintenance on certified aircraft.

DISCUSSION—This person may go by different titles under different CAAs. (F2483)

airplane configuration, *n*—particular combination of the fixed components including wing(s), fuselage, empennage, propulsion system, and landing gear along with the positions of the moveable elements, such as wing flaps, cowl flaps, landing gear, and equipment, software configuration, and so forth that affects the aerodynamic or operational characteristics of the airplane. (F44)

airplane positive gust limit load factor, n_3 , *n*—airplane positive gust limit load factor at V_C . (14 CFR 23, App A, Par. A23.3)

airship, *n*—power-driven lighter-than-air aircraft that can be steered. (F2354, F2355, F2356, F2427)

airworthiness design standards, **ADS**, *n*—standards that identify acceptable means of compliance to the regulatory requirements for aircraft design for certified aircraft or the consensus standards such as ASTM F37, F38, or F39 for non-certified aircraft.

airworthiness directive, **AD**, *n*—regulation issued by the CAA that applies to aircraft, aircraft engines, propellers, or appliances when an unsafe condition exists and that condition is likely to exist or develop in other products of the same design. (F2639)

DISCUSSION—Airworthiness Directives (ADs) are legally enforceable regulations issued by the CAA to correct an unsafe condition in a product. Each CAA will have its own guidance on ADs. For FAA-issued Ads, this follows the guidance in 14 CFR 39.

airworthiness limitation, *n*—limitation applicable to an aircraft or article installed on an aircraft in the form of a life limit or a maintenance task that is mandatory to maintain the aircraft in airworthy condition. (F44)

alteration, *n*—modification of a product to establish a new airworthy configuration. (F44)

alternate electrical power source, *n*—second electrical power source such as batteries or other generating source such as an auxiliary power unit (APU) or ram air turbine (RAT) that may be used instead of the normal source. (F44)

American Institute of Aeronautics and Astronautics, **AIAA**, *n*—world’s largest technical society dedicated to the global aerospace profession. (F44)

American Society ASTM International, **ASTM**, *n*—globally recognized leader in the development and delivery of international voluntary consensus standards. (F44)

annual condition inspection, *n*—detailed inspection accomplished once a year on an aircraft in accordance with the applicable instructions for continued airworthiness. (F2483, F44)

DISCUSSION—The purpose of the inspection is to look for any wear, corrosion, or damage that would cause an aircraft to not be in a condition for safe operation.

appliance, *n*—any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight; is installed in or permanently attached to the aircraft; and is not part of an airframe, engine, or propeller. (F2639, 14 CFR Part 1)

arc fault circuit breaker, *n*—circuit breaker specifically designed to open when arcing faults are detected. (F2639)

aspect ratio, **AR**, *n*—wing span (b) squared divided by the wing area (S), b^2/S . (F2245, F2564)

auxiliary power unit, **APU**, *n*—any power unit delivering rotating shaft power, compressed air, or both, that is not intended for direct propulsion of an aircraft. (F44)

average design surface load, w , n —load divided by area. (F2564)

balanced field length, BFL, n —for airplanes with more than one engine, it is the minimum allowable runway length for a given airplane weight, configuration and atmospheric conditions as per field limitations. (FAA AC 120-62)

DISCUSSION—It corresponds to the point where the accelerate-go performance required is equal to (“balances”) the accelerate-stop performance required.

balloon, n —lighter-than-air aircraft that is not engine-driven and sustains flight through the use of either gas buoyancy or an airborne heater or both. (F2354, F2355, F2356, F2427)

best angle of climb, n —climb angle which produces the most altitude gain with least distance traveled horizontally (F44)

best angle of climb speed, V_x , n —the speed at which the aircraft will obtain the highest altitude in a given horizontal distance. (F2317/F2317M)

DISCUSSION—This best angle-of-climb speed normally increases slightly with altitude.

best rate of climb, n —climb rate that produces the most altitude gain in the least amount of time. (F44)

best rate of climb speed, V_y , n —speed at which the aircraft will obtain the maximum increase in altitude per unit of time. (F2317/F2317M)

DISCUSSION—This best rate-of-climb speed normally decreases slightly with altitude.

bill of materials, BOM, n —listing of the parts making up an assembly. (F44)

bus, n —connection that allows multiple devices to be connected to one another.

bus bar, n —heavy gauge metal wire or bar used as a common connection point for an electrical bus. (F44)

DISCUSSION—Sometimes used as a jumper between two high-current circuits.

calibrated airspeed, CAS, n —indicated airspeed of an aircraft corrected for position and instrument error; calibrated airspeed is equal to true airspeed in standard atmosphere at sea level. (FAA Part1, EASA CS1)

center of gravity, CG, n —point at which the entire weight of a body may be considered as concentrated so that if supported at this point the body would remain in equilibrium in any position. (TCCA, F2245, F2352, F2564)

certificate of airworthiness, CofA, n —a CAA document which grants authorization to operate an aircraft in flight. (F44)

chord, c , n —straight line distance joining the leading and trailing edges of an airfoil. (F2245)

circuit breaker, n —protective device for opening a circuit automatically when excessive current is flowing through the protective device and is resettable after the abnormal condition is removed. (F2639)

civil aviation authority, CAA, n —governmental agency responsible for regulation of civil-aviation-related activities in a country or jurisdiction, such as Agência Nacional de Aviação Civil, (ANAC) of Brazil, or Transport Canada Civil Aviation (TCCA). (F2425, F2563, F2507)

DISCUSSION—In some countries, only certain parts of the aviation activities are the responsibility of the CAA. For the purposes of this terminology, the activities are those related to aircraft, engine, propeller, and appliance certification and continued operational safety.

commercial part, n —part that is listed on an approved commercial parts list included in a design approval holder’s instructions for continued airworthiness and for which:

(1) The failure of the commercial part, as installed in the product, would not degrade the level of safety of the product; and

(2) The part is produced only under the commercial part manufacturer’s specification and marked only with the commercial part manufacturer’s markings. (14 CFR 21.1(b)(3), 21.50(c)(2))

compliance package, n —set of documents that provides objective, verifiable evidence for compliance to CAA regulations using CAA accepted means of compliance which may be industry consensus standards or applicant developed means of compliance. (F44)

compliance program, n —set of activities planned for, executed, and for which results are reviewed against CAA accepted industry consensus standards or applicant developed means of compliance for the purpose of declaring compliance to a particular standard. (F2930, F44)

conductor, n —wire or other material suitable for conducting electricity. (F2639)

consensus standard, n —for the purpose of certifying aircraft, an industry developed standard that applies to aircraft design, production, and airworthiness. (14 CFR Part 1.1)

DISCUSSION—It includes, but is not limited to, standards for aircraft design and performance, required equipment, manufacturer quality assurance systems, production acceptance test procedures, operating instructions, maintenance and inspection procedures, identification and recording of major repairs and major alterations, and continued airworthiness.

contact, n —electrical connectors in a switch, solenoid, or relay that controls the flow of current. (F2639)

continuing airworthiness, n —set of processes by which an aircraft, engine, propeller, or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life. (ICAO)

conventional fixed pitch propeller, n —one-piece fixed pitch propeller that is constructed of material such as wood or metal that has no abrupt changes in material properties as the blades transition through the hub area. (F2506)

crack, n —partial separation of material caused by corrosion, vibration, overloading, internal stresses, nicks, defective assemblies, fatigue, rapid changes in temperature, or other causes. (F2639)

- creepage**, *n*—conduction of electrical current along a surface between two points at different potentials. (F2639)
- critical engine failure takeoff speed**, V_{EF} , *n*—speed at which the critical engine is assumed to fail during takeoff.
- cruise**, *n*—condition during which the aircraft is in level flight or making altitude changes between the take-off and climb phase and the descent to landing phase. (F2490)
- data bus**, *n*—digitally based conduit for providing data from one or more sources to one or more receivers. (F44)
- demonstrated flight dive speed**, V_{DF}/M_{DF} , *n*—maximum speed at which it has been demonstrated there is an absence of excessive buffet, vibration, or controllability problems ($V_{DF} \leq V_D$). (14 CFR Part 1, F2317/F2317M, F2245, F2564)
- design and performance specification**, *n*—used herein to refer to Specifications F2245 and F2564. (F3035)
- design cruising speed**, V_C , *n*—maximum speed for which the aircraft has been designed for cruise flight. (14 CFR Part 1, F2245, F2564)
- design dive speed**, V_D/M_D , *n*—maximum speed for which the structure has been designed. (FAA Part 1, F2245, F2564)
- design flap speed**, V_F , *n*—maximum speed at which the aircraft can be flown at the selected flap deflection. (F2245, F2564)
- design maneuvering speed**, V_A , *n*—speed below which you can move a single flight control, one time, to its full deflection, for one axis of airplane rotation only (pitch, roll or yaw), in smooth air, without risk of damage to the airplane. (F2245, F2564, F2317/F2317M, F44)
- design maximum aircraft weight**, W_{MAX} , *n*—aircraft design maximum weight for LSA aircraft shall be the maximum weight for which the aircraft is designed. (F2317/F2317M)
DISCUSSION—This is acceptable for LSA aircraft but is inadequate definition for many of today’s Part 23 aircraft that have a maximum taxi weight, maximum takeoff weight, maximum landing weight, and maximum zero fuel weight that are all different.
- design maximum trike carriage weight**, W_{susp} , *n*—highest trike carriage weight at which compliance with each applicable structural loading condition and each applicable flight requirement is shown. (F2317/F2317M)
- design speed for maximum gust intensity**, V_B , *n*—the speed at which particular gust intensities apply in the determination of structural loads. (F44)
- design stall speed**, V_S , *n*—stalling speed or the minimum steady flight speed at which the airplane is controllable. (F2245, F2564, F44)
- design useful load**, *n*—load (other than structure, engine, enclosure, and systems) that an aircraft can carry while achieving the design defining performance requirements. (F2355, F44)
- drag coefficient**, C_D , *n*—nondimensional number whose value represents a relative magnitude of the resistance force of a body against a moving fluid environment, for example, to the free stream air flow in the case of an aircraft. (F2245, F2564, F44)
- dynamic pressure**, Q or q , *n*—pressure that would be exerted by a moving air flow against a body if it were brought to rest. (F2245, F2564, F44)
- electrical bonding**, *v*—general term applied to the process of electrically connecting two or more conductive objects. (F2639)
- electrical bus**, *n*—physically based conduit for providing electrical power from one or more sources to one or more loads. (F44)
- electrical source**, *n*—electrical equipment or device that produces, converts, stores, or transforms electrical power for subsequent use. (F2490, F44)
- electrical system**, *n*—consists of one or more electrical power sources with the electrical wiring interconnection system, protective devices, and power consumers. (F2490)
- electrical wiring interconnection system**, EWIS, *n*—any wire, wiring device, or combination of these, including termination devices, installed in any area of the aircraft for the purpose of transmitting electrical energy between two or more intended termination points. (F2799)
- electromagnetic interference**, EMI, *n*—also called radio-frequency interference or RFI when in radio frequency and is a disturbance that affects an electrical circuit because of either electromagnetic induction or electromagnetic radiation emitted from an external source. (F44)
- electronic engine control system**, EECS, *n*—engine control system in which the primary functions are provided using electronics. (EASA CS1)
DISCUSSION—It includes all the components (for example, digital, electrical, electronic, hydro-mechanical, and pneumatic) necessary for the control of the engine and may incorporate other control functions where desired.
- electrostatic discharge**, ESD, *n*—sudden flow of electricity between two electrically charged objects caused by contact. (F44)
- emergency electrical power operation**, *n*—condition that occurs following a loss of all normal electrical generating power sources or another malfunction that results in operation on an alternate electrical power source only or both. (F2490)
- equivalent airspeed**, EAS, *n*—calibrated airspeed of an aircraft corrected for adiabatic compressible flow for the particular altitude. (14 CFR Part 1, EASA CS1)
DISCUSSION—Equivalent airspeed is equal to calibrated airspeed in standard atmosphere at sea level.
- European Aviation Safety Agency**, EASA, *n*—agency of the European Union that serves as the CAA for contracting states. (EASA)

European Organization for Civil Aviation Equipment, EUROCAE, *n*—(1) nonprofit organization that was formed at Lucerne, Switzerland in 1963 to provide a European forum for resolving technical problems with electronic equipment for air transport;

(2) deals exclusively with aviation standardization (airborne and ground systems and equipment) and related documents as required to use in the regulation of aviation equipment and systems; and

(3) association composed of members who are all specialized in one or several technical fields of aeronautics and many of them are considered to be among world's leaders in their domain. (F44)

exhaust gas temperature, EGT, *n*—temperature of the exhaust gas exiting an engine. (F44)

fabricate, *v*—fabricate is a privilege under Part 145 to make parts within a maintenance task and release it under the maintenance release of the aircraft/component being serviced. (F44)

factor of safety, FOS, *n*—design factor (multiplier) used to provide for the possibility of loads greater than those assumed and uncertainties in design and fabrication. (ICAO, F2352)

DISCUSSION—Refer to ultimate load definition for relationship between factor of safety and ultimate load.

final takeoff speed, V_{FTO} , *n*—speed of the airplane that exists at the end of the takeoff path in the en-route configuration with one engine inoperative. (14 CFR Part 1, EASA CS1)

fireproof, *adj*—(1) With respect to materials and parts used to confine fire in a designated fire zone, means the capacity to withstand at least as well as steel in dimensions appropriate for the purpose for which they are used, the heat produced when there is a severe fire of extended duration in that zone and

(2) With respect to other materials and parts, means the capacity to withstand the heat associated with fire at least as well as steel in dimensions appropriate for the purpose for which they are used. (F2352, 14 CFR Part 1)

DISCUSSION—For materials, this is considered to be equivalent to the capability of withstanding a fire at least as well as steel or titanium in dimensions appropriate for the purposes for which they are used.

fire resistant, *adj*—(1) With respect to sheet or structural members, means the capacity to withstand the heat associated with fire at least as well as aluminum alloy in dimensions appropriate for the purpose for which they are used and

(2) With respect to fluid-carrying lines, fluid system parts, wiring, air ducts, fittings, and powerplant controls, means the capacity to perform the intended functions under the heat and other conditions likely to occur when there is a fire at the place concerned. (14 CFR Part 1)

DISCUSSION—For materials, this may be considered to be equivalent to the capability of withstanding a fire at least as well as aluminum alloy in dimensions appropriate for the purposes for which they are used.

fixed pitch propeller, *n*—propeller, the pitch of which cannot be changed, except by processes constituting a workshop operation. (EASA CS1, F2506, F44)

flame resistant, *adj*—not susceptible to combustion to the point of propagating a flame, beyond safe limits, after the ignition source is removed. (14 CFR, Part 1, EASA CS1)

flaps, *n*—trailing or leading edge devices to increase lift and drag. (F2245, F2564, F44)

DISCUSSION—Although most flaps are on the trailing edge, some flaps such as Krueger flaps are on the leading edge.

flight data recorder, FDR, *n*—device used to record specific aircraft parameters. (F44)

flight management system, FMS, *n*—specialized computer system that automates a wide variety of in-flight tasks, reducing the workload on the flight crew. (F44)

DISCUSSION—A primary function is in-flight management of the flight plan.

flight manual, FM, *n*—manual describing the operation of the aircraft and includes any limitations; normal, abnormal, and emergency procedures; and provides specific facts, information, and/or instructions about a particular aircraft and the operation of that aircraft. (F44)

DISCUSSION—For airplanes, this is identified as an airplane flight manual (AFM).

flight manual supplement, FMS, *n*—document that provides supplemental information, usually for equipment such as options or STCs that are not part of the basic aircraft and included in the main flight manual. (F44)

flight training supplement, FTS, *n*—document providing guidance for training for LSA aircraft. (F2457, F2745)

full authority digital engine control, FADEC, *n*—system consisting of digital computer, called an electronic engine controller (EEC) or engine control unit (ECU), and its related accessories that control all aspects of aircraft engine performance. (F44)

General Aviation Manufacturers Association, GAMA, *n*—international trade association representing over 80 of the world's leading manufacturers of general aviation airplanes and rotorcraft, engines, avionics, components and related services. (F44)

DISCUSSION—GAMA's members also operate repair stations, fixed-based operations, pilot and maintenance training facilities, and they manage fleets of aircraft.

gross weight, *n*—total aircraft systems weight at takeoff including fluids, crew, passengers, baggage, cargo, equipment, and so forth. (F2355, F2244)

ground adjustable propeller, *n*—propeller whose pitch setting is adjustable only when the aircraft is on the ground and the propeller is not rotating. (F2506)

heavy maintenance, *n*—any maintenance, inspection, repair, or alteration a manufacturer has designated that requires specialized training, equipment, or facilities. (F2483, F2584)

high-intensity radiated field, HIRF, *n*—radio frequency energy of a strength sufficient to adversely affect either a living