

## § 1.2

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surface of the earth until it touches it at the next point of landing.

*Traffic pattern* means the traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from, an airport.

*True airspeed* means the airspeed of an aircraft relative to undisturbed air. True airspeed is equal to equivalent airspeed multiplied by  $(\rho/\rho)^{1/2}$ .

### *Type:*

(1) As used with respect to the certification, ratings, privileges, and limitations of airmen, means a specific make and basic model of aircraft, including modifications thereto that do not change its handling or flight characteristics. Examples include: DC-7, 1049, and F-27; and

(2) As used with respect to the certification of aircraft, means those aircraft which are similar in design. Examples include: DC-7 and DC-7C; 1049G and 1049H; and F-27 and F-27F.

(3) As used with respect to the certification of aircraft engines means those engines which are similar in design. For example, JT8D and JT8D-7 are engines of the same type, and JT9D-3A and JT9D-7 are engines of the same type.

*United States*, in a geographical sense, means (1) the States, the District of Columbia, Puerto Rico, and the possessions, including the territorial waters, and (2) the airspace of those areas.

*United States air carrier* means a citizen of the United States who undertakes directly by lease, or other arrangement, to engage in air transportation.

*Unmanned aircraft* means an aircraft operated without the possibility of direct human intervention from within or on the aircraft.

*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.

*Warning area*. A warning area is airspace of defined dimensions, extending from 3 nautical miles outward from the 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]

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 at [www.fdsys.gov](http://www.fdsys.gov).

### § 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.

*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.

*FFS* means full flight simulator.

*FM* means fan marker.