



Postal Address: P.O. Box 3000  
2130 KA Hoofddorp  
Visiting Address: Saturnusstraat 8-10  
The Netherlands  
Tel.: 31 (0)23 - 5679700  
Fax: 31 (0)23 - 5621714

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Your reference number:

## JAR-1: DEFINITIONS

Please find attached a copy of Amendment 6 to JAR-1, effective 1 November 2004.

Following the establishment of the European Aviation Safety Agency in September 2003 and the adoption of EASA Implementing Rules (IR), Certification Specifications (CS), and Acceptable Means of Compliance and Guidance Material (AMC) the Joint Aviation Authorities Committee made the decision that in future the JAA would publish amendments to the airworthiness JARs by incorporation of reference to EASA Implementing Rules, AMC and CS. Such publications would have a JAA cover with reference to the relevant EASA document, as well as any differences to it agreed by the JAA.

For JAR-1 this means that all the airworthiness definitions have been removed from JAR-1 and replaced by a reference to the relevant EASA document, containing this definition.

Inge R Steenberg  
Assistant to Regulation Director

Book Supplement

# **Joint Aviation Requirements**

**JAR-1**

**Definitions  
and Abbreviations**

# **Joint Aviation Requirements**

## **JAR-1 Definitions and Abbreviations**

Amendment 6  
1 November 2004

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The members of the Joint Aviation Authorities Committee are representatives of the Civil Aviation Authorities of the countries that have signed the 'Arrangements Concerning the Development and the Acceptance of Joint Aviation Requirements'. A list of these countries is kept by European Civil Aviation Conference, 3 bis Villa Emile Bergerat, 92522 NEUILLY SUR SEINE Cedex, France.\*

[Further printed copies of the Joint Aviation Authorities Documents can be purchased from Global Engineering Documents, whose world wide offices are listed on the JAA website ([www.jaa.nl](http://www.jaa.nl)) and Global website ([www.global.ihs.com](http://www.global.ihs.com)).

For electronic versions of Joint Aviation Authorities Documents please refer to the website of Information Handling Services (IHS) on [www.ihsaviation.com](http://www.ihsaviation.com), where you will find information on how to order.

Enquiries regarding the contents should be addressed to Central JAA, Saturnusstraat 8–10, PO Box 3000, 2130 KA HOOFFDORP, Netherlands (Fax No. (31) 23 5621714). ]

\* These countries are:-

[Albania, Armenia, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, European Aviation Safety Agency, Finland, Former Yugoslav Republic of Macedonia (FYROM), France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Monaco, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine & United Kingdom.]

**CONTENTS**

**JAR-1**

**DEFINITIONS**

FOREWORD

CHECK LIST OF PAGES

PREAMBLES

SECTION 1 - DEFINITIONS AND ABBREVIATIONS

SECTION 2 - ACCEPTABLE MEANS OF COMPLIANCE (AMC) / INTERPRETATIVE & EXPLANATORY MATERIAL (IEM)

JAR-1

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**JAR-1**

**FOREWORD**

- 1 The Civil Aviation Authorities of certain European countries have agreed common comprehensive and detailed aviation requirements (referred to as the Joint Aviation Requirements (JAR) with a view to minimising Type Certification problems on joint ventures, and also to facilitate the export and import of aviation products.
- 2 The JAR are recognised by the Civil Aviation Authorities of participating countries as an acceptable basis for showing compliance with their national airworthiness codes.
- 3 This JAR-1 contains definitions and abbreviations of terms used in other JAR Codes. JAR-1 is based partly on those definitions contained in ICAO Annexes, and partly on the Federal Aviation Administration's FAR Part 1.
- 4 Definitions which are identical to those in the ICAO Annexes are marked thus #. Definitions which are identical to those in FAR Part 1 are marked thus \*.
- 5 New, amended and corrected text is enclosed within heavy brackets.

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JAR-1

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## JOINT AVIATION REQUIREMENTS

### CHECK LIST of PAGES

#### JAR-1 DEFINITIONS

AMENDMENT 6, DATED 01.11.04

The following pages of JAR-1 are now current:

<i>Page No.</i>	<i>Legend</i>	
Title Page	Amendment 6	01.11.04
ii	Amendment 6	01.11.04
C-1	Amendment 6	01.11.04
C-2	Amendment 6	01.11.04
F-1	Amendment 6	01.11.04
F-2	Amendment 6	01.11.04
CL-1	Amendment 6	01.11.04
CL-2	Amendment 6	01.11.04
P-1	Change 5	15 July 1996
P-2	Change 5	15 July 1996
P-3	Change 5	15 July 1996
P-4	Amendment 6	01.11.04

### SECTION 1

1-1	Amendment 6	01.11.04
1-2	Amendment 6	01.11.04
1-3	Amendment 6	01.11.04
1-4	Amendment 6	01.11.04
1-5	Amendment 6	01.11.04
1-6	Amendment 6	01.11.04
1-7	Amendment 6	01.11.04
1-8	Amendment 6	01.11.04
1-9	Amendment 6	01.11.04
1-10	Amendment 6	01.11.04
1-11	Amendment 6	01.11.04
1-12	Amendment 6	01.11.04
1-13	Amendment 6	01.11.04
1-14	Amendment 6	01.11.04
1-15	Amendment 6	01.11.04
1-16	Amendment 6	01.11.04
1-17	Amendment 6	01.11.04
1-18	Amendment 6	01.11.04

**JAR-1**

*Page No.*

*Legend*

**SECTION 2**

2-1	Amendment 6	01.11.04
2-2	Amendment 6	01.11.04

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## JAR-1

### PREAMBLES

#### JAR-1

First Issue

Effective: 9.4.76

This issue of JAR-1 contains definitions and abbreviations pertinent to those Parts of JAR so far issued, hence no reference will be found, for example, to helicopters or helicopter engines.

JAR-1 will be amended as necessary when other Parts of JAR are issued.

Amendment 1

Effective: 30.11.77

Definitions of ' $V_D/M_D$ ', ' $V_{Tmax}$ ' and ' $V_3$ ' have been added.

Definitions of various terms and abbreviations used in the oxygen system requirements of JAR-25, Sub-part F, have been added.

Definitions of 'Fireproof', 'Fire-resistant' and 'Standard Flame' have been added.

A definition of 'Harness' has been added.

Amendment 2

Effective: 4.8.80

Definitions of 'TSO' and 'MIL Spec' have been added.

Definitions of 'Detent', 'Gate' and 'Safety Catch' have been added.

The definition of 'Accelerate-stop Distance' has been deleted.

A definition of ' $V_1$ ' has been added.

A definition of 'Notice of Proposed Amendment' has been added.

The definition of 'True Airspeed' has been amended.

Definitions of 'Sailplane' and 'Powered Sailplane' have been added.

Definitions of ' $V_H$ ' and ' $V_Y$ ' have been added.

A definition of 'NPA' has been added.

Amendment 3

Effective: 1.7.81

A definition of 'Normal operating differential pressure' has been added.

A definition of ' $V_T$ ' has been added.

A definition of ' $V_W$ ' has been added.

## JAR-1

Change 4

Effective: 1.6.87

The main purpose of this amendment is to incorporate the engine and propeller definitions which have been temporarily included in JAR-E. The definitions will be deleted from JAR-E by a future amendment.

Also, the definitions applicable to auxiliary power units from JAR-APU have been incorporated.

The following other amendments have also been made:-

An amendment to the JAR Secretariat address on page ii.

Addition of new paragraphs to the Foreword and revision of other paragraphs.

Incorporation of minor editorial improvements in several places.

Boxes have been put round the National Variants.

Addition of the definition of  $V_{S1g}$ .

Change 5

Effective 15.7.96

The main purpose of this Amendment is to incorporate the priority definitions contained in NPA 1-7. Many of these derive from the need for definitions following the adoption of JAR-OPS. NPA 1-5 'Rotorcraft definitions', drafted following the adoption of JAR-27 & JAR-29, is also incorporated in this amendment. A number of definitions arising from NPA 25D-181 Rev 3 & NPA 1-2 are included. NPA 25D-181 Rev 3 allows for the deletion of the remaining National Variants in JAR-1 (French NVs for Fireproof & Fire-resistant).

The following amendments have been made:-

An amendment to the addresses and the list of JAA member States on page ii.

Revision of the Foreword.

Incorporation of minor editorial improvements in several places.

A definition of 'Accepted/Acceptable' has been added, arising from NPA 1-7.

A definition of 'Aerial Work' has been added, arising from NPA 1-7.

The definition of 'Aircraft' has been amended, arising from NPA 1-7.

A definition of 'Aircraft Type' has been added, arising from NPA 1-7.

The definition of 'Approved' has been deleted, and is replaced by a definition of 'Approved by the Authority', arising from NPA 1-7.

The definition of 'Authority' has been amended, arising from NPA 1-7.

A definition of 'Autorotation' has been added, arising from NPA 1-5.

A definition of 'Auxiliary rotor' has been added, arising from NPA 1-5.

A definition of 'Category' has been added, arising from NPA 1-5 & NPA 1-7.

## JAR-1

The definition of 'Category II operation' is deleted, arising from 'Category' in NPA 1-7.

A definition of 'Commercial Air Transportation' has been added, arising from NPA 1-7.

The definition of 'Commuter aeroplane category', introduced into OP 1/91/1 (NPA 1-4) is deleted, arising from NPA 1-7.

A definition of 'Engine Type' has been added, arising from NPA 1-7.

A definition of 'External load' has been added, arising from NPA 1-5.

A definition of 'External-load attaching means' has been added, arising from NPA 1-5.

A definition of 'Final take-off speed' has been added, arising from NPA 1-2.

The definition of 'Fireproof' has been amended, arising from NPA 25D-181 Rev 3.

The French NV for 'Fireproof' has been deleted, arising from NPA 25D-181 Rev 3.

The definition of 'Fire-resistant' has been amended, arising from NPA 25D-181 Rev 3.

The French NV for 'Fire-resistant' has been deleted, arising from NPA 25D-181 Rev 3.

The definition of 'Flight Time' has been amended, arising from NPA 1-7.

A definition of 'Gyroplane' has been added, arising from NPA 1-5.

A definition of 'Helicopter' has been added, arising from NPA 1-5 & NPA 1-7.

A definition of 'Heliport' has been added, arising from NPA 1-5.

The definition of 'Large aeroplane' has been amended, first by OP 1/91/1 (NPA 1-4), and subsequently further amended by NPA 1-7.

A definition of 'Main rotor(s)' has been added, arising from NPA 1-5.

A definition of 'Maintenance' has been added, arising from NPA 1-7.

A definition of 'Reference landing speed' has been added, arising from NPA 1-2.

A definition of 'Rotorcraft' has been added, arising from NPA 1-5.

A definition of 'Rotorcraft-load combination' has been added, arising from NPA 1-5.

The definition of 'Standard Flame' is deleted, arising from NPA 25D-181 Rev 3.

A definition of 'Take-off safety speed' has been added, arising from NPA 1-5.

Texts in Section 2 have been re-named as either IEM or AMC from the existing title, 'ACJ'.

The definition of 'CAT II' is deleted, arising from the introduction 'Category' in NPA 1-7.

A definition of 'LDP' has been added, arising from NPA 1-5.

A definition of 'OEI' has been added, arising from NPA 1-5.

A definition of 'rpm' has been added, arising from NPA 1-5.

## JAR-1

A definition of 'TDP' has been added, arising from NPA 1-5.

The definition of 'V<sub>AT</sub>' is deleted, arising from NPA 1-2.

A definition of 'V<sub>FTO</sub>' has been added, arising from NPA 1-2.

A definition of 'V<sub>REF</sub>' has been added, arising from NPA 1-2.

A definition of 'V<sub>TOSS</sub>' has been added, arising from NPA 1-5.

An IEM to 'Commercial Air Transportation' has been added, arising from NPA 1-7.

## Amendment 6

01.11.04

The purpose of this amendment is to introduce NPAs 1-8, 1-10, 1-6, and to delete airworthiness definitions, making reference to EASA CS Definitions.

The following amendments have been made:

Definition of 'Acceleration Datum Conditions' has been deleted, arising from NPA 1-6.

Definition of 'Civil Aircraft' has been added, arising from NPA 1-8.

Definition of 'Class' has been added, arising from NPA 1-8.

Definition of 'Commander' has been added, arising from NPA 1-8.

Definition of 'Co-pilot' has been added, arising from NPA 1-8.

Definition of 'Microlight' has been added, arising from NPA 1-10.

Definition of 'Pilot-in-Command' has been added, arising from NPA 1-8.

Definition of 'Pilot flying (PF)' has been added, arising from NPA 1-8.

Definition of 'Pilot not flying (PNF)' has been added, arising from NPA 1-8.

Definition of 'PF' has been added, arising from NPA 1-8.

Definition of 'PNF' has been added, arising from NPA 1-8.

An IEM for the Definition of 'Class' has been added, arising from NPA 1-8.

An IEM for the Definition of 'Commander' has been added, arising from NPA 1-8.

An IEM for the Definition of 'Pilot flying' has been added, arising from NPA 1-8.

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*JAR 1.1 General Definitions*

**'Accepted/Acceptable'** means not objected to by the Authority as suitable for the purpose intended.

[Ch. 5, 15.7.96]

**'Adjustable Pitch Propeller'**  
[ ]

[Amdt. 6, 01.11.04]

**#'Aerial Work'** means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

[Ch. 5, 15.7.96]

**\*'Aerodynamic coefficients'**  
ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*'Aeroplane'**  
ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**\*'Airborne'**  
ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**#'Aircraft'**  
ref. EASA CS-Definitions.

[Ch. 5, 15.7.96]

**'Aircraft Type'** as used with respect to;

- a. licensing and operations of flight crew, is defined in JAR-FCL;
- b. type certification of aircraft, is defined in JAR-21;
- c. cabin crew, is defined in JAR-OPS; or
- d. certifying staff, is defined in JAR-145.

[Ch. 5, 15.7.96]

**'Aircraft Variant'** as used with respect to the licensing and operation of flight crew, means an aircraft of the same basic certificated type which contain modifications not resulting in significant changes of handling and/or flight characteristic, or flight crew complement, but causing significant changes to equipment and/or procedures.

[Ch. 5, 15.7.96]

**\*'Airframe'**  
ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*'Alternate airport'** means an airport at which an aircraft may land if a landing at the intended airport becomes inadvisable.

**‘Applicant’** means a person applying for approval of an aircraft or any part thereof.

[ ]

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘Approved by the Authority’** means documented by the Authority as suitable for the purpose intended.

[Ch. 5, 15.7.96]

**‘Atmosphere, International Standard’**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘Authority’** means the competent body responsible for the safety regulation of Civil Aviation. (See IEM 1.1, Authority).

[Ch. 5, 15.7.96]

**\*‘Autorotation’**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**Auxiliary Power Units:–**

**Definitions applicable to auxiliary power units:–**

a. **‘Accessory drives’**

[ ]

b. **‘Auxiliary Power Unit (APU)’**.

[ ]

c. **‘Blade’**.

[ ]

d. **‘Compressor air’**.

[ ]

e. **‘Containment’**.

[ ]

f. **‘Critical rotor stage’**.

[ ]

g. **‘Demonstrate’**.

[ ]

h. **‘Essential APU’**.

[ ]

i. **‘High energy rotor’**.

[ ]

j. **‘Major part’**.

[ ]

k. **‘Maximum allowable speed’**.

[ ]

l. **‘Maximum allowable temperature’**.

[ ]



m. **'Minor part'**.

[ ]

n. **'Non-essential APU'**.

[ ]

o. **'Output provisions'**.

[ ]

p. **'Rated output'**.

[ ]

q. **'Rated temperature'**.

[ ]

r. **'Rotor'**.

[ ]

s. **'Start'**.

[ ]

t. **'Substantiate'**.

[ ]

u. **'Type'**.

[ ]

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**'Auxiliary rotor'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**'Beta Control'**

ref. EASA CS-P.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**'Boost Pressure'**

ref. EASA CS-E.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**\*'Brake Horsepower'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*'Calibrated airspeed'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'Category'** as used with respect to;

a. licensing of flight crew, is defined in JAR-FCL;

b. [ ];

c. [ ];

d. aerodrome operating minima required in JAR-OPS, is defined in JAR-OPS 1.430;

e. [ ]; or

f. all weather operations in accordance with JAR-OPS, is defined in JAR-OPS 1.430.

[ ]

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**'Charge Cooling'**

ref. EASA CS-Definitions and CS-E.

[Amdt. 6, 01.11.04]

**'Clearway'** means, for turbine engine powered aeroplanes certificated after August 29, 1959, an area beyond the runway, not less than 152 m (500 ft) wide, centrally located about the extended centreline of the runway, and under the control of the airport authorities. The clearway is expressed in terms of a clearway plane, extending from the end of the runway with an upward slope not exceeding 1.25%, above which no object or terrain protrudes. However, threshold lights may protrude above the plane if their height above the end of the runway is 0.66 m (26 ins) or less and if they are located to each side of the runway.

**[ 'Civil Aircraft'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**[ 'Class'**

- a. As used with respect to aeroplanes means a group of single-pilot aeroplane types having similar handling and flight characteristics.
- b. Reserved.
- c. Reserved. ]

[Amdt. 6, 01.11.04]

**Climates, Standard**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**[ 'Commander'** as used with respect to aircraft operations, is defined in JAR-OPS. ]

[Amdt. 6, 01.11.04]

**'Commercial Air Transportation'** means the transportation by air of passengers, cargo or mail for remuneration or hire. (See IEM 1.1, Commercial Air Transportation.)

[Ch. 5, 15.7.96]

**'Component, Parts, Appliances, Product'**

Ref. EASA Basic Regulation and IR Maintenance

[Amdt. 6, 01.11.04]

**'Continuous Maximum Icing'** (see 'Icing Atmospheric Conditions')

[Ch. 4, 1.6.87]

**[ 'Co-pilot'** means a pilot serving in any piloting capacity other than as pilot-in-command or commander, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating. ]

[Amdt. 6, 01.11.04]

**\*Crewmember** means a person assigned to perform duty in an aircraft during flight time.

**'Critical Altitude'**

[ ]

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**\*Critical Engine**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'Critical Part.'** Engine Critical Part

ref. EASA CS-E.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**'Decision Height'**, with respect to the operation of aircraft, means the wheel height above the runway elevation by which a go-around must be initiated unless adequate visual reference has been established and the aircraft position and approach path have been visually assessed as satisfactory to continue the approach and landing in safety.

[Ch. 4, 1.6.87]

**'Detent'**

ref. EASA CS-Definitions.

[Ch. 2, 4.8.80; Amdt. 6, 01.11.04]

**'Engine'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'Engine Dry Weight'.**

[ ]

[Amdt. 6, 01.11.04]

**'Engine Type'.**

[ ]

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**\*Equivalent airspeed'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'Exhaust Gas Temperature'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'External load'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**\*External load attaching means'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**'False Start'**

[ ]

[Amdt. 6, 01.11.04]

**‘Feathered Pitch’**

[ ]

[Amdt. 6, 01.11.04]

**‘Final take-off speed’**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**‘Fireproof.’**

ref. EASA CS-Definitions.

[Ch. 1, 30.11.77; Ch. 4, 1.6.87; Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**‘Fire-resistant.’**

ref. EASA CS-Definitions.

[Ch. 1, 30.11.77; Ch. 4, 1.6.87; Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**‘First aid oxygen’** means the additional oxygen provided for the use of passengers, who do not satisfactorily recover following subjection to excessive cabin altitudes, during which they had been provided with supplemental oxygen.

**‘Fixed Pitch Propeller’**

[ ]

[Amdt. 6, 01.11.04]

**‘Flame resistant’**

[ ]

[Amdt. 6, 01.11.04]

**‘Flammable’**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**‘Flap extended speed’**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**‘Flash resistant’**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*‘Flight crewmember’** means a pilot, flight engineer, or flight navigator assigned to duty in an aircraft during flight time.

**‘Flight Time’** as used with respect to;

- a. licensing of flight crew, is defined in JAR–FCL;
- b. aircraft operations, is defined in JAR–OPS;

[ ]

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**‘Gate’**

[ ]

[Amdt. 6, 01.11.04]

**'Ground Idling Conditions'**

[ ]

[Amdt. 6, 01.11.04]

**'Gyroplane'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**'Harness'**

ref. EASA CS-Definitions.

[Ch. 1, 30.11.77; Amdt. 6, 01.11.04]

**\*'Helicopter'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**\*'Heliport'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**'Icing Atmospheric Conditions'.**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**\*'IFR conditions'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*'Indicated airspeed'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*'Instrument'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'Intermittent Maximum Icing'** (see 'Icing Atmospheric Conditions')

[Ch. 4, 1.6.87]

**\*'Landing gear extended speed'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*'Landing gear operating speed'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'Large aeroplane'**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**\*'Load factor'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*‘Mach number’**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**‘Main rotor(s)’**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**‘Maintenance’**

ref. EASA IR Maintenance.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**‘Manifold Pressure’**

ref. EASA CS-E.

[Amdt. 6, 01.11.04]

**‘Maximum Engine Overspeed’**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘Maximum Engine Overspeed(s)’**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘Maximum Engine Over-torque’**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘Maximum Power-turbine Overspeed’**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘Maximum Exhaust Gas Overtemperature’**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘Maximum Power-turbine Speed for Autorotation’**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘Maximum Governed Rotational Speed’**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘Maximum Permissible Rotational Speed’**

(ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘Maximum Propeller Overspeed’**

(ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

[ **‘Microlight’** is an aeroplane having no more than two seats,  $V_{so}$  not exceeding 35 knots (65 KM/h) CAS, and a maximum take-off mass of no more than:-

- 300 kg for a landplane, single seater; or
- 450 kg for a landplane, two-seater; or
- 330 kg for an amphibian or floatplane, single seater; or
- 495 kg for an amphibian or floatplane, two-seater, provided that a microlight capable of operating as both a floatplane and a landplane falls below both MTOM limits, as appropriate.

Note: Foot-launched aircraft are excluded from this definition. ]

[Amdt. 6, 01.11.04]

**‘Minimum Drainage Period After a False Start’**

[ ]

[Amdt. 6, 01.11.04]

**‘Minimum Governed Rotational Speed’**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘Minimum Take-off Crankshaft Rotational Speed’**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**‘Modified Engine’**

[ ]

[Amdt. 6, 01.11.04]

**‘Modified Propeller’**

[ ]

[Amdt. 6, 01.11.04]

**‘Module’.**

[ ]

[Amdt. 6, 01.11.04]

[Ch. 4, 1.6.87]

**‘New Engine’**

[ ]

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘New Propeller’**

[ ]

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**‘Normal operating differential pressure’**

ref. EASA CS-Definitions.

[Ch. 3, 1.7.81; Amdt. 6, 01.11.04]

**‘Notice of Proposed Amendment’** means a notice of a proposed amendment to a JAR Code.

[Ch. 2, 4.8.80; Ch. 4, 1.6.87]

**‘Overhauled Engine or Module’**

[ ]

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**'Overhauled Propeller'**

[ ]

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

[ ] **'Pilot in command'** means the pilot [ who is ] responsible for the operation and safety of an aircraft during flight time.

[Amdt. 6, 01.11.04]

[ **'Pilot flying (PF)'** means the pilot, who for the time being, is in charge of the controls of an aircraft. ]

[Amdt. 6, 01.11.04]

[ **'Pilot not flying (PNF)'** means the pilot who is assisting the *Pilot flying* in accordance with the multi-crew co-operatoin concept, when the required flight cres is more than one. ]

[Amdt. 6, 01.11.04]

**Piston Engines :-****Power definitions applicable to engines for aeroplanes and helicopters:-**a. **'Take-off Power'**

[ ]

b. **'Take-off Power Rating'**

[ ]

c. **Maximum Continuous Power'**

[ ]

d. **'Maximum Continuous Power Rating'**

[ ]

e. **'Maximum Recommended Cruising Power Conditions'**

[ ]

f. **'Maximum Best Economy Cruising Power Conditions'**

[ ]

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**'Pitch Setting'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'Powered sailplane'**

ref. EASA CS-Definitions.

[Ch. 2, 4.8.80; Amdt. 6, 01.11.04]

**'Propeller'**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**'Propeller Equipment'**

[ ]

[Amdt. 6, 01.11.04]

**'Protective breathing equipment'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]



**'Prototype Engine'**

[ ]

[Amdt. 6, 01.11.04]

**'Prototype Propeller'**

[ ]

[Amdt. 6, 01.11.04]

**'Reference landing speed'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**'Reverse Pitch'**

[ ]

[Amdt. 6, 01.11.04]

**'Rotational Direction of Equipment'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'Rotational Speed'**

[ ]

[Amdt. 6, 01.11.04]

**'Rotational Speed'**

[ ]

[Amdt. 6, 01.11.04]

**\*'Rotorcraft'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**\*'Rotorcraft-load combination'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**'Safety catch'**

ref. EASA CS-Definitions.

[Ch. 2, 4.8.80; Amdt. 6, 01.11.04]

**'Sailplane'**

ref. EASA CS-Definitions.

[Ch. 2, 4.8.80; Amdt. 6, 01.11.04]

**'Series Propeller'**

[ ]

[Amdt. 6, 01.11.04]

**'Standard Atmosphere'** See 'Atmosphere, International Standard'.**\*'Stopway'**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**'Supplemental oxygen'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*'Take-off safety speed'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**Terms associated with probabilities (for engines):-**

NOTE: Because an Effect can only be assessed in relation to a complete aircraft and as, for airworthiness purposes, each category of Effect is related to a particular frequency of occurrence, the definitions and associated numerical values are given in aircraft terms (hours in flight).

**Frequency of occurrences:-**a. **'Reasonably Probable'**b. **'Remote'**c. **'Extremely Remote'**

ref. EASA CS-E.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**'Total Equivalent Static Power'**

[ ]

[Amdt. 6, 01.11.04]

**\*'True airspeed'**

ref. EASA CS-Definitions.

[Ch. 2, 4.8.80; Amdt. 6, 01.11.04]

**Turbine Engines:-****Power/thrust definitions applicable to engines for aeroplanes and helicopters:-**a. **'[ 2½-Minute OEI ] Power and/or Thrust'**b. **'[ 2½-Minute OEI ] Power and/or Thrust Rating'**c. **'Take-off Power and/or Thrust'.**d. **'Take-off Power and/or Thrust Rating'**e. **'[ Continuous OEI ] Power and/or Thrust'.**f. **'[ Continuous OEI ] Power and/or Thrust Rating'**g. **'30-Minute [ OEI ] Power'**h. **'30-Minute [ OEI ] Power Rating'**j. **'Maximum Continuous Power and/or Thrust'.**k. **'Maximum Continuous Power and/or Thrust Rating'**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**'Variable Pitch Propellers'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

*JAR 1.2 Abbreviations and symbols*

**'ACJ'** means Advisory Circular, Joint.

**'APU'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'BTPS'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'BTPD'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*\*CAS'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*\*EAS'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*\*IAS'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*\*ICAO'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*\*IFR'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*\*ILS'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'JAR'** means Joint Aviation Requirements.

**'LDP'** with respect to rotorcraft means the landing decision point.

[Ch. 5, 15.7.96]

**\*\*M'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'MIL Spec'**

ref. EASA CS-Definitions.

[Ch. 2, 4.8.80; Amdt. 6, 01.11.04]

**'NPA'**

ref. EASA CS-Definitions.

[Ch. 2, 4.8.80; Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**'NTPD'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*'OEI'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

[ **'PF'** means Pilot flying. ]

[Amdt. 6, 01.11.04]

[ **'PNF'** means Pilot not flying. ]

[Amdt. 6, 01.11.04]

**'rpm'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**'STPD'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'TAS'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'TSO'** means Technical Standard Order.

[Ch. 2, 4.8.80]

**'TDP'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**\*'V<sub>A</sub>'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*'V<sub>B</sub>'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*'V<sub>C</sub>'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'V<sub>D</sub>/M<sub>D</sub>'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>DF</sub>/M<sub>DF</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**[ 'V<sub>EF</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>F</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'V<sub>F1</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>Fc</sub>/M<sub>Fc</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>FE</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'V<sub>FTO</sub>**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**##V<sub>FR</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'V<sub>H</sub>**

ref. EASA CS-Definitions.

[Ch. 2, 4.8.80; Amdt. 6, 01.11.04]

**\*V<sub>Hf</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>LE</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>Lo</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>LOF</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>MC</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'V<sub>MCA</sub>'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'V<sub>MCG</sub>'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'V<sub>MCI</sub>'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>MO</sub>/M<sub>MO</sub>'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>MU</sub>**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>NE</sub>'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>R</sub>'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**\*V<sub>RA</sub>'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**'V<sub>REF</sub>'**

ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

**'V<sub>S</sub>'**

ref. EASA CS-Definitions.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

**'V<sub>SO</sub>'**

ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

**[ V<sub>SR</sub>'**

ref. EASA CS-Definitions. ]

[Amdt. 6, 01.11.04]

**[ V<sub>SRO</sub>'**

ref. EASA CS-Definitions. ]

[Amdt. 6, 01.11.04]

[  $V_{SR1}$ '  
ref. EASA CS-Definitions. ]

[Amdt. 6, 01.11.04]

[  $V_{Sw}$ '  
ref. EASA CS-Definitions. ]

[Amdt. 6, 01.11.04]

' $V_{S1}$ '  
ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

' $V_{S1g}$ '  
ref. EASA CS-22.

[Ch. 4, 1.6.87; Amdt. 6, 01.11.04]

' $V_T$ '  
ref. EASA CS-Definitions.

[Ch. 3, 1.7.81; Amdt. 6, 01.11.04]

' $V_T$ '  
ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

' $V_{Tmax}$ '  
ref. EASA CS-Definitions.

[Ch. 1, 30.11.77; Amdt. 6, 01.11.04]

\*' $V_{Tross}$ '  
ref. EASA CS-Definitions.

[Ch. 5, 15.7.96; Amdt. 6, 01.11.04]

' $V_W$ '  
ref. EASA CS-22.

[Ch. 3, 1.7.81; Amdt. 6, 01.11.04]

\*' $V_Y$ '  
ref. EASA CS-Definitions.

[Ch. 2, 4.8.80; Amdt. 6, 01.11.04]

[ ' $V_1$ '  
ref. EASA CS-Definitions. ]

[Ch. 2, 4.8.80; Amdt. 6, 01.11.04]

\*' $V_2$ '  
ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

\*' $V_{2min}$ '  
ref. EASA CS-Definitions.

[Amdt. 6, 01.11.04]

' $V_3$ '  
ref. EASA CS-Definitions.

[Ch. 1, 30.11.77; Amdt. 6, 01.11.04]



IEM 1.1

**Authority**

See JAR 1.1

In this context, 'regulation' means not only the drafting of requirements, but also, though not limited to, such activities as implementation, interpretation and application of the statutory aviation requirements.

[Ch. 5, 15.7.96]

[ IEM 1.1

**Class**

See JAR 1.1

Aeroplane classes may comprise aeroplanes having different type certification bases or be variants of certificated types.

The establishment of class ratings for single pilot aeroplanes not requiring a type rating is set out in JAR-FCL 1.215(a). ]

[Amdt. 6, 01.11.04

IEM to JAR 1.1

**Climates, standard**

ref. EASA CS-Definitions.

[Ch. 3, 1.7.81; Amdt. 6, 01.11.04]

[ IEM 1.1

**Commander**

See JAR 1.1

The requirements for the commander's functions and responsibilities are found in JAR-OPS. ]

[Amdt. 6, 01.11.04]

IEM 1.1

**Commercial Air Transportation**

See JAR 1.1

Commercial Air Transportation is not intended to cover Aerial Work or Corporate Aviation.

[Ch. 5, 15.7.96]

[ IEM 1.1

**Pilot flying**

See JAR 1.1

This is a task assignment only and should not be confused with the command authority of the pilot-in-command. ]

[Amdt. 6, 01.11.04]

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