

creditable. It also includes errors in the documentation used to support the FSTD (e.g., MQTG errors, information missing from the MQTG, or required statements from appropriately qualified personnel).

*Downgrade*—a permanent change in the qualification level of an FSTD to a lower level.

*Driven*—a test method where the input stimulus or variable is positioned by automatic means, usually a computer input.

*Electronic Copy of the MQTG*—an electronic copy of the MQTG provided by an electronic scan presented in a format, acceptable to the NSPM.

*Electronic Master Qualification Test Guide*—an electronic version of the MQTG (eMQTG), where all objective data obtained from airplane testing, or another approved source, together with correlating objective test results obtained from the performance of the FSTD and a description of the equipment necessary to perform the evaluation for the initial and the continuing qualification evaluations is stored, archived, or presented in either reformatted or digitized electronic format.

*Engine*—as used in this part, the appliance or structure that supplies propulsive force for movement of the aircraft: i.e., The turbine engine for turbine powered aircraft; the turbine engine and propeller assembly for turbo-propeller powered aircraft; and the reciprocating engine and propeller assembly for reciprocating engine powered aircraft. For purposes of this part, engine failure is the failure of either the engine or propeller assembly to provide thrust higher than idle power thrust due to a failure of either the engine or the propeller assembly.

*Evaluation*—with respect to an individual, the checking, testing, or review associated with flight crewmember qualification, training, and certification under parts 61, 63, 121, or 135 of this chapter. With respect to an FSTD, the qualification activities for the device (e.g., the objective and subjective tests, the inspections, or the continuing qualification evaluations) associated with the requirements of this part.

*Fictional Airport*—a visual model of an airport that is a collection of “non-real world” terrain, instrument approach procedures, navigation aids, maps, and visual modeling detail sufficient to enable completion of an Airline Transport Pilot Certificate or Type Rating.

*Flight Experience*—recency of flight experience for landing credit purposes.

*Flight Simulation Training Device (FSTD)*—a full flight simulator (FFS) or a flight training device (FTD). (Part 1)

*Flight Test Data*—(a subset of objective data) aircraft data collected by the aircraft manufacturer or other acceptable data supplier during an aircraft flight test program.

*Flight Training Device (FTD)*—a replica of aircraft instruments, equipment, panels, and controls in an open flight deck area or an enclosed aircraft flight deck replica. It includes the equipment and computer programs necessary to represent aircraft (or set of aircraft) operations in ground and flight conditions having the full range of capabilities of the systems installed in the device as described in part 60 of this chapter and the qualification performance standard (QPS) for a specific FTD qualification level. (Part 1)

*Free Response*—the response of the FSTD after completion of a control input or disturbance.

*Frozen*—a test condition where one or more variables are held constant with time.

*FSTD Approval*—the extent to which an FSTD may be used by a certificate holder as authorized by the FAA.

*FSTD Directive*—a document issued by the FAA to an FSTD sponsor requiring a modification to the FSTD due to a safety-of-flight issue and amending the qualification basis for the FSTD.

*FSTD Latency*—the additional time for the FSTD to respond to input that is beyond the response time of the aircraft.

*FSTD Performance*—the overall performance of the FSTD, including aircraft performance (e.g., thrust/drag relationships, climb, range) and flight and ground handling.

*Full Flight Simulator (FFS)*—a replica of a specific type, make, model, or series aircraft. It includes the equipment and computer programs necessary to represent aircraft operations in ground and flight conditions, a visual system providing an out-of-the-flight deck view, a system that provides cues at least equivalent to those of a three-degree-of-freedom motion system, and has the full range of capabilities of the systems installed in the device as described in part 60 of this chapter and the QPS for a specific FFS qualification level. (Part 1)

*Gate Clutter*—the static and moving ground traffic (e.g., other airplanes; tugs; power or baggage carts; fueling, catering, or cargo trucks; pedestrians) presented to pose a potential conflict with the simulated aircraft during ground operations around the point where the simulated airplane is to be parked between flights

*Generic Airport Model*—a Class III visual model that combines correct navigation aids for a real world airport with a visual model that does not depict that same airport.

*Grandfathering*—as used in this part, the practice of assigning a qualification basis for an FSTD based on the period of time during which a published set of standards governed the requirements for the initial and continuing qualification of FSTDs. Each FSTD manufactured during this specified period of