U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER
8000.71

Effective Date:
05/02/17

SUBJ: Aircraft Make, Model, and Series Taxonomy

1. Purpose of This Order. This order establishes key definitions for the Federal Aviation Administration's (FAA's) Make, Model, and Series (MMS) taxonomy. Based on the international standard taxonomy for MMS developed by the Commercial Aviation Safety Team (CAST)/International Civil Aviation Organization (ICAO) Common Taxonomy Team (CICTT), establishing the MMS taxonomy standard will enhance communication and data exchange in support of Risk-Based Decision Making (RBDM) requirements. This order directs the adoption of MMS taxonomy by all FAA offices in all applicable areas including, but not limited to, business processes, information technology (IT) applications, and international data exchange.

2. Audience. All FAA employees.

3. Where Can I Find This Order? You can find this order on the MyFAA Employees Web site at https://employees.faa.gov/tools_resources/orders_notices and on the Regulatory and Guidance Library (RGL) Web site at http://rgl.faa.gov.

4. Additional Reference. The standards adopted by the FAA align with the MMS taxonomy established by the CAST/ICAO CICTT in the joint government/industry document *International Standard for Aircraft Make, Model, and Series Groupings*, Business Rules, (October 2012, Rev. 1.3) which can be found at the following link: http://www.intlaviationstandards.org.

5. The History of Make, Model, Series, and Manufacturer Taxonomy.

a. Overview. Within the FAA, aviation industry, and the international community, there is no common standard for the classification and maintenance of MMS data. Without an established standard for MMS nomenclature, the systems in which these organizations identify or group an aircraft with similar aircraft vary. For example, the FAA maintains approved but disparate aircraft MMS information in legacy data repositories that span the history of aviation. Within the international community, aircraft registries within Civil Aviation Authorities (CAA) may use an MMS identification system that aligns with the aircraft identification system used by the broader aviation community. This results in the same information being identified or referenced in different ways, thereby inhibiting organizations' abilities to share common and critical information.

b. Commercial Aviation Safety Team (CAST)/International Civil Aviation Organization (ICAO) Common Taxonomy Team (CICTT). In 1999, CAST and ICAO jointly chartered a team to develop common taxonomies and definitions for aviation accident and incident reporting systems. One goal was to establish a standard industry language that would provide consistency in terms, and thereby reduce ambiguities in design approval and service

difficulty reporting, aid in developing installation eligibilities, and help establish airworthiness directive (AD) eligibility and enforceability. One of the team's objectives focused on creating an international standard for aircraft make, model, and series groupings. CICTT's common taxonomy, once developed, became known as MMS, short for Make, Model, and Series.

c. Although CICTT established common taxonomy definitions for international use, the FAA had already established usage of MMS terms that paralleled the CICTT standard. This order establishes the CICTT definitions for FAA use. The FAA's effort aims to harmonize the current differences in taxonomy systems.

d. Though some CICTT-specific terminology may differ from that originally established by the FAA, both systems are consistent in key grouping criteria for the product data elements they used. The consistency helps establish a high degree of confidence in the goal of establishing an international taxonomy system standard.

e. Recognizing aircraft by grouping key identification characteristics, such as aircraft make, model, series, or category (i.e., fixed-wing), assists in air traffic control, aircraft registration, aircraft certification, accident and incident investigation, safety analysis, and other functions. Establishing a standard nomenclature facilitates efficient and effective communications throughout the industry and with regulators and service providers around the world.

f. Additionally, uniform standard aircraft groupings and individual aircraft identifiers will—

(1) Overcome difficulties in merging data from diverse information systems (i.e., international and domestic sources or public and private sources);

(2) Reduce costs to merge and transform aircraft data;

(3) Enlarge the range and depth of aircraft information available for analysis;

(4) Reduce duplicate or multiple identifiers for the same aircraft, which increases the integrity of information available; and

(5) Establish more useful and meaningful data that is defined and managed consistently (i.e., enhance communication and data exchange and improve data fidelity).

g. The FAA's use of standard international taxonomy terms has been examined and found to impact processes such as the Office of Aviation Safety's (AVS) Continued Operational Safety programs, Aircraft Registry and Aircraft Operation Certificates, and Air Traffic performance data such as operational performance data. For domestic and international stakeholders, it is extremely important that a standardized MMS taxonomy be established and implemented within the aviation community. Widespread adoption of these standard descriptors would significantly enhance the value of aviation safety information by facilitating the sharing and comparison of meaningful safety information.

h. Problem. Because of the type design or manufacturing applicant's discretion in creating unique terminology for marketing purposes, and the lack of guidance and definitions for the terminology used to classify aviation products, various aviation services have inconsistently

defined product taxonomies throughout the aviation system. This applies to both business processes and IT applications. This inconsistency has resulted in cases where the same aviation product information are being identified or referenced in different ways, as well as taxonomy redundancies when displaying terminology in similar but misidentified aircraft. This has limited the FAA's ability to share common and critical information both internally and with its various stakeholders, including aircraft owners, operators, and maintainers. Emerging safety hazards associated with new technologies and aircraft often were not accommodated by existing information systems.

i. Applicability. This Order applies to all FAA organizations and offices. All organizations within the FAA must adopt these taxonomy guidelines in all aspects of their business where applicable. This Order establishes the definitions for MMS and related terms, and emphasizes the importance of establishing clear definitions when referencing aircraft on official Government documents such as aircraft registry databases, type certificates (TC), aircraft performance tables, supplemental type certificates, ADs, airworthiness certificates, and parts manufacturer approvals. Where definitions are already present in FAA regulations (for terms such as "aircraft," "type," or "type certificate"), the regulatory definitions will take precedent.

6. Defining Taxonomy for Product Types—Make, Model, and Series, and Related Terms.

The following are terms and definition guidelines agreed to by CICTT for global aviation standardization:

a. Aircraft Manufacturer. An aircraft manufacturer is the organization that has been recognized by its certifying authority as having manufactured the aircraft, at the time of completion.

(1) An aircraft manufacturer designation of a specific aircraft entry is not superseded by any changes in the aircraft manufacturer's name. (For example, Piper Aircraft Corporation re-opened in 1995 with the new name of The New Piper Aircraft, Inc. The aircraft manufacturer of PA28 aircraft that were built before 1995 remains PIPER, and PA28 aircraft built after 1995 are NEW PIPER.)

(2) An aircraft model may be manufactured by more than one aircraft manufacturer. (For example, the BELL 212 was built by Bell Helicopter in the United States and Bell Helicopter in Canada. The aircraft manufacturer permissible value is either BELL HELICOPTER UNITED STATES or BELL HELICOPTER CANADA, depending on which organization actually built the helicopter.)

(3) The entity responsible for production normally includes a TC holder that is also the production approval holder, but responsibility is most readily apparent when assigned to the entity that manufactures the product under licensing agreements.

Table 1. Aircraft Manufacturer Examples

TC Holder	Aircraft Manufacturer
CESSNA AIRCRAFT COMPANY	REIMS AVIATION INDUSTRIES
SIKORSKY AIRCRAFT CORPORATION	KEYSTONE HELICOPTER CORPORATION
GULFSTREAM AEROSPACE CORPORATION	GULFSTREAM AEROSPACE CORPORATION

b. Amateur Construction. An amateur construction is an aircraft assembled and/or constructed by individual(s) or a group for education, recreation, or as identified by the certifying authority. The primary business of the individual(s) or group cannot be aircraft manufacturing.

c. Aircraft Make. An aircraft make is the name assigned to the aircraft by the manufacturer when it was produced. In most cases, the aircraft make is the organization common name of the aircraft manufacturer. If the organization that holds rights to an aircraft design permits another organization to build that aircraft then the aircraft make would be the aircraft name assigned by the organization that holds rights to the aircraft design in most cases. If an aircraft manufacturer is an amateur construction, then the aircraft make would be the name of the organization responsible for design in most cases.

Table 2. Aircraft Make Examples (Compared to Manufacturer)

Aircraft Manufacturer	Aircraft Make
REIMS	CESSNA
AGUSTA	BELL
BELL HELICOPTER UNITED STATES	BELL
CESSNA	CESSNA
AMATEUR CONSTRUCTION	EVANS
AMATEUR CONSTRUCTION	LANCAIR
BRITISH AEROSPACE	HAWKER SIDDELEY
HAWKER SIDDELEY	HAWKER SIDDELEY
HINDUSTAN	HAWKER SIDDELEY

Note: An aircraft's make is not normally associated with the name of the builder or manufacturer unless the manufacturer is also the TC holder. The TC holder and manufacturer are two unique data elements used to define different product elements.

Table 3. Aircraft Make Examples (Compared to TC Holder)

TC Holder	Aircraft Make
THE BOEING COMPANY	DOUGLAS (TRANSFERRED TC)
BEECHCRAFT CORPORATION	HAWKER (TRANSFERRED TC)

d. Aircraft Master Model. An aircraft master model creates a grouping of similar aircraft models for analytical purposes and to identify aircraft models that share airworthiness properties. The master model is derived by combining the original aircraft make and original model.

(1) If the aircraft has both civilian and military versions, then the civilian version is the master model. (For example, as illustrated in the table below, the master model for the SIKORSKY S55 applies to civilian SIKORSKY S55 models and the military models.)

(2) If an aircraft make and model have associated aircraft models, then the associated aircraft master model is the first aircraft make and model.

Table 4. Master Model Examples

Master Model	Make	Model
SIKORSKY S55	SIKORSKY	CH19
SIKORSKY S55	SIKORSKY	HRS1
SIKORSKY S55	SIKORSKY	S55
SIKORSKY S55	SIKORSKY	UH19
MITSUBISHI MU300	MITSUBISHI	MU300
MITSUBISHI MU300	BEECH	400
AERO COMMANDER 500	AERO COMMANDER	520
AERO COMMANDER 500	AERO COMMANDER	560
CESSNA 500	CESSNA	501
CESSNA 500	CESSNA	550

e. Aircraft Model. An aircraft model is an aircraft manufacturer's designation for an aircraft grouping with similar design or style of structure.

(1) The aircraft model listed in the aircraft TC is the designation used by the aircraft manufacturer to distinguish a particular aircraft or is the designation used by a national military or armed force to distinguish a particular aircraft.

(2) If an aircraft manufacturer is amateur construction, then the aircraft model would be the name designated by the organization responsible for the design in most cases.

(3) The aircraft model, when coupled with the aircraft make, must be unique in order to identify that aircraft grouping.

(4) The aircraft model, when coupled with the aircraft manufacturer and aircraft serial number, must be unique.

Table 5. Aircraft Model Examples

Make	Model
BOEING	737
DOUGLAS	DC-9
BEECH	400
DASSAULT	FALCON900
DASSAULT	FANJET FALCON
HUGHES	269B
MITSUBISHI	MU300
SIKORSKY	CH19
SIKORSKY	HRS1
SIKORSKY	S55
SIKORSKY	UH19
LANCAIR	ES
VANS	RV6
VANS	RV8

f. Aircraft Master Series. An aircraft master series creates a grouping of similar aircraft series for analytical purposes and to identify aircraft series that share airworthiness properties. A master series contains aircraft series from within one aircraft model.

(1) If an aircraft model has more than one aircraft series, then the master series reflects a common series for that aircraft model/series. (For example, the DE HAVILLAND DHC8 has a 311, 314, and 315 series. The master series is the common 300.)

(2) Where one series of an aircraft model, typically the earliest one, is known by the model designation (i.e., BELL 47G), the master series has the value "UNDESIGNATED MASTER SERIES" provided that the aircraft model also has other master series designators (i.e., BELL 47G 3 and BELL 47G 4).

(3) Where an aircraft model has no identifiable master series, the master series has the value "NO MASTER SERIES ASSIGNED." (For example, "NO MASTER SERIES ASSIGNED" applies to each CESSNA 172 aircraft series.)

(4) Where an aircraft model has no series designation (i.e., SOCATA TB20), the master series has the value "NO MASTER SERIES ASSIGNED."

(5) If an aircraft model has the master series "NO MASTER SERIES ASSIGNED" and the aircraft manufacturer subsequently produces an aircraft master series for the same aircraft model, then the master series is replaced with the value "UNDESIGNATED MASTER SERIES."

Table 6. Master Series Examples

Make	Model	Master Series	Series
DE HAVILLAND	DHC8	300	311
DE HAVILLAND	DHC8	300	314
DE HAVILLAND	DHC8	300	315
BELL	47G	UNDESIGNATED MASTER SERIES	UNDESIGNATED SERIES
BELL	47G	2	2
BELL	47G	3	3
BELL	47G	4	4
CESSNA	172	NO MASTER SERIES ASSIGNED	UNDESIGNATED SERIES
CESSNA	172	NO MASTER SERIES ASSIGNED	A
CESSNA	172	NO MASTER SERIES ASSIGNED	B
CESSNA	172	NO MASTER SERIES ASSIGNED	C
CESSNA	172	NO MASTER SERIES ASSIGNED	D
SOCATA	TB20	NO MASTER SERIES ASSIGNED	NO SERIES EXISTS

g. Aircraft Series. An aircraft series is an aircraft manufacturer's designation to identify differences within an aircraft model grouping.

(1) The aircraft series reflects the lowest-level description of an aircraft without uniquely identifying one aircraft (for example, the BOEING 777 232 cannot be described at a lower level without uniquely identifying that airplane).

(2) Where one series of an aircraft model, typically the earliest one, is known by the model designation (i.e., BELL 47G), the series has the value "UNDESIGNATED SERIES" provided that the aircraft model also has other series designators (i.e., BELL 47G 3 or BELL 47G 4).

(3) Where an aircraft model has no series designation (i.e., SOCATA TB20), the series has the value "NO SERIES EXISTS."

(4) If an aircraft model has the series "NO SERIES EXISTS" and the aircraft manufacturer subsequently produces an aircraft series for the same aircraft model, then the series is replaced with the value "UNDESIGNATED SERIES."

(5) The aircraft series listed in the aircraft TC is the designation used by the aircraft manufacturer to distinguish a particular aircraft or is the designation used by a national military or armed force to distinguish a particular aircraft.

7. Examples of Taxonomy Hierarchy. Figures 1 through 2 contain several examples of full MMS system taxonomies.

Figure 1. Taxonomy Hierarchy for Boeing Model 747-211

Manufacturer: The Boeing Company
Make: Boeing
Master Model: Boeing 747
Model: 747
Master Series: 200
Series: 211

Figure 2. Taxonomy Hierarchy for Douglas Model DC-9-11

Manufacturer: The Boeing Company
Make: Douglas
Master Model: Douglas DC-9
Model: DC-9
Master Series: 10
Series: 11

Table 7. Taxonomy Hierarchy Examples

Make	Model	Master Series	Series
BOEING	777	200	232
BELL	47G	UNDESIGNATED MASTER SERIES	UNDESIGNATED SERIES
BELL	47G	2	2
BELL	47G	3	3
BELL	47G	4	4
BELL	47G	5	5
SOCATA	TB20	NO MASTER SERIES ASSIGNED	NO SERIES EXISTS

8. Miscellaneous and Other Related Terms to the Aircraft Groupings Terms.

a. Aircraft Popular Name (Marketing Name). Aircraft popular name is the name used by the aircraft manufacturer to market or otherwise distinguish a particular aircraft model and/or

series or the name used by a national military or armed force to distinguish a particular aircraft model and/or series.

Note: An aircraft model and/or series may have more than one popular name.

Table 8. Aircraft Popular Name Examples

Make	Model	Series	Popular Name
MORANE SAULNIER	MS880	B	RALLYE CLUB
PIPER	PA34	220T	SENECA III
PIPER	PA34	220T	SENECA IV
PIPER	PA34	220T	SENECA V
PZL MIELEC	M24	W	DROMADER SUPER
SWEARINGEN	SA226	TC	METRO II

b. Aircraft Category. An aircraft category is the means by which aircraft are grouped based on how the aircraft is supported in flight. Category for 14 CFR Part 1.1 is (1) As used with respect to the certification, ratings, privileges, and limitations of airmen, means a broad classification of aircraft; (2) As used with respect to the certification of aircraft, means a grouping of aircraft based upon intended use or operating limitations. For the purpose of the international CICTT standard, the use of category is consistent with FAA grouping and classification purposes.

Figure 4. Valid Aircraft Category Values

FIXED-WING	HYBRID LIFT
ROTORCRAFT	OTHER
LIGHTER-THAN-AIR	

(1) FIXED-WING denotes a heavier-than-air aircraft that is supported in all phases of flight by the dynamic reaction of the air against its wings.

(2) ROTORCRAFT — Refer to 14 CFR Part 1.1 for the definition.

(3) LIGHTER-THAN-AIR — Refer to 14 CFR Part 1.1 for the definition.

(4) HYBRID LIFT denotes a heavier-than-air aircraft that is supported at vertical takeoff, vertical landing, and low-speed flight by the dynamic reaction of the air against its rotors or thrust and in horizontal flight by the dynamic reactions of air against its wings (i.e., the tilt-rotor aircraft).

(5) OTHER denotes a unique configuration that is not specifically a fixed wing, rotorcraft, lighter-than-air, or hybrid lift.

c. Aircraft Subcategory. An aircraft subcategory is the means by which an aircraft category is subdivided based on similar characteristics of propulsion.

Figure 5. Valid Aircraft Subcategory Values

AIRPLANE	GYROPLANE
NONPOWERED GLIDER	BALLOON
POWERED GLIDER	AIRSHIP
HELICOPTER	NOT APPLICABLE

(1) AIRPLANE — Refer to 14 CFR Part 1.1 for the definition.

(2) GLIDER — Refer to 14 CFR Part 1.1 for the definition.

(3) NONPOWERED GLIDER denotes a fixed wing aircraft that does not contain an engine and whose primary function is sustained nonpowered flight.

(4) POWERED GLIDER denotes a fixed wing aircraft that contains at least one engine and whose primary function is sustained nonpowered flight.

(5) HELICOPTER — Refer to 14 CFR Part 1.1 for the definition.

(6) GYROPLANE — Refer to 14 CFR Part 1.1 for the definition.

(7) BALLOON — Refer to 14 CFR Part 1.1 for the definition.

(8) AIRSHIP — Refer to 14 CFR Part 1.1 for the definition.

(9) HYBRID LIFT and OTHER have the subcategory value "NOT APPLICABLE."

Table 9. Valid Combinations of Aircraft Category and Aircraft Subcategory

Aircraft Category	Aircraft Subcategory
FIXED-WING	AIRPLANE
FIXED-WING	POWERED GLIDER
FIXED-WING	NONPOWERED GLIDER
ROTORCRAFT	HELICOPTER
ROTORCRAFT	GYROPLANE
LIGHTER-THAN-AIR	BALLOON
LIGHTER-THAN-AIR	AIRSHIP
HYBRID LIFT	NOT APPLICABLE
OTHER	NOT APPLICABLE

d. Type Certificate (TC). The TC is the document issued by the certifying authority to the organization that holds design responsibility. The TC may cover one or more groupings of aeronautical products that have similar design, performance, and safety characteristics.

(1) A TC and its associated data sheets detail the type design, basis of certification, and applicable standards and limitations of an aeronautical product, as specified by the certifying authority.

(2) The TC recorded is the most recent document issued by the certifying authority to the organization that currently holds design responsibility.

(3) If a certifying authority did not issue a TC for an aeronautical product, then the permissible value is the equivalent design approval document issued by the certifying authority (for example, airworthiness certificates still assigned to those aeronautical products by the FAA under the design responsibility of the United States that do not have a TC).

(4) The term "NOT IDENTIFIED" is the value if a TC exists for the aeronautical product but is not currently included in the list of permissible values.

(5) The term "NOT CERTIFICATED" is the value if a TC or similar document does not exist for the aeronautical product.

(6) If responsibility for design is transferred from one certifying authority to another certifying authority, then the TC value and country of certifying authority value are updated to reflect the transfer. (For example, the design responsibility for specific helicopters was transferred from Bell Helicopter Textron and the FAA to Bell Helicopter Textron Canada and Transport Canada. In this circumstance the TC value changed from H9SW to H 88 and the country of certifying authority value from the United States to Canada.)

(7) Title 14 of the Code of Federal Regulations (14 CFR) 1.1 defines "type" and provides the basic classification for aircraft as follows:

> "(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."

Examples: 777
DC-9

Note: Historical policy and documentation may refer to type as "basic model."

(8) "Type" is not defined for propellers in 14 CFR 1.1, but will be defined in this Order as follows:

> (a) Type, as used with respect to the certification of propellers means those propellers which are similar in design. For example, 568F and 568F-5 are propellers of the same type, and HC-B5M and HC-B5M-3AL are propellers of the same type.

Example: 568F

e. Type Certificate Holder. A TC holder is a person or organization that has been issued a design approval by the FAA and meets the requirements of 14 CFR 21.21.

(1) The TC holder is the organization that is listed on the TC (or equivalent document) and entered in the "Type Certificate" field of the database for the individual record/aircraft.

(2) As long as a TC is indicated, this field should be filled in with the relevant organization common name. If the TC is not available, then enter the value "NOT APPLICABLE."

f. Type Certificate Number. The TC number is a unique number assigned to each type design approval the FAA issues when the applicant shows and the FAA finds that the design complies with the applicable airworthiness requirements. The TC number is a basic entry for referencing other FAA-applicable approvals to a product, including production and airworthiness approvals. The TC number remains consistent throughout the lifetime of the TC product and the product's type design, even when the TC is transferred domestically.

g. Country of Certifying Authority. The country of certifying authority is the official name of a country or sovereignty, or regional safety oversight organization of two or more countries, with the authority to issue TCs.

(1) If responsibility for design is transferred from one certifying authority to another certifying authority, then the TC value and country of certifying authority value are updated to reflect the transfer. (For example, the design responsibility for specific helicopters was transferred from Bell Helicopter Textron and the FAA to Bell Helicopter Textron Canada and

Transport Canada. In this circumstance, the TC value changed from H9SW to H-88 and the country of certifying authority value from the United States to Canada.)

(2) An example of a regional safety oversight organization is the European Aviation Safety Agency.

(3) If the TC value is "NOT IDENTIFIED" or "NOT CERTIFICATED," then the value of the country of certifying authority is "NOT APPLICABLE."

h. Aircraft Type Designator. The Aircraft Type Designator is designed for use by air traffic service for identifying a type of aircraft and is located in FAA Order JO 7360.1, *Aircraft Type Designators*, for those aircraft types most commonly provided with air traffic service.

Examples: JS20
MD87
RX85
STRM

i. Military Aircraft Indicator. A military aircraft indicator is the unique identifier as to whether the aircraft is used by a national military or armed force.

j. Maximum Certificated Number Passengers. The maximum certificated number of passengers is the number of passengers permitted under the TC or equivalent document.

(1) If the maximum number of passengers cannot be found or is not listed in the TC or equivalent document, then the value of the maximum certificated number of passengers is "NOT AVAILABLE."

(2) If the maximum number of passengers is not indicated by a number because it relies on the Maximum Certificated Takeoff Weight (MTOW), then the value of the maximum certificated number of passengers is "NOT APPLICABLE." (This is often seen in balloons.)

k. Maximum Certificated Takeoff Weight. The MTOW, in pounds, is the takeoff weight permitted under the TC or equivalent document.

(1) The value of the MTOW is the highest value listed for any variant of the relevant series. This number may be listed in the main body of the TC or equivalent document, or in the notes.

(2) If the maximum takeoff weight (or mass) cannot be found or is not listed in the TC or equivalent document, then the value of the MTOW is "NOT AVAILABLE."

l. Landing Gear Category. The landing gear is the system that supports aircraft maneuvering on land or water and supports the weight of the aircraft when it lands.

Figure 6. Valid Landing Gear Values

AMPHIBIOUS	SKID
HULL	TAILWHEEL/TAILSKID-FIXED
FLOAT	TAILWHEEL/TAILSKID-RETRACTABLE
MONO-WHEEL/SKID-FIXED	TANDEM
MONO-WHEEL-RETRACTABLE	TRICYCLE-FIXED
QUADRICYCLE	TRICYCLE-RETRACTABLE
SKI	OTHER

Landing gear are divided into the following categories:

(1) AMPHIBIOUS is a landing gear that is designed to operate on water via the aircraft's airframe or floats attached to the airframe and to operate on land via wheeled landing gear.

(2) HULL is a landing gear that is designed to operate on water via the aircraft's airframe and does not include wheeled landing gear.

(3) FLOAT is a landing gear that is designed to operate on water via floats attached to the airframe and does not include wheeled landing gear.

(4) MONO-WHEEL/SKID-FIXED is a landing gear consisting of one centered wheel or skid. Additional supports may include smaller wheels or skids. The landing gear cannot be retracted.

(5) MONO-WHEEL-RETRACTABLE is a landing gear consisting of one retractable centered wheel. Additional supports may include smaller wheels or skids which may be retractable.

(6) QUADRICYCLE is a landing gear that consists of four wheel assemblies: two forward and two aft of the aircraft's center of gravity.

(7) SKI is a landing gear designed to accommodate operations on snow and ice.

(8) SKID is a landing gear that consists of a set of beams supporting the aircraft on the ground. Skids are usually found on helicopters.

(9) TAILWHEEL/TAILSKID-FIXED is a landing gear consisting of a two-wheel assembly forward of the aircraft's center of gravity and a smaller wheel assembly or skid aft of the center of gravity. The landing gear cannot be retracted.

(10) TAILWHEEL/TAILSKID-RETRACTABLE is a landing gear consisting of a retractable two-wheel assembly forward of the aircraft's center of gravity and a smaller wheel assembly or skid aft of the center of gravity which may be retractable.

(11) TANDEM is a landing gear that consists of a retractable two-wheel assembly mounted on the aircraft centerline one behind the other. Additional supports may include smaller wheels or skids. Tandem landing gear is also known as bicycle landing gear.

(12) TRICYCLE-FIXED is a landing gear that consists of a forward (nose) and two or more wheel assemblies located aft of the aircraft's center of gravity. The landing gear cannot be retracted.

(13) TRICYCLE-RETRACTABLE is a landing gear that consists of a forward (nose) wheel and two or more wheel assemblies located aft of the aircraft's center of gravity. The landing gear can be retracted.

(14) OTHER is a landing gear that is not considered amphibious, hull, float, mono-wheel-fixed, mono-wheel-retractable, quadricycle, ski, skid, tailwheel/tailskid-fixed, tailwheel/tailskid-retractable, tandem, tricycle-fixed, or tricycle-retractable landing gear.

9. Implementation.

a. FAA Offices and Process Owner's Responsibilities. It will become incumbent on each office or line of business within the FAA to review their current requirements and business processes to update them to match the outlined terms here, pursuant to CICTT taxonomy. However, this order does not establish implementation guidelines or mandate a timeline for the implementation of those changes.

b. Coordination. Effective use of these taxonomy guidelines necessitates coordination across the FAA. Therefore, all offices must coordinate on any implementation plans they develop that will affect their business processes.

Michael P. Huerta
Administrator

Appendix A. Related Publications and How to Get Them

1. Code of Federal Regulations (CFR). You can obtain copies of Title 14 of the CFR from the Superintendent of Documents, Government Publishing Office, P.O. Box 37154, Pittsburgh, PA 15250-7954. The office can also be contacted at (202) 512-1800 or by fax at (202) 512-2250. You can also access the CFR at http://www.ecfr.gov.

2. FAA Orders. You can obtain copies of orders and other documents from the FAA Orders and Notices website at http://www.faa.gov/regulations_policies/orders_notices and the Regulatory and Guidance Library (RGL) website at http://rgl.faa.gov.

3. **ICAO International document.** The CAST/ICAO CICTT Government/industry document *International Standard for Aircraft Make, Model, and Series Groupings*, Business Rules, (October 2012, Rev. 1.3) can be found at http://www.intlaviationstandards.org.

Appendix B. FAA Form 1320-19, Directive Feedback Information

U.S. Department of Transportation
Federal Aviation Administration

Directive Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: FAA Order 8000.71

To: Directive Management Officer at 9-AWA-AVS-AIR-DMO@faa.gov.

(Please check all appropriate line items)

☐ An error (procedural or typographical) has been noted in paragraph _____ on page _____.

☐ Recommend paragraph _____ on page _____ be changed as follows:
(attach separate sheet if necessary)

☐ In a future change to this directive, please include coverage on the following subject *(briefly describe what you want added):*

☐ Other comments:

☐ I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

FTS Telephone Number: _____ Routing Symbol: _____

FAA Form 1320-19 (10-98)