

# INTERNATIONAL STANDARD

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## **Flight dynamics — Concepts, quantities and symbols —**

### **Part 8:**

Concepts and quantities used in the study of the  
dynamic behaviour of the aircraft

*Mécanique du vol — Concepts, grandeurs et symboles —*

*Partie 8: Concepts et grandeurs utilisés pour l'étude du comportement dynamique  
de l'avion*



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## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

International Standard ISO 1151-8 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Sub-Committee SC 3, *Concepts, quantities and symbols for flight dynamics*.

ISO 1151 consists of the following parts, under the general title *Flight dynamics — Concepts, quantities and symbols*:

- *Part 1: Aircraft motion relative to the air*
- *Part 2: Motions of the aircraft and the atmosphere relative to the Earth*
- *Part 3: Derivatives of forces, moments and their coefficients*
- *Part 4: Parameters used in the study of aircraft stability and control*
- *Part 5: Quantities used in measurements*
- *Part 6: Aircraft geometry*
- *Part 7: Flight points and flight envelopes*
- *Part 8: Concepts and quantities used in the study of the dynamic behaviour of the aircraft*
- *Part 9: Models of atmospheric motions along the trajectory of the aircraft*

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ISO 1151 is intended to introduce the main concepts, to include the more important terms used in theoretical and experimental studies and, as far as possible, to give corresponding symbols.

In all the parts comprising ISO 1151, the term "aircraft" denotes a vehicle intended for atmosphere or space flight. Usually, it has an essentially port and starboard symmetry with respect to a plane. That plane is determined by the geometric characteristics of the aircraft. In that plane, two orthogonal directions are defined: fore-and-aft and dorsal-ventral. The transverse direction, on the perpendicular to that plane, follows.

When there is a single plane of symmetry, it is the reference plane of the aircraft. When there is more than one plane of symmetry, or when there is none, it is necessary to choose a reference plane. In the former case, the reference plane is one of the planes of symmetry. In the latter case, the reference plane is arbitrary. In all cases, it is necessary to specify the choice made.

Angles of rotation, angular velocities and moments about any axis are positive clockwise when viewed in the positive direction of that axis.

All the axis systems used are three-dimensional, orthogonal and right-handed, which implies that a positive rotation through  $\pi/2$  around the  $x$ -axis brings the  $y$ -axis into the position previously occupied by the  $z$ -axis.

The centre of gravity coincides with the centre of mass if the field of gravity is homogeneous. If this is not the case, the centre of gravity can be replaced by the centre of mass in the definitions of ISO 1151; in which case, this should be indicated.

#### **Numbering of sections and clauses**

With the aim of easing the indication of references from a section or a clause, a decimal numbering system has been adopted such that the first figure is the number of the part of ISO 1151 considered.

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## Flight dynamics — Concepts, quantities and symbols —

### Part 8:

### Concepts and quantities used in the study of the dynamic behaviour of the aircraft

#### 8.0 Introduction

This part of ISO 1151 deals with the concepts and quantities characterizing some classes of aircraft motion and their fundamental dynamic characteristics.

The aircraft is assumed to be rigid, of constant mass and of constant inertia. It is not equipped with systems modifying its natural dynamic behaviour. However, most of the definitions can be applied to the case of a flexible aircraft, of variable mass and of variable inertia.

The general concepts defined in this part of the ISO 1151 are applicable to the atmospheric flight phase.

#### 8.1 General concepts

No.	Term	Definition
8.1.1	Flight variable	Quantity, the value of which as a function of time characterizes the aircraft motion.
8.1.2	Flight state	Set of values of the flight variables (8.1.1).  NOTE — This concept should not be confused with that of flight point (7.5.5).
8.1.3	Steady flight state	Flight state (8.1.2) in which the flight variables (8.1.1) considered remain constant with time.
8.1.4	Quasi-steady flight state	Flight state (8.1.2) in which the flight variables (8.1.1) considered vary so slowly with time that their variations can be disregarded in the study.
8.1.5	Unsteady flight state	Flight state (8.1.2) in which at least one of the flight variables (8.1.1) considered varies so rapidly with time that its variations cannot be disregarded in the study.
8.1.6	Reference flight state	Flight state (8.1.2) chosen as reference in a given study.  NOTES 1 In most cases, a steady flight state (8.1.3) or a quasi-steady flight state (8.1.4) is chosen as reference. 2 In a study covering a certain period of time, it is normal to choose the flight state (8.1.2) immediately prior to this period as a reference.