**V- speeds**

A series of designators used by the FAA and listed in 14 CFR 1 to describe certain flight conditions.

- \( V_A \) Design maneuvering speed
- \( V_B \) Design speed for maximum gust intensity
- \( V_C \) Design cruising speed
- \( V_D \) Design diving speed
- \( V_{DF/MDF} \) Demonstrated flight diving speed
- \( V_F \) Design flap speed
- \( V_{FC/MFC} \) Maximum speed for stability characteristics
- \( V_{FE} \) Maximum flaps extended speed
- \( V_H \) Maximum speed in level flight with maximum continuous power
- \( V_{LE} \) Maximum landing gear extended speed
- \( V_{LO} \) Maximum landing gear operating speed
- \( V_{LOF} \) Lift-off speed
- \( V_{MC} \) Minimum control speed with the critical engine inoperative
- \( V_{MOM/MMO} \) Maximum operating limit speed
- \( V_{MU} \) Minimum unstick speed
- \( V_{NE} \) Never-exceed speed
- \( V_{NO} \) Maximum structural cruising speed
- \( V_R \) Rotation speed
- \( V_S \) Stalling speed or minimum steady flight speed at which the aircraft is controllable
- \( V_{SO} \) Stalling speed or minimum steady flight speed in the landing configuration
- \( V_{S1} \) Stalling speed or minimum steady flight speed obtained in a specific configuration
- \( V_{TOSS} \) Take-off safety speed for Category A rotorcraft
- \( V_X \) Speed for best angle of climb
- \( V_Y \) Speed for best rate of climb
- \( V_1 \) Take-off decision speed (formerly denoted as critical engine failure speed)
- \( V_2 \) Take-off safety speed
- \( V_{2\text{min}} \) Minimum take-off safety speed