

NOMENCLATURE AND ABBREVIATIONS FOR USE ON THE FLIGHT DECK

1. SCOPE:

This document is intended to establish preferred abbreviations for use on panels, controls, instruments, displays, placards and markings.

The recommendations apply to terms used in the flight deck of transport aircraft. The abbreviations, symbols and codes do not supersede those used in airworthiness regulations or aeronautical charts and documents. Where conflict is possible, the operational context must be such as to resolve any ambiguity. If doubt exists, an alternative abbreviation or less truncated abbreviation should be used.

2. GENERAL:

- 2.1 Clarity: When an abbreviation is used, the meaning shall be unambiguous in the context of its use. If it is not, the term should not be abbreviated.
- 2.2 Word Combinations: Combinations should be abbreviated by using the individual abbreviations separated by a space, e.g., PRESSURE REGULATOR = PRESS REG, or P-REG.
- 2.3 Electronic Displays: Very concise abbreviations applicable to electronic displays are included but should only be used where space is exceptionally limited and where the operational context is obvious.
- 2.4 Abbreviated Length: Wherever possible, preferred abbreviations of three or four letters are given.

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2.5 Punctuation Marks:

- (a) Full stops (periods) are not normally used.
- (b) Hyphens are used to separate abbreviations where a gap improves understanding, e.g., A-SKID rather than ASKID, F-PLN rather than FPLN.
- (c) Obliques (slashes) are normally used only where the term indicates dual or alternate functions, e.g., AP/FD = AUTOPILOT and/or FLIGHT DIRECTOR. They may also be applied to terms in common usage, e.g., U/S = unserviceable.

2.6 Letters: Upper case letters are used except where lower case letters are standard practice, e.g., Hg = MERCURY, g = ACCELERATION.

2.7 Codes: With the exception of some abbreviations, those associated with meteorology, Q-code, airways/facilities charting and ATC/ATIS have not been included unless commonly used on the flight deck.

2.8 Technical Abbreviations or Acronyms: Technical terms also are not included unless normally used by crews on the flight deck, e.g., ROM = READ ONLY MEMORY, ATLAS = ABBREVIATED TEST LANGUAGE FOR ALL SYSTEMS.

2.9 Equipment Abbreviations: Abbreviations for flight deck equipment have not all been included. Word combinations can be assembled after an asterisked abbreviation by adding initial letters of the following:

C	=	COMPUTER
CP	=	CONTROL PANEL
D	=	DISPLAY
I	=	INDICATOR
M	=	MODE/MANAGEMENT
P	=	PANEL
R	=	RECORDER
S	=	SYSTEM
SG	=	SYMBOL GENERATOR
U	=	UNIT

e.g., FM* = FLIGHT MANAGEMENT
FMCS = FLIGHT MANAGEMENT COMPUTER SYSTEM

2.10 Display Symbols and Annunciator Legends: The following single letter color abbreviations should be used in technical documents:

AMBER	=	A	ORANGE	=	O
BLUE	=	B	RED	=	R
CYAN	=	C	WHITE	=	W
GREEN	=	G	YELLOW	=	Y
MAGENTA	=	M			

2.11 ICAO Terminology: ICAO abbreviations are identified by the symbol @ preceding the abbreviation.

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TERM	PREFERRED	ACCEPTABLE EQUIVALENT
ABBREVIATION	ABBR	
ABEAM	ABM	
ABNORMAL	ABNORM	ABN
ABOVE	ABV	
ABOVE AIRFIELD ELEVATION	AAE	
ABOVE AIRFIELD LEVEL, ABOVE FIELD LEVEL	AAL, AFL	
ABOVE GROUND LEVEL	AGL	
ABOVE MEAN SEA LEVEL	AMSL	
ABSOLUTE	ABS	
ACCELERATION	ACCEL	ACCL
ACCEPT, -ED	ACPT	
ACCUMULATOR	ACCU	ACC, ACCUM
ACKNOWLEDGE	ACK	
ACQUIRE	ACQ	
ACTIVATE	ACTV	
ACTIVE	ACT	
ACTUAL GROSS WEIGHT	AGW	
ACTUAL TIME OF ARRIVAL	ATA	
ACTUAL TIME OF DEPARTURE	ATD	
ACTUAL TIME OVER	ATO	
ADDRESS	ADRS	
ADJUST	ADJ	
ADVANCE	ADV	
ADVISORY	ADVY	
ADVISORY ROUTE	@ADR	
AERONAUTICAL INFORMATION SERVICE, PUBLICATION	@AIS, @AIP	
AERONAUTICAL MOBILE SERVICE, FIXED SERVICE	@AMS, @AFS	
AILERON	AIL	
AIR CONDITIONING	AIRCOND	A/C, COND
AIRCRAFT	@ACFT	A/C
AIRCRAFT INTEGRATED DATA (Equipment)	AID*	
AIRCRAFT NOSE DOWN	ND	AND
AIRCRAFT NOSE UP	NU	ANU
AIRCRAFT OPERATING MANUAL	AOM	
AIR CYCLE MACHINE	ACM	
AIR DATA (Equipment)	AD*	
AIR DRIVEN GENERATOR	ADG	
AIR DRIVEN PUMP	ADP	
AIRPORT, AERODROME	ARPT	APRT, @AD
(AIRPORT) AERODROME BEACON	@ABN	
AIRPORT (AERODROME) OPERATING MINIMA	AOMIN	AOM
AIRPORT (AERODROME) REFERENCE POINT	ARP	

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
(AIRPORT) AERODROME TRAFFIC ZONE	@ATZ	
AIR REPORT, AIRBORNE REPORT	@AIREP	
AIRSPEED	AS	
AIRSPEED INDICATOR	ASI	
AIR TO GROUND	@A-G	A/G
AIR TURBINE MOTOR	ATM	
AIR ROUTE TRAFFIC CONTROL (CENTER)	ARTC(C)	
AIR TRAFFIC CONTROL	@ATC	
AIR TRAFFIC SERVICES	@ATS	
AIRWAY	@AWY	
ALARM	ALM	
ALERT, ALERTING	ALRT	
ALERTING SYSTEM DISPLAY, ALERTING DISPLAY	ASD	AD
ALPHABET, -IC	ALPHA	
ALIGNMENT	ALN	ALIGN
ALTERNATE	ALTN	
ALTERNATING CURRENT	AC	
ALTIMETER	ALTM	ALTI
ALTITUDE	@ALT	
ALL SPEED AILERON	ASA	
ALL UP WEIGHT	@AUW	
AMBIENT	AMB	
AMMETER	AMM	
AMPERE	AMP	A
AMPERE HOUR	AH	
AMPLIFIER	AMPL	AMPLI
AMPLITUDE MODULATION	AM	
ANALOG TO DIGITAL	A/D	
ANALYZER	ANAL	
ANGLE OF ATTACK	AOA	ALPHA
ANGULAR	ANG	
ANNUNCIATOR	ANN	ANNUN
ANTENNA	ANT	
ANTI ICE	A-ICE	A/I, ANTICE, A-I
ANTI SKID	A-SKID	A/S, A/SKID
APPROACH	APPR	APP, APCH
APPROACH CONTROL	@APP	
AREA CONTROL CENTER	@ACC	
AREA POSITIVE CONTROL	APC	
AREA NAVIGATION	RNAV	
ARINC COMMUNICATIONS, ADDRESSING AND REPORTING SYSTEM	ACARS	
ARRIVAL, -ING	ARR	
ARTIFICIAL	ARTF	

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
AS SOON AS POSSIBLE	ASAP	
ASSEMBLY	ASSY	
ASSIGN	ASSN	
ASYMMETRIC	ASYM	
ATTENDANT	ATTND	ATTD
ATTENTION	ATTN	
ATTITUDE	ATT	
ATTITUDE DIRECTOR INDICATOR	ADI	
ATTITUDE AND HEADING REFERENCE (Equipment)	AHR*	
AUDIO	AUD	
AUDIO SELECTOR PANEL	ASP	
AUGMENT, -ER, -ATION	AUG	
AUTOMATIC	AUTO	A
AUTOMATIC BRAKE (Equipment)	AB*	
AUTOMATIC DIRECTION FINDER	@ADF	
AUTOMATIC FLIGHT CONTROL (Equipment)	AFC*	FC*
AUTOMATIC FLIGHT GUIDANCE (Equipment)	AFG*	FG*
AUTOMATIC FLIGHT (Equipment)	AF*	
AUTOMATIC FREQUENCY CONTROL	@AFC	
AUTOMATIC GAIN CONTROL	AGC	
AUTOMATIC LANDING	A-LAND	A/L, A-L
AUTOMATIC LANDING (Equipment)	AL*	
AUTOMATIC RUDDER CONTROL	A-RUD	ARC
AUTOMATIC TEST EQUIPMENT	ATE	
AUTOMATIC THRUST	AT	A-THR
AUTOMATIC POWER RESERVE	APR	
AUTOPILOT	AP	A/P
AUTOPILOT AND FLIGHT DIRECTOR (Equipment)	AFD*	
AUTOPILOT/FLIGHT DIRECTOR	AP/FD	
AUTOSTABILIZER	A-STAB	A/STAB
AUTOTHROTTLE	AT	A/T, A-THROT, A/THR
AUTOTHROTTLE (Equipment)	AT*	
AUXILIARY	AUX	
AUXILIARY DATA ACQUISITION UNIT	ADAU	
AUXILIARY POWER UNIT	APU	
AVAILABLE	AVAIL	AVBL
AVERAGE	AV	AVG
AVIATION ROUTINE WEATHER REPORT	@AERO	
AVIONICS	AVNCS	AVNX
AZIMUTH	AZ	AZM
BACK BEAM	BBM	BB, B/B
BACK COURSE	BCRS	BC

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
BACK LOCALIZER BAROMETRIC SETTING BATTERY BATTERY UNIT BEACON BEARING BEARING DEVIATION INDICATOR BEAT FREQUENCY OSCILLATOR BELOW BETWEEN BEVERAGE BLUE BOTTLE BOTTOM OF CLIMB BOTTOM OF DESCENT BOUNDARY BOUNDARY LAYER CONTROL BRAKE BRAKING ACTION BREAK-OFF HEIGHT BRIGHT, -NESS BROADCAST BUILT IN TEST EQUIPMENT BUS TIE BREAKER BUS TIE RELAY BUS TRANSFER CONTACTOR	BLOC BARO BAT BU @BCN @BRG BDI BFO BLW BTWN BEV BLU BTL BOC BOD BNDRY BLC BRK @BA @BOH BRT @BCST BITE BTB BTR BTC	BATT QDM, QDR BETW B/C, B-C, B*C B/D, B-D, B*D @BDRY
CABIN CALIBRATION CALIBRATED AIR SPEED CALL SIGN CANCEL CAPACITY CAPTAIN CAPTURE CARBURETOR CARD READER (Equipment) CARGO CARRIER WAVE CATEGORY CATHODE RAY TUBE CAUTION, -ARY CAUTION AND WARNING (Equipment) CEILING	CAB CAL CAS C-S CNCL CPTY CAPT CAP CARB CR* CRG CW CAT @CRT CAUT CAW* CLNG	C/S CANC P1, CM1 CRGO

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
CEILING AND VIS UNRESTRICTED/OK	CAVU/CAVOK	
CENTIGRADE	@C	
CENTIMETER	CM	
CENTER	CTR	CNTR
CENTER OF GRAVITY	CG	
CENTER LINE	C/L	CL
CENTRAL AIR DATA (Equipment)	CAD*	
CENTRAL PROCESSOR (Equipment)	CP*	
CHANGE	CHG	
CHANNEL	CHAN	
CHARGE, CHARGER	CHRG	CH
CHECK	CK	CHK
CHECKED	CKD	CHKD
CHECK LIST	C-L	C/L
CHECK VALVE	CHKV	NRV
CHRONOMETER	CHR	
CIRCLE	CRCL	
CIRCUIT	CCT	CKT
CIRCUIT BREAKER	CB	C/B
CIRCUIT BREAKER MONITORING (Equipment)	CBM*	
CIRCULATE, CIRCULATION	CIRC	
CLEAR	CLR	
CLEAR AIR TURBULENCE	@CAT	
CLEARANCE	CLNC	
CLEARED	CLRD	
CLEARWAY	@CWY	
CLIMB	CLB	
CLIMB SPEED - MIN INITIAL	V3	
CLIMB SPEED - INITIAL	V4	
CLOCK	CLK	
CLOCKWISE	CW	
CLOSE, CLOSED	CLS, CLSD	SHUT
CLOUD	CLD	
COCKPIT	CKPT	F-D, F-DK
COCKPIT VOICE RECORDER	CVR	
COLD	C	
COLD AIR UNIT	CAU	
COLLISION	COLL	
COLLISION AVOIDANCE (Equipment)	CA*	
COMBINED SPEED INDICATOR	CSI	
COMMAND	CMD	
COMMANDER	CMDR	CDR
COMMUNICATION	@COM	COMM
COMPANY	CO	
COMPARATOR	CMPRTR	

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
COMPARTMENT	COMPT	
COMPASS	COMP	
COMPLETE, -ED, -ETION	CMPL	
COMPRESSOR	CPRSR	COMPR
COMPUTE	CMPT	
COMPUTER	CMPTR	
CONDITION	COND	
CONFIGURATION	CONFIG	
CONSTRAINT	CSTR	CONSTR
CONSTANT SPEED DRIVE	CSD	
CONTACTOR	CNTOR	
CONTINUE, -ED, -OUS	CONT	CON
CONTINUOUS REPETITIVE CHIME	CRC	
CONTINUOUS WAVE	@CW	
CONTROL	CTL	
CONTROL AREA	@CTA	
CONTROL DISPLAY	CD	
CONTROL (AND) DISPLAY (EQUIPMENT)	CD*	
CONTROL SYSTEM ELECTRONIC (EQUIPMENT)	CSE*	
CONTROL UNIT	CU	
CONTROL WHEEL STEERING	CWS	
CONTROL ZONE	CZ	@CTR
COOLER, -ING	COOL	
COPILOT	CP	C/P, FO, F/O, F-0, CM2, P2
CORRECT, -ED, -ECTION	CORR	
COST INDEX	CI	
COUNTER CLOCKWISE	CCW	
COUPLE	CPL	
COUPLER	CPLR	
COURSE	CRS	CS
COURSE DEVIATION INDICATOR	CDI	
COWLING	COWL	
CREW MEMBER	CM	
CRITICAL-ENGINE-FAIL SPEED	VI	
CRITICAL POINT	CP	
CROSS-CREW QUALIFICATION	CCQ	
CROSS BAR	XBAR	
CROSS FEED	XFD	XFEED
CROSS LINE	XLN	XLINE
CROSS TRACK (DISTANCE) DEVIATION	XTK	
CROSS TRACK ERROR	XTKE	XTE
CROSS VALVE	XVLV	
CROSS WIND	XWND	
CRUISE	CRZ	CR

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
CRUISING SPEED - DESIGN CYLINDER	VC CYL	
DAMPER	DMPR	DAMP
DANGER, -OUS	DNGR	
DANGER AREA	DA	
DATA ENTRY AND DISPLAY PANEL	DEDP	
DATA LINK	DL	D/L
DATA MANAGEMENT (Equipment)	DM*	
DATE	DAT	
DEAD RECKONING	DR	
DECELERATE, -ION	DECEL	
DECIBEL	DB	
DECISION ALTITUDE	DA	
DECISION HEIGHT	DH	
DECISION SPEED	V1	
DECK	DK	
DECLINATION	DEC	
DECREASE	DECR	
DEFINITION	DEF	
DEFLECTION	DEFL	
DEGREE	DEG	
DE-ICE	D-ICE	D-I
DELAY	DLA	DLY
DELAY MESSAGE	@DEL	
DELAYED FLAP APPROACH	DFA	
DELETE	DEL	
DEPARTURE	DEP	
DEPARTURE MESSAGE	@DEP	
DEPRESSURIZE, -ATION	D-PR	D-PRESS
DESCEND, DESCENT	DES	DESC
DESIGN EYE POSITION	DEP	
DESIGNATOR	DSIG	
DESIRED TRACK	DTK	DSRTK
DESTINATION	DEST	
DETECTED, -TOR, -TION	DET	DTECT
DEVIATION	@DEV	
DIFFERENCE, -TIAL	DIFF	
DIFFERENTIAL PRESSURE	dP	P
DIGITAL AIDS RECORDER	DAR	
DIGITAL AIR DATA (Equipment)	DAD*	
DIGITAL DISTANCE AND RADIO MAGNETIC INDICATOR	DDRMI	
DIGITAL FLIGHT DATA ACQUISITION UNIT	DFDAU	

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
DIGITAL FLIGHT DATA RECORDER	DFDR	
DIGITAL TO ANALOGUE	D/A	
DILUTER, -ION	DIL	
DIRECT, -ION, DIRECT TO	DIR	
DIRECT CURRENT	DC	
DIRECTIONAL GYRO	DG	
DIRECTION FINDER	DF	
DIRECT LIFT CONTROL	DLC	
DIRECT OPERATING COST	DOC	
DISARMED	DISRMD	D-RMD, DISARM
DISCHARGE	DISCH	
DISCONNECT	DISC	
DISENGAGE(D)	DISENG	DIS
DISPLAY	DSPL	DSPY
DISPLAY UNIT	DU	
DISTANCE	DIST	DIS
DISTANCE MEASURING EQUIPMENT	DME	D
DISTANCE TO GO	DTG	
DIVERSION	DVRSN	
DIVERT	DVRT	
DOPPLER	DOPP	DPLR
DOUBLE SIDE BAND	DSB	
DOWN	DN	
DRIFT	DFT	D
DRIFT ANGLE	DA	
DRIFT DOWN	DD	D/D
DRIVE	DRV	
DRY OPERATING WEIGHT	DOW	
EARTH ACCELERATION	g	
EAST	E	
ECONOMIC, -MY	ECON	
EFFECTIVE	EFF	
ELAPSED TIME	ET	ELAPS
ELECTRIC, -AL, -ITY	ELEC	
ELECTROMAGNETIC INTERFERENCE	EMI	
ELECTRONIC	ELEX	ELEK
ELECTRONIC ADI	EADI	
ELECTRONIC CENTRALIZED AIRCRAFT MONITOR	ECAM	
ELECTRONIC COOLING SYSTEM	ECS	
ELECTRONIC ENGINE CONTROL (Equipment)	EEC*	
ELECTRONIC FUEL CONTROL (Equipment)	EFC*	
ELECTRONIC FLIGHT INSTRUMENT (Equipment)	EFI*	
ELECTRONIC HSI	EHSI	

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
ELEVATION	@ELEV	ELV
ELEVATOR	EL	
EMERGENCY	EMER	EMRG, EMERG
EMERGENCY DISTANCE AVAILABLE	EDA	
EMERGENCY LOCATOR TRANSMITTER	ELT	
EMERGENCY POWER UNIT	EPU	
EMPTY	EMTY	
ENABLE	ENBL	
ENDURANCE	END	
END OF DESCENT	EOD	E/D, E-D, E*D
ENGAGE	ENGA	
ENGAGED	ENGD	
ENGINE	ENG	
ENGINE BLEED (Equipment)	EB*	
ENGINE CONTROL (Equipment)	EC*	
ENGINE CONDITION MONITORING	ECM	EMUX
ENGINE DRIVEN PUMP	EDP	
ENGINE INDICATION AND CREW ALERTING SYSTEM	EICAS	
ENGINE OUT	EO	
ENGINE PRESSURE RATIO	EPR	
ENGINE ROTOR SPEED	N1, N2, N3	
ENGINE VIBRATION INDICATOR	EVI	
ENROUTE	ENR	E-RTE
ENTER	ENT	
ENTRANCE, ENTRY	ENTR	
ENVIRONMENTAL CONTROL (Equipment)	EC*	
EQUAL TIME POINT	ETP	
EQUIPMENT	EQPT	
EQUIVALENT AIRSPEED	@EAS	
ERROR	ERR	
ESCAPE	ESC	
ESSENTIAL	ESS	S
ESTIMATE, -ED	EST	
ESTIMATED ELAPSED TIME	EET	
ESTIMATED TIME OF ARRIVAL	@ETA	
ESTIMATED TIME OF DEPARTURE	@ETD	
ESTIMATED TIME EN-ROUTE	ETE	
ESTIMATED TIME OVER	ETO	
EVACUATION	EVAC	
EXCHANGE	EXCH	
EXCITATION	EXC	
EXECUTE	EXEC	
EXHAUST	EXH	
EXHAUST GAS TEMPERATURE	EGT	

[illegible]

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
FLIGHT DIRECTOR	FD	F/D
FLIGHT ENGINEER	FE	F/E, CM3
FLIGHT GUIDANCE (Equipment)	FG*	
FLIGHT INFORMATION CENTER, REGION	@FIC, @FIR	
FLIGHT INFORMATION REGION BOUNDARY	@FIRB	
FLIGHT INFORMATION SERVICE	@FIS	
FLIGHT LEVEL	FL	
FLIGHT LEVEL CHANGE	FL CH	FL/CH, FL-CH, LVL CHG
FLIGHT MANAGEMENT (Equipment)	FM*	
FLIGHT MODE ANNUNCIATOR	FMA	
FLIGHT NAVIGATION (Equipment)	FN*	
FLIGHT PATH ANGLE	FPA	
FLIGHT PATH TARGET	FPT	
FLIGHT PATH VECTOR	FPV	
FLIGHT PLAN	F-PLN	@PLN
FLIGHT WARNING (Equipment)	FW*	
FLIGHT (WEATHER) FORECAST	@FIFOR	
FLOW	FLO	
FLUORESCENT	FLUOR	
FOOT, FEET	FT	
FORECAST	@FCST	
FOREIGN OBJECT DAMAGE	FOD	
FORWARD	FWD	
FREEZE	FRZ	
FREQUENCY	FREQ	HZ, FRQ
FREQUENCY MODULATION	FM	
FROM	FR	
FRONT	FRT	
FUEL CONTROL UNIT	FCU	
FUEL FLOW	FF	
FUEL ON BOARD	FOB	
FUEL OVER DESTINATION	FOD	
FUEL QUANTITY	FQ	
FUEL USED	FU	
FUNCTION	FCTN	FCN
FUSELAGE	FUS	
GALLEY	GLY	
GALLON	GAL	
GENERAL	GENL	
GENERATOR	GEN	
GENERATOR CONTROL UNIT	GCU	
GENERATOR LINE CONTACTOR	GLC	

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
GENERATOR LINE RELAY GEOGRAPHICAL REFERENCE POINT GO AROUND GLARESHIELD GLIDE SLOPE GLIDE PATH GLOBAL POSITIONING (Equipment) GLOBAL POSITIONING SYSTEM GRAM GRAVITY GREEN GREENWICH MEAN TIME GROSS WEIGHT GROUND GROUND CONTROLLED APPROACH GROUND MOVEMENT CONTROL GROUND MOVEMENT RADAR GROUND POWER UNIT GROUND PROXIMITY WARNING (Equipment) GROUND REFERENCE POINT GROUND ROLL (Equipment) GROUND SPEED GROUND TO AIR GUST SPEED - DESIGN MAX GYRO	GLR GRP GA GSHLD G/S @GP GP* GPS G g GRN @GMT GW GND @GCA GMC @GMR GPU GPW* GRP GR* GS @G-A VB G	G/A GSL GRV TY Z GWT GRND GSPD, GSP
HANDLE HEAD HEADING HEADING AND ATTITUDE (Equipment) HEADING SELECT HEAD UP DISPLAY HEAD WIND HEAT HEATER HEIGHT HELICOPTER HERTZ HIGH HIGH FREQUENCY HIGH LEVEL HIGH PRESSURE HIGH SPEED HOLD, -ING, HOLDING PATTERN	HNDL HD HDG HA* HDG-S HUD HWND HT HTR H @HEL HZ HI @HF HL HP HSPD HLD	@HEAD HDG/S, H/SEL HW HT, @HGT HS HOLD

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
HORIZONTAL NAVIGATION HORIZONTAL SITUATION (Equipment) HOT HOUR HYDRAULIC	HNAV HS* H HR HYD	LNAV H, hr
ICING IDENTIFICATION BEACON IDENTIFY, -IER, -ICATION IGNITION IMMEDIATE INBOARD INBOUND INCH(ES) INCLUDE, -SIVE INCREASE, -ING INDEX INDICATED AIRSPEED INDICATOR, -ION, -ED INERTIAL INERTIAL NAVIGATION (Equipment) INERTIAL REFERENCE (Equipment) INERTIAL SENSOR (Equipment) INFORMATION INHIBITION INITIAL, -ATION, -IZATION INITIAL APPROACH INITIAL APPROACH FIX INITIAL POINT INJECTION INLET (INTAKE) GUIDE VANES INNER INNER MARKER INOPERATIVE INPUT/OUTPUT INSTRUMENT INSTRUMENT FLIGHT RULES INSTRUMENT LANDING SYSTEM INSTRUMENT METEOROLOGICAL CONDITIONS INTAKE INTEGRATED DRIVE GENERATOR INTERCEPT INTERCEPT POINT INTERCOM, INTERCOMMUNICATION	ICE @IBN ID IGN IMM INBD INB IN(S) INC INCR INDX @IAS IND I IN* IR* IS* INFO INHIB INIT @INA IAF IP INJ IGV INR @IM INOP I/O INST @IFR @ILS @IMC INTK IDG INTCP I-PT I/C	IDENT, IDNT IMMED INBND INCL INH US IP, I/P IC, INTCOM

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
INTERLOCK INTERMEDIATE FIX INTERMEDIATE PRESSURE INTERNATIONAL INTERNATIONAL STANDARD ATMOSPHERE INTERPHONE INTERRUPT, -ED, -ION INTERSECTION INTER SYSTEM BUS INVERTER ISOLATE, -ED, -ION	INTLK IF IPR INTL ISA INPH INTRP I-SCTN ISB INV ISOL	IP INTPH, INTER, INT INTSC
JAMMED, -ING JET PIPE TEMPERATURE JUNCTION	JAM JPT JCT	
KEYBOARD KILO- KRUGER KNOT(S)	KYBD K KRUG KT(S)	kt(s)
LANDING LANDING DIRECTION INDICATION LANDING GEAR LANDING GEAR EXTENDED SPEED - MAX LANDING GEAR OPERATING SPEED - MAX LANDING REFERENCE SPEED LANDING WEIGHT LASER LATERAL, LATITUDE LATERAL NAVIGATION LATERAL REVISE LATCH LATITUDE LATITUDE/LONGITUDE LAVATORY LEADING EDGE LEAST SIGNIFICANT BIT LEFT LEFT HAND (SIDE) LEFT LINE SELECT (KEY) LEFT WING DOWN LENGTH	LDG @LDI LG VLE VLO VREF LW LSR LAT LNAV LREV LTCH LAT L/L LAV LE LSB L LH LLS LWD L	L-G, GEAR, L/G VAT HNAV L-REV LL, LAT/LONG

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
LEVEL	LVL	
LEVEL CHANGE	LVL CHG	LVL/CH, FL CH, FL/CH, FL-CH
LEVER	LVR	
LIGHT, LIGHTS	LT	
LIGHT EMITTING DIODE	LED	
LIMIT	LIM	
LIMITER	LMTR	
LINEAR	LIN	
LINE REPLACEMENT UNIT	LRU	
LINE SELECT KEY	LSK	
LIQUID OXYGEN	LOX	
LITER	L	
LOAD	LD	
LOAD CLASSIFICATION NUMBER	LCN	
LOAD RELIEF SYSTEM	LRS	
LOAD SHEDDING RELAY	LSR	
LOCAL	LCL	
LOCAL MEAN TIME	@LMT	
LOCALIZER	LOC	@LLZ LOC-IS
LOCALIZER INERTIAL SMOOTHING	LIS	
LOCALIZER TYPE DIRECTIONAL AID	LDA	
LOCATION	LCTN	
LOCATOR	LCTR	@L @L
LOCKED	LKD	
LONG RANGE CRUISE	LRC	
LONG RANGE NAVIGATION	LORAN	
LONGITUDE, -INAL	LONG	LNG
LOW	LO	
LOWER	LWR	
LOWER SIDE BAND	@LSB	
LOW FREQUENCY	@LF	
LOW LEVEL	LL	L0LVL, LO-LVL
LOW PRESSURE	LP	LOPR, LO-PR
LOW SPEED	LSPD	LS
LOW SPEED AILERON	LSA	LS-AIL
MACH	M	
MACH/AIRSPEED INDICATOR	M/ASI	MASI
MAGNETIC	MAG	M
MAGNETIC INDICATOR	MI	
MAIN LANDING GEAR	MLG	
MAINTAIN, MAINTENANCE	MAINT	
MAINTENANCE CONTROL AND DISPLAY PANEL	MCDP	

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
MAINTENANCE TEST PANEL	MTP	
MALFUNCTION	MALF	MAL
MANDATORY OCCURRENCE REPORT	MOR	
MANIFOLD	MANF	MANIF
MANEUVER SPEED - DESIGN	VA	
MANEUVER SPEED - RECOMMENDED	VMAN	M
MANUAL	MAN	
MARKER	MKR	
MARKER BEACON	MB	@MKR
MASTER	MSTR	
MASTER WARNING	MW	MWARN
MASTER WARNING (Equipment)	MW*	
MAXIMUM	MAX	
MAXIMUM CONTINUOUS THRUST	MCT	
MAXIMUM CRUISE	MCR	
MAXIMUM LANDING WEIGHT	MLW	
MAXIMUM RAMP WEIGHT	MRW	
MAXIMUM OPERATING SPEED - MACH	MMO	
MAXIMUM OPERATING SPEED - AIRSPEED	VMO	
MAXIMUM TAXI WEIGHT	MTXW	
MAXIMUM T-O GROSS WEIGHT	MTOGW	
MAXIMUM T-O WEIGHT	MTOW	
MAXIMUM ZERO FUEL WEIGHT	MZFW	
MEAN AERODYNAMIC CHORD	MAC	
MEAN SEA LEVEL	@MSL	
MEAN TIME BETWEEN FAILURE	MTBF	
MECHANIC, -AL	MECH	
MEDIUM	MED	
MEDIUM FREQUENCY	@MF	
MEGA-	M	
MEMORY/MEMORANDUM	MEM	(M)
MERCURY	Hg	HG
MESSAGE	MSG	
METER	M	
METERING FIX	MF	
METEOROLOGICAL	@MET	
MICROPHONE	MIC	
MICROWAVE LANDING SYSTEM	MLS	
MIDDLE, MIDSHIP	MID	
MIDDLE MARKER	@MM	
MILE	MI	
MILES PER HOUR	MPH	
MILLIBAR(S)	Mb	MB
MINIMUM	MIN	
MINIMUM APPROACH BREAKOFF HEIGHT	MABH	

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
MINIMUM CONTROL SPEED MINIMUM DECISION/DESCENT ALTITUDE MINIMUM EN ROUTE ALTITUDE MINIMUM EQUIPMENT LIST MINIMUM OPERATING SPEED MINIMUM REQUIREMENT LIST MINIMUM SAFE ALTITUDE MINIMUM SECTOR FUEL MINIMUM ZERO FUEL WEIGHT MINUTE MISCELLANEOUS MISSED MISSED APPROACH POINT MISSED APPROACH PROCEDURE MODERATE MODE CONTROL (Equipment) MODE SELECT PANEL MODIFY, MODIFICATION MODULAR CONCEPT UNIT MONITOR, -ED, -ING MOTOR MOUNTING MULTIFUNCTION DISPLAY MULTIPLEX	VMC MDA MEA MEL VMIN MRL MSA MSF MZFW MN MISC MSD @MAP MA PROC MOD MC* MSP MOD MCU MON MOT MTG MFD MUX	MIN MAPT MTR MNTG
NACELLE NAUTICAL MILES NAUTICAL MILES PER HOUR (KNOTS) NAVIGATION, NAVIGATOR NAVIGATION AID NAVIGATION DISPLAY NAVIGATION REFERENCE POINT NEGATIVE NEXT NEXT PAGE NEUTRAL NOISE ABATE, ABATEMENT NON DIRECTIONAL BEACON NON RETURN VALVE NORMAL NORTH NOSE LANDING GEAR NOSEWHEEL NOTICE TO AIRMEN NUMBER	NAC @NM KTS @NAV NAVAID ND NRP NEG NXT N-P NEUT NA @NDB NRV NORM N NLG NW @NOTAM #	NV -VE N/P CHKV N/W, N-W NO, NR

PREFERRED

ACCEPTABLE EQUIVALENT

OBSERVED, -ATION
OBSERVER
OBSTACLE, OBSTRUCTION
OBSTACLE CLEARANCE LIMIT, SURFACE
OFF/RESET
OFFSET
OMEGA
OMEGA NAVIGATION (Equipment)
OMNI BEARING SELECTOR
ON BOARD BALANCE SYSTEM
ON BOARD WEIGHING SYSTEM
ON BOARD WEIGHT AND BALANCE SYSTEM
OPEN
OPERATIONAL
OPERATIVE, -ING
OPERATIONS
OPERATION, -ING MANUAL
OPPOSITE
OPTIMUM
OUTBOARD
OUTBOUND
OUTER
OUTER MARKER
OUTLET
OUTPUT/INPUT
OUTSIDE AIR TEMPERATURE
OVERBOARD
OVER FLOW
OVERHEAD
OVERHEAT
OVERLOAD
OVER PRESSURE
OVERRIDE
OVERRUN
OVERSPEED
OXYGEN

OBSV
OBSR
OBST
@OCL, @OCS
OFF/R
OFST
O
ON*
OBS
OBBS
OBWS
OBWBS
O
OP
OPER
@OPS
OM
OPP
OPT
OUTBD
OUTB
OUTR
@OM
OUTL
O/I
OAT
OVBD
OVFL
OVHD
OVHT
OVL D
OVPR
OVRD
OVRN
OVSPD
OXY

OBSYR

OFS

OK

OP S-M, AOM

OBND

0VSP
02

PACK
PAGE
PANEL
PARALLEL TRACK
PARAVISUAL DIRECTOR
PARK
PASSENGERS

PK
PG
PNL
PTK
PVD
PK
PAX

PSGRS

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
PASSENGER ADDRESS	PA	
PASSENGER ENTERTAINMENT SYSTEM	PES	
PATTERN	PAT	PATT
PEDAL	PEDL	
PEDESTAL	PED	
PER CENT	%	PCT
PERFORMANCE	PERF	
PERFORMANCE MANAGEMENT (Equipment)	PM*	
PILOT	PLT	
PILOT FLYING	PF	
PILOT IN COMMAND	PIC	
PILOT NOT FLYING	PNF	
PITCH	PTCH	PIT
PITCH AUGMENTATION COMPUTER	PAC	
PLAN, (FLIGHT PLAN)	@PLN	(F-PLN)
PLAN POSITION INDICATOR	@PPI	
PLANNED LANDING WEIGHT	PLW	
PLATFORM	PLATF	
PNEUMATIC	PNEU	
POINT	PT	
POINT OF NO RETURN	PNR	
POSITION	POS	POSN, POSIT
POSITIVE	POS	+VE
POSSIBLE	PSBL	
POTABLE WATER	POTW	
POUND	LB	
POUND PER SQUARE INCH	PSI	
POWER	PWR	
POWER CONTROL UNIT	PCU	
POWER TRANSFER UNIT	PTU	
PRECISION APPROACH PATH INDICATOR	PAPI	
PRECISION APPROACH RADAR	@PAR	
PREDICTED, -TION	PRED	
PREDICTED WIND DATA	PWD	
PREFERRED	PREFD	
PREFLIGHT	PREFLT	PREF
PRESENT	PRES	
PRESENT POSITION	PPOS	POS
PRESSURE	PRESS	P, q
PRESSURIZATION	PRESN	PRESSN
PREVIOUS	PREV	
PRIMARY	PRI	PRIM
PRIMARY FLIGHT DISPLAY	PFD	
PRINTER	PRTR	
PROCEDURE	PROC	

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
RECALL	RCL	
RECEIVE	RCV	
RECEIVER	RCVR	RX
RECIRCULATION	RECIRC	
RE-CLEAR, -ED	R-CLR	
RECORDER	RCDR	
RECTIFIER	RECT	
REDUCTION	REDN	RED
REDUNDANT, ANCY	REDUND	
REFERENCE	REF	
REFERENCE EYE POSITION	REP	
REFERENCE SPEED (THRESHOLD)	VREF	
REFRIGERATION	FRIG	
REFUEL	RFL	
REGULATOR	REG	
REGULATED TAKE-OFF WEIGHT	RTOW	
REJECTED TAKE-OFF	RTO	
RELAY	RLY	
RELEASE	REL	
REMAIN	RMN	
REMOTE	REM	RMT
REMOTE CONTROLLED CB	RCCB	
REPEATING	RPTG	
REPELLENT	RPLNT	REP
REPETITIVE CHIME	RC	
REPETITIVE STROKE	RS	
REPORT	REP	
REPORTING POINT	R-PT	@REP
REQUEST	REQ	RQST
REQUIRED	REQD	RQRD
REQUIRED TIME OF ARRIVAL	RTA	
RESERVE, -ATION	RSV	RES
RESERVOIR	RSVR	
RESET	RST	
RESPONDER BEACON	@RSP	
RESTRICTED, TION	REST	
RETARD	RETD	RET
RETRACT, -ED, -ABLE	RETR	
RETURN	RET	RTRN
REVERSE, REVISION, REVISE	REV	
REVERSE CURRENT PROTECTION	RCP	
REVERSER	RVSR	REVR
REVOLUTION PER MINUTE	RPM	
RIGHT	R	
RIGHT HAND (SIDE)	RH	
RIGHT LINE SELECT (KEY)	RLS	