

Submitted for recognition as an American National Standard

NOMENCLATURE AND ABBREVIATIONS FOR USE ON THE FLIGHT DECK

1. SCOPE: This Standard 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 3 or 4 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
FNCS = 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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PREPARED BY
SAE COMMITTEE S-7,
FLIGHT DECK AND HANDLING
QUALITIES STANDARDS FOR
TRANSPORT AIRCRAFT

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

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

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

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

TERM	PREFERRED	ACCEPTABLE EQUIVALENT
EXPAND, -SION EXPECTED APPROACH TIME EXPEDITE EXTEND, -ED EXTENDED FUNCTION EXTERNAL, EXTERIOR EXTERNAL POWER CONTACTOR EXTINGUISH, -ER EXTRA FUNCTION EXTRACT, -ION EYE REFERENCE POSITION	EXP @EAT XPED EXT XFCN EXT EPC EXTING XFCN EXTR ERP	EXPD XPDT XTING EXTC
FAHRENHEIT FAILURE, FAILED FAN SPEED FAST/SLOW FAULT ISOLATION MONITOR/MANUAL FAULT REPORTING MANUAL FEEL SIMULATION UNIT FEET, FOOT FEET PER MINUTE FIELD ELEVATION PRESSURE FIGURE FILAMENT FILTER FINAL T-0 SAFETY SPEED FINAL APPROACH FIX FIRST OFFICER FINAL APPROACH FLAP FLAP EXTENDED SPEED - MAX FLAP OPERATING SPEED - MAX FLAP RETRACT SPEED - RECOMMENDED FLARE FLEXIBLE FLIGHT AUGMENTATION COMPUTER FLIGHT FLIGHT CONTROL (Equipment) FLIGHT CREW OPERATING MANUAL FLIGHT DATA ACQUISITION UNIT FLIGHT DATA ENTRY PANEL FLIGHT DATA RECORDER FLIGHT DATA STORAGE UNIT FLIGHT DECK	@F FAIL NI F/S FIM FRM FSU FT FPM QFE FIG FIL FLTR VFTO FAF FO @FNA FLP VFE VFO F FLR FLEX FAC @FLT FC* FCOM FDAU FDEP FDR FDSU F-DK	ft FT/MIN F/O, F-0, CM2, P2 FLX CKPT, F-D

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

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
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-0 GROSS WEIGHT	MTOGW	
MAXIMUM T-0 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

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
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
PROCEDURE TURN PROFILE PROGRAM PROGRESS PROPELLOR PROTECTION PROXIMITY PURSER PUSH BUTTON PUSH (PRESS) TO ARM PUSH (PRESS) TO CANCEL PUSH (PRESS) TO RESET PUSH (PRESS) TO SET PUSH (PRESS) TO TALK/TRANSMIT PUSH (PRESS) TO TEST PUSH (PRESS) TO INHIBIT	PROC-T PROF PRGM PROG PROP PROT PROX PURS PB PTA PTC PTR PTS PTT PTT PTI	P-, P PROG P/B P-ARM P-CAN P-RST P-SET P-TT P-TST P-INH
QUADRANT QUANTITY QUART QUICK ACCESS RECORDER	QUAD QTY QT QAR	Q
RADIO RADAR RADAR HEIGHT/RADIO HEIGHT RADIAL RADIAL/DISTANCE RADIO ALTIMETER RADIO/INERTIAL RADIO DISTANCE MAGNETIC INDICATOR RADIO MAGNETIC INDICATOR RADIO MANAGEMENT (Equipment) RADIO NAVIGATION INDICATOR RADIO RANGE RADIO TELETYPEWRITER RADIO TELEPHONE RAM AIR TEMPERATURE/TURBINE RANDOM (AREA) NAVIGATION RANGE RATE OF CLIMB RATE OF DESCENT READY REAR (PART)	RAD RDR R-HT R R/D RA R/I RDMI RMI RM* RNI @RNG @RTT RT RAT RNAV RNG ROC ROD RDY AFT	R R/H, RHT RDL R/A @RTF, R/T R/C, R-C R/D, R-D