

JAA Administrative & Guidance Material
Section Five: Personnel Licensing Part 2: Procedures

Attachment 2

ABBREVIATIONS, ACRONYMS, SYMBOLS AND UNITS FOR JAR-FCL CQB MCQs

Note 1: All abbreviations listed in ICAO Annex 5, ICAO Doc 8400 (not necessarily upper case) , JAR 1, JAR-FCL documents or those representing SI units may be used in MCQs.

Note 2: Other abbreviations, units and symbols may be used if initially explained as part of the MCQ e.g. Airspeed indicator (ASI) or Moment of tail rotor (M_{TR}).

Abbreviations	Meaning
a	1. Acceleration 2. Speed of sound
A	Ampere
AAL	Above aerodrome level
abm	Abeam
ABN	Aerodrome beacon
AC	Alternating current
ACARS	Aircraft Communication Addressing & Reporting System
ACFT	Aircraft
ACN	Aircraft classification number
act	Active
AD	Aerodrome
ADC	Air data computer
ADF	Automatic direction finding equipment
ADI	Attitude director indicator
ADR	Advisory route
ADS	Automatic Dependent Surveillance
AEO	All engines operating
AFIS	Aerodrome flight information service
AFM	Aeroplane flight manual
AFN	ATS Facilities Notification (LOGON)
AGL	Above ground level
AIP	Aeronautical Information Publication
alt	Altitude
altn	Alternate (aerodrome)
AMSL	Above mean sea level

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ANS	Autonomic nervous system
AOA or α	Angle of attack
APAPI	Abbreviated PAPI
apch	Approach
APT	Airport
APU	Auxiliary power unit
arr	Arrival
ASD	Accelerate stop distance
ASDA	Accelerate stop distance available
ASI	Airspeed indicator
ATA	Actual time of arrival
ATC	Air traffic control
ATD	Actual time of departure
ATIS	Automatic terminal information service
ATO	Actual time overhead
ATS	Air traffic services
ATZ	Aerodrome traffic zone
AUM	All up mass
AUX	Auxiliary
Avg	Average
AWR	Airborne weather radar
AWY	Airway
AZM	Azimuth
b	Wing span
BMI	Body mass index
brg	Bearing
CAS	Calibrated airspeed
CAT	Clear air turbulence
C_d	Drag coefficient (two dimensional)
C_D	Drag coefficient (three dimensional)
CDI	Course deviation indicator
CDU	Control display unit
CG	Centre of gravity
C_l	Lift coefficient (two dimensional)
C_L	Lift coefficient (three dimensional)
C_{LMAX}	Maximum lift coefficient
cm	Centimetre
C_m	Pitching moment coefficient
CNS	Central nervous system
CNS/ATM	Communications, Navigation and Surveillance/Air Traffic Management
COM	Communications
CP	Critical point
CPDLC	Controller-Pilot Data Link Communications
CRM	Crew resource management

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CTR	Control zone
CVR	Cockpit voice recorder
CWY	Clearway
DA	Decision altitude
DC	Direct current
deg	Degree (°)
dep	Departure
DES	Descent
DEST	Destination
dev	Deviation
DF	Direction finding
DG	Directional gyroscope
	Directional gyro indicator
<i>DGI</i>	
DH	Decision height
DIST	Distance
DME	Distance measuring equipment
DP	Dew point
DR	Dead reckoning
DVOR	Doppler VOR
E	East
EAS	Equivalent airspeed
EAT	Expected approach time
	Electronic centralized aircraft monitoring
ECAM	
ECG	Electrocardiogram
EEG	Electroencephalogram
EFIS	Electronic flight instrument system
EGPWS	
	Enhanced GPWS
EGT	Exhaust gas temperature
EICAS	Engine indication and crew alerting system
ELT	
	Emergency locator transmitter
EPR	Engine pressure ratio
EST	Estimated
ETA	Estimated time of arrival
ETD	
	Estimated time of departure
ETO	Estimated time overhead
ETOPS	Extended range twin operations
F	Force
FADEC	Full Authority Digital Engine Control
FAF	Final approach fix
FANS	Future Air Navigation System
FD	Flight director
F _e	Elevator stick force
FIS	Flight information service
FL	Flight level
FMS	Flight management system
ft	Feet
ft/min	Feet per minute

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g gal GAS gnd GP GPWS GS	1. Gramme 2. Acceleration due to gravity Gallon General adaption syndrome Ground Glide path Ground proximity warning system Ground speed
HAPI hdg HF HP hPa h HSI ht HUMS Hz	Helicopter approach path indicator Heading High frequency High pressure Hectopascal Hour Horizontal situation indicator Height Health and usage monitoring system Hertz
IAS ILS IMC Imp gal INS int IRS ISA ITCZ IVSI	Indicated airspeed Instrument landing system Instrument meteorological conditions Imperial gallon Inertial navigation system Intersection Inertial reference system International standard atmosphere Intertropical convergence zone Instantaneous vertical speed indicator
J	Joule
K kg kHz km km/h kt kW	Kelvin Kilogram Kilohertz Kilometre Kilometre per hour Knot Kilowatt
lat lb LCN LDA ldg LDP llz LMC LMT long LP	Latitude Pound Load classification number Landing distance available Landing Landing decision point Localizer Last minute change Local mean time Longitude Low pressure

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LT ltd lvl	Local time Limited Level
m M MAC MAP MAPt max M _{crit} MDA/H MEA MEL met min MLS MM MMEL mnm MNPS MOCA MORA MPH m/s MSA MSL MSU	1. Metre 2. Mass Mach number Mean aerodynamic chord Manifold pressure Missed approach point Maximum Critical Mach number Minimum descent altitude/height Minimum en-route altitude Minimum equipment list Meteorological Minute Microwave landing system Middle marker Master minimum equipment list Minimum Minimum navigation performance specifications Minimum obstruction clearance altitude Minimum off route altitude Statute miles per hour Metres per second Minimum sector altitude Mean sea level Mode selector unit
n N n-1 NAT nav NDB NIHL NM NOTAM	1. Number of engines/all engines operating 2. Load factor 1. Newton 2. North One engine inoperative 1. North Atlantic Region 2. North Atlantic Track Navigation Non-directional radio beacon Noise inducted hearing loss Nautical miles Notice to airmen
OAT OBS OCA/H OCL OEI OM	Outside air temperature Omni bearing selector Obstacle clearance altitude/height Obstacle clearance limit One engine inoperative 1. Operating mass 2. Outer marker

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OPS	Operations
p	Pressure
P	Power
Pa	Pascal
PAX	Passenger(s)
PET	Point of equal time
PIC	Pilot-in-command
PNR	Point of no return
PNS	Peripheral nervous system
pos	Position
psi	pounds per square inch
p_{stat}	Static pressure
PSR	Point of safe return
p_{tot}	Total pressure
PTS	Polar track structure
q	Dynamic pressure
R	Radius
RAC	Rules of the air and air traffic services
REP	Reporting point
RMI	Radio magnetic indicator
rmk	Remark
RNAV	Area navigation
ROC	Rate of climb
ROD	Rate of descent
RPM	Revolution(s) per minute
RVR	Runway visual range
RWY	Runway
s	Second
S	1. South 2. Wing area
SAR	Search and rescue
sfc	Surface
SFC	Specific fuel consumption
SI	International standard (Système International)
SID	Standard instrument departure
SR	Sunrise
SS	Sunset
SSR	Secondary surveillance radar
STAR	Standard arrival route
std	Standard
stn	Station
STS	Status
SWY	Stopway
T°	Temperature
TA	Transition altitude
TAS	True airspeed
TAT	Total air temperature
TAWS	Terrain Awareness Warning System
TDP	Take off decision point
TCAS	Traffic collision avoidance system
THR	Threshold
TL	Transition level

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T/O TOC TOD	Take off Top of climb
TODA	Top of descent Take-off distance available
TORA TUC	Take-off run available Time of useful consciousness
TWY	Taxiway
U/S US gal UTC	Unserviceable US gallon Co-ordinated universal time
V V ₁ V ₂ V _A var VASI V _B V _C /M _C VDF V _D /M _D V _{EF} V _F V _{FE} VHF vis V _{LE} VLF V _{LO} V _{LOF} V _{max Tyre} V _{MBE} V _{MC} VMC V _{MCA} V _{MCG} V _{MCL} V _{MO} /M _{MO} V _{MU} V _{NE} V _{NO}	1. Speed 2. Volt Take-off decision speed Take-off safety speed Design manoeuvring speed (Magnetic) variation Visual approach slope indicator Design speed for maximum gust intensity Design cruising speed/Mach number VHF direction-finding station Design diving speed/Mach number Critical engine failure speed Design flap speed Maximum flap extended speed Very high frequency Visibility Maximum landing gear extended speed Very low frequency maximum landing gear operating speed Lift-off speed Maximum tyre speed Maximum brake energy speed Minimum control speed with the critical engine inoperative Visual meteorological conditions Minimum control speed (in the air), take-off climb Minimum control speed (on the ground), on or near ground Minimum control speed (landing), approach and landing Maximum operating limit speed/Mach number Minimum unstick speed Never-exceed speed Normal operating speed

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<p>VOLMET VOR V_R V_{RA} V_{REF} V_S V_{S1} V_{S1G} VSI V_{SO} V_x V_y</p>	<p>Meteorological information for aircraft flight VHF omnidirectional radio range Rotation speed Rough airspeed Reference landing speed Stall speed or the minimum steady flight speed at which the aeroplane is controllable Stall speed or the minimum steady flight speed obtained in a specified configuration One-g stall speed at which the aeroplane can develop a lift force (normal to the flight path) equal to its weight Vertical speed indicator Stall speed or minimum steady flight speed in the landing configuration Speed for best angle of climb Speed for best rate of climb</p>
<p>W WC WCA wpt WS W/V wx</p>	<p>1. Watt 2. Weight 3. West Wind component Wind correction angle Waypoint Wind shear Wind velocity ie direction and speed Weather</p>
<p>X XTK</p>	<p>Cross Cross track distance</p>